

# **ESTIMATED TIMED AGENDA**

## **CALIFORNIA TRANSPORTATION COMMISSION**

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

**March 28-29, 2012**

**Orinda, California**

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### **Wednesday, March 28, 2012**

- 8:30 a.m.**                      **Caldecott Tunnel Field Review**  
   **Claremont Hotel**  
   **41 Tunnel Road**  
   **Berkeley, CA**
- 1:00 p.m.**                      **Commission Meeting**  
   **Orinda Library**  
   **Auditorium**  
   **26 Orinda Way**  
   **Orinda, CA**
- 5:30 p.m.**                      **Reception**  
   **Claremont Hotel**  
   **41 Tunnel Road**  
   **Berkeley, CA**
- 7:00 p.m.**                      **Commissioners' Dinner**  
   **Oliveto Cafe and Restaurant**  
   **5655 College Avenue**  
   **Oakland, CA**

### **Thursday, March 29, 2012**

- 9:00 a.m.**                      **Commission Meeting**  
   **Orinda Library**  
   **Auditorium**  
   **26 Orinda Way**  
   **Orinda, CA**
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**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 Commission meeting, except for those agenda items bearing the notation "TIMED ITEM." TIMED ITEMS may not be heard prior to the Time scheduled but may be heard at, or anytime after, the Time scheduled. The Commission may adjourn earlier than estimated on either day.

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

**NEXT REGULARLY SCHEDULED CTC MEETING (Subject to Change):**  
**CTC Meeting – April 25-26 2012 in Irvine**

<u>Tab # / Time</u>	<u>Item Description</u>	<u>Ref. #</u>	<u>Presenter</u>	<u>Status*</u>	
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\* "A" denotes an "Action" item; "I" denotes an "Information" item; "B" denotes a Business, Transportation and Housing (BTH) Agency item; "C" denotes a "Commission" item; "D" denotes a "Department" item; and "R" denotes a Regional Agency 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)

<b>1:00 pm</b>	<b><u>GENERAL BUSINESS</u></b>				
<b>1</b>	Roll Call	1.1	Joseph Tavaglione	<b>I</b>	<b>C</b>
	<b><u>Resolutions of Necessity – Appearances</u></b>				
<b>2</b> <b>8 Ayes</b>	Resolution of Necessity – Appearance -- Capricorn Realty, Inc., a California Corporation, et al. El Pollo Loco, Inc. (Lessee) 07-LA-5-PM 3.6 Resolution C-20781	2.4a.	Stephen Maller Brent Green	<b>A</b>	<b>D</b>
<b>3</b>	Approval of Minutes for February 22-23, 2012	1.2	Joseph Tavaglione	<b>A</b>	<b>C</b>
<b>4</b>	Executive Director's Report	1.3	Bimla Rhinehart	<b>A</b>	<b>C</b>
<b>5</b>	Commission Reports	1.4	Joseph Tavaglione	<b>A</b>	<b>C</b>
<b>6</b>	Commissioners' Meetings for Compensation	1.5	Joseph Tavaglione	<b>A</b>	<b>C</b>
<b>7</b>	Welcome to the Region	1.12	Amy Worth	<b>I</b>	<b>R</b>
	<b><u>BUSINESS, TRANSPORTATION &amp; HOUSING AGENCY REPORT</u></b>				
<b>8</b>	Report by Agency Secretary and/or Deputy Secretary	1.6	Brian Kelly	<b>I</b>	<b>B</b>
	<b><u>CALTRANS REPORT</u></b>				
<b>9</b>	Report by Caltrans' Director and/or Deputy Director	1.7	Malcolm Dougherty	<b>I</b>	<b>D</b>
	<b><u>LOCAL REPORTS</u></b>				
<b>10</b>	Report by Regional Agencies Moderator	1.8	Jose Nuncio	<b>I</b>	<b>R</b>
<b>11</b>	Report by Rural Counties Task Force Chair	1.9	Lisa Davey-Bates	<b>I</b>	<b>R</b>
<b>12</b>	Report by Self-Help Counties Coalition Chair	1.10	Andy Chesley	<b>I</b>	<b>R</b>
	<b><u>FEDERAL HIGHWAY ADMINISTRATION (FHWA) REPORT</u></b>				
<b>13</b>	Report by FHWA Division Administrator	1.11	Vincent Mammano	<b>I</b>	<b>R</b>
	<b><u>POLICY MATTERS</u></b>				
<b>14</b>	Proposition 1A Update	4.22	Bimla Rhinehart	<b>I</b>	<b>C</b>
<b>15</b>	State and Federal Legislative Matters	4.1	Annette Gilbertson	<b>A</b>	<b>C</b>
<b>16</b>	Budget and Allocation Capacity Update	4.2	Mitchell Weiss Steven Keck	<b>I</b>	<b>D</b>
<b>17</b>	Update on Projects Delivered But Not Yet Allocated	4.3	Laurel Janssen Rachel Falsetti	<b>A</b>	<b>D</b>
<b>18</b>	Approval of 2012 SHOPP	4.5	Juan Guzman Rachel Falsetti	<b>A</b>	<b>D</b>
<b>19</b>	Review of Commission policy and guidelines for the approval of AB 3090 replacement projects or direct cash reimbursements	4.12	Mitchell Weiss	<b>I</b>	<b>C</b>
<b>20</b>	Presentation of 2012 State Transportation Improvement Program (STIP) Staff Recommendations <i>(Related Item under Tab 61.)</i>	4.14	Mitchell Weiss	<b>I</b>	<b>C</b>

<u>Tab # / Time</u>	<u>Item Description</u>	<u>Ref. #</u>	<u>Presenter</u>	<u>Status*</u>	
21	Update on I-5 Carpool Lane and Freeway Widening Project – Orange County Line to I-605	4.4	Mike Miles	A	D
22	Presidio Parkway Project Financial Plan Update	4.9	Kome Ajise	I	D
23	Adoption of an Amendment to the Trade Corridors Improvement Program Resolution TCIF-P-1112-026	4.20	Maura Twomey	A	C
24	Adoption of Amendment to the Corridor Mobility Improvement Account Program Resolution CMIA-P-1112-11	4.16	Maura Twomey	A	C
25	Corridor Mobility Improvement Account Project Baseline Agreement 1. Capitol Expressway/Yerba Buena Interchange Improvements Resolution CMIA-P-1112-12B	4.17	Maura Twomey	A	C
26	Potential Alternatives for Programming Corridor Mobility Improvement Account Project Cost Savings	4.21	Maura Twomey	I	C
<b><u>PROGRAM STATUS</u></b>					
27	Status Update on Corridor Mobility Improvement Account (CMIA) Projects	3.5	Maura Twomey Rachel Falsetti	A	D/R
28	Status Update on State Route 99 (SR 99) Projects	3.6	Maura Twomey Rachel Falsetti	A	D/R
29	Status Update on TCIF Project 6: Tehachapi Trade Corridor Rail Improvement Project	3.15	Maura Twomey Bill Bronte	I	D
<b><u>Environmental Matters – Approval of Projects for Future Consideration of Funding, Route Adoption or New Public Road Connection (Final Negative Declaration or EIR)</u></b>					
30	Approval of Project for Future Consideration of Funding: 03 – El Dorado County Silva Valley Parkway Interchange Project will construct a new interchange connection to U.S. Route 50 in El Dorado Hills. (FEIR) (SLPP) Resolution E-12-13	2.2c.(4)	Kandra Hester-Del Bianco	A	C
<b><u>INFORMATION CALENDAR</u></b>					
31	<b><u>Informational Reports on Allocations Under Delegated Authority</u></b> -- Emergency G-11 Allocations (2.5f.(1)): \$21,570,000 for nine projects. -- SHOPP Safety G-03-10 Allocations (2.5f. (3)): \$604,000 for one project. -- Minor G-05-05 Allocations (2.5f.(4)): \$9,722,000 for 17 District minor projects.	2.5f.	Stephen Maller	I	D
32	Monthly Report on Projects Amended into the SHOPP by Department Action	3.1		I	D
33	Monthly Status of Construction Contract Award for State Highway Projects, per Resolution G-06-08	3.2a		I	D
34	Monthly Status of Construction Contract Award for Local Assistance STIP Projects, per Resolution G-06-08	3.2b		I	D
35	Update on Implementation of the Recovery Act of 2009	3.3		I	D
36	First Quarter – Balance Report on AB 1012 “Use It or Lose It” Provision for FFY 2010 Unobligated CMAQ and RSTP Funds	3.13		I	D
37	Quarterly Report - Local Assistance Lump Sum Allocation for the period ending December 31, 2011	3.14		I	D

Tab # / Time	Item Description	Ref. #	Presenter	Status*	
	<b>CONSENT CALENDAR</b>		Stephen Maller		
38	Approval of Project for Future Consideration of Funding: 02 – Tehama County Construct a new bridge over Thomes Creek in the County of Tehama. (MND) (STIP) (PPNO 2430) Resolution E-12-14 <i>(Related Item under Tab 82.)</i>	2.2c.(1)		A	C
39	Approval of Three Projects for Future Consideration of Funding: 03-ED-49, PM 3.76/3.92 State Route 49 Curve Improvement Project (MND) (PPNO 3119) (SHOPP) Resolution E-12-09 04-ALA-262, PM R0.0/0.5, 04-ALA-880, PM R0.0/2.9, 04-SCL-880, PM 8.2/10.5 Route 262/Warren Avenue/I-880 Interchange Reconstruction and I-880 Widening Project. (ND) (PPNO 0016V) (Federal, Local) Resolution E-12-10 <i>(Related Item under Tab 64.)</i> 08-SBD-15, PM 9.82/11.94 Interstate 15/Duncan Canyon Road New Interchange Project. (MND) (PPNO 0168Q) (SLPP) Resolution E-12-11 <i>(Related Item under Tab 92.)</i>	2.2c.(2)		A	D
40	Approval of One Project for Future Consideration of Funding: 05-SB-101, PM 83.1/83.9 Union Valley Parkway Extension/Interchange Project. (FEIR) (PPNO 4638) (STIP) Resolution E-12-12	2.2c.(3)		A	D
41	Five Relinquishment Resolutions: -- 12-Ora-39-PM 12.9/15.1 Right of way on Route 39, from the south city limits to Route 5, in the city of Buena Park. Resolution R-3829  -- 06-Ker-33-PM 59.68/60.00 Right of way on and along Route 33, between Route 46 and 0.4 mile southeasterly thereof, in the county of Kern. Resolution R-3830  -- 06-Ker-58-PM 45.96/50.61 Right of way on Route 58, from the Bakersfield city limits west of Allen Road to Mohawk Street, in the county of Kern. Resolution R-3831  -- 06-Ker-58-PM 47.60/49.53 Right of way on Route 58, from Verdugo Lane to the Bakersfield city limits west of Patton Way, in the city of Bakersfield. Resolution R-3832  -- 07-LA-19-PM 4.0/5.5 Right of way on Route 19, between the city limits of Long Beach and Bellflower, in the city of Lakewood. Resolution R-3833	2.3c.		A	D

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42	Three Vacation Resolutions –  -- 10-Tuo-49-PM 23.3 Right of way along Route 49 at Poppy Hills Drive, in the county of Tuolumne. Resolution A884  -- 06-Ker-33-PM 59.48/60.57 Right of way along Route 33, between 0.4 mile southeasterly and 0.4 mile northwesterly of Route 46, in the county of Kern. Resolution A887  -- 11-SD-76-PM 17.9/18.7 Right of way along Route 76, between Pankey Road and 0.8 mile easterly thereof, in the county of San Diego. Resolution A888	2.3d.		A	D
43 8 Ayes	46 Resolutions of Necessity Resolutions C-20766 through C-20775, Resolution C-20777 through C-20797, and Resolution C-20799 through C-20807, and Resolution C-20809 through C-20814	2.4b.		A	D
44	Director's Deeds Items 1 through 18 Excess Lands - Return to State: \$470,011 Return to Others: \$0	2.4d.		A	D
45	Financial Allocation Amendment: Reduce the original CMIA allocation for construction by \$50,307,000, from \$116,300,000 to \$65,993,000, for the HOV Lanes, Mussel Shoals to Casitas Pass Road project (PPNO 3918) in Ventura and Santa Barbara Counties. Resolution CMIA-AA-1112-025, Amending Resolution CMIA-A-1112-003	2.5g.(1d)		A	D
46	Financial Allocation Amendment: Re-allocate \$968,000 in previously allocated TCRP funds to Project 17 – Route 101; add HOV lanes through San Rafael, Sir Francis Drake Boulevard to North Pedro Road in Marin County project for construction. Resolution TFP-11-08, Amending Resolution TFP-05-10	2.6e.		A	D
47	Financial Allocation: \$162,000 of FY 2011-12 California Aid to Airports Program (CAAP) funds for the Nut Tree Airport in Solano County from the 2010 Aeronautics Program. Resolution FDOA-2011-04	2.7		A	D
48	Technical Correction to Resolution SLP1B-A-1112-08, originally approved on October 26, 2011, which allocated \$6,638,000 for 11 locally administered SLPP projects off the Delivered But Not Yet Allocated List. A technical correction is needed for Project 10 (Tustin Avenue and La Palma Avenue Intersection Improvement project) to revise the Project ID number.	2.9a.		A	D
49	Technical Correction to Resolution TCIF-A-1112-05, originally approved on October 26-27, 2011, which allocated \$355,575,000 for three locally administered TCIF projects off the Delivered But Not Yet Allocated List. A technical correction is needed for Project 3 (San Gabriel Grade Separation Project – Phase 2) to correct the Project ID number.	2.9b.		A	D

<u>Tab # / Time</u>	<u>Item Description</u>	<u>Ref. #</u>	<u>Presenter</u>	<u>Status*</u>	
50	Technical Correction to Resolution FP-11-27, originally approved January 26, 2012, for \$58,625,000 for 16 SHOPP projects. A technical correction is needed to revise the Budget Act item for Project 3.	2.9c.		A	D
51	Adoption of the Proposition 1B Highway Railroad Safety Account (HRCSA) 2012 Guidelines Resolution GS1B-G-1112-01	4.19		A	C
<b><u>Amendment for Action – TCRP</u></b>					
52	The Department and the Stanislaus Council of Governments propose to amend TCRP Project 109 -Route 132 Expressway project (PPNO 0944M) to revise the project funding plan, limits, and schedule, and change the implementing agency for Design. Resolution TAA-11-06, Amending Resolution TA-02-08	2.1a	Juan Guzman Rachel Falsetti	A	D
<b><u>Proposition 1B Route 99 Project Amendments for Action</u></b>					
53	The Department, the Sacramento Area Council of Governments, and Sutter County propose to amend the State Route 99 Corridor baseline agreement for the Riego Road Interchange project (PPNO 3L44) to update the delivery schedule. Resolution R99-PA-1112-006, Amending Resolution R99-PA-1011-007 <i>(Related Item under Tab 87.)</i>	2.1c.(2b)	Maura Twomey Rachel Falsetti	A	D
<b><u>Proposition 1B TCIF Project Amendments for Action</u></b>					
54	The Department and the Orange County Transportation Authority propose to amend the TCIF baseline agreement for Project 34 (Route 91 Auxiliary Lanes project [PPNO 4516A]) to revise funding plan and delivery schedule and to split off a follow-up landscaping project. Resolution TCIF-P-1112-23	2.1c.(5a)	Maura Twomey Rachel Falsetti	A	D
55	The Department and the San Joaquin Council of Governments propose to amend the TCIF baseline agreement for Project 10 (State Route 4 Crosstown Freeway Extension project [PPNO 0284]) to revise the project schedule and to split off a follow-up landscaping project. Resolution TCIF-P-1112-24, Amending Resolution TCIF-P-1011-22	2.1c.(5b)	Maura Twomey Rachel Falsetti	A	D
56	The Department and the Alameda County Transportation Commission propose to amend the TCIF baseline agreement for Project 4 (I-880 Reconstruction, 29 <sup>th</sup> -23 <sup>rd</sup> Avenue [PPNO 0044C]) to update the project delivery schedule. Resolution TCIF-P-1112-26, Amending Resolution TCIF-P-1011-05	2.1c.(5d)	Maura Twomey Rachel Falsetti	A	D
<b><u>Proposition 1B TLSP Project Amendments for Action</u></b>					
57	The San Diego Association of Governments, the City/County Association of Governments of San Mateo County, and the Cities of Watsonville, Fresno, Glendale, and Pasadena proposes to amend the TLSP baseline agreement for fourteen projects to update the project schedules. Resolution TLSP-PA-1112-05	2.1c.(6)	Teresa Favila Robert Copp	A	D

<u>Tab # / Time</u>	<u>Item Description</u>	<u>Ref. #</u>	<u>Presenter</u>	<u>Status*</u>	
	<b><u>Proposition 1B HRCSA Project Amendments for Action</u></b>				
<b>58</b>	The Orange County Transportation Authority proposes to amend the HRCSA baseline agreement for the Sand Canyon Grade Separation project, to update the funding plan. Resolution GS1B-P-1112-10, Amending Resolution GS1B-P-1011-05	2.1c.(7a)	Teresa Favila Bill Bronte	<b>A</b>	<b>D</b>
<b>59</b>	The Orange County Transportation Authority, City of Sacramento and Peninsula Corridor Joint Powers Board request baseline agreement amendments for three HRCSA projects to update the project schedules. Resolution GS1B-P-1112-11, Amending Resolutions GS1B-P-1112-02, GS1B-P-0910-01 and GS1B-P-0910-02	2.1c.(7b)	Teresa Favila Bill Bronte	<b>A</b>	<b>D</b>
<b>60</b>	The City of Fremont proposes to amend the HRCSA baseline agreement amendment for the Warren Avenue Grade Separation project to update the funding plan and schedule. Resolution GS1B-P-1112-12, Amending Resolution GS1B-P-1011-07B <i>(Related Item under Tab 90.)</i>	2.1c.(7c)	Teresa Favila Bill Bronte	<b>A</b>	<b>D</b>
<b>5:00 pm</b>	<b><u>Adjourn</u></b>				

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## Thursday, March 29, 2012

9:00 a.m.

Commission Meeting  
Orinda Library  
Auditorium  
26 Orinda Way  
Orinda, CA

9:00 am	<b>GENERAL BUSINESS</b>				
	Roll Call	1.1	Joseph Tavaglione	I	C
	<b>POLICY MATTERS</b>				
61	Adoption of 2012 State Transportation Improvement Program (STIP) Resolution G-12-05	4.15	Mitchell Weiss	A	C
62	Proposition 1B Intercity Rail Improvement Program Amendment. Resolution ICR1B-P-1112-01, Amending Resolution ICR1B-P-1011-05	4.6	Juan Guzman Bill Bronte	A	D
63	Proposition 1B State-Local Partnership Formula Program Amendment Resolution SLP1B-P-1112-08	4.8	Laurel Janssen	A	C
64	Local Alternative Transportation Improvement Program Advance Funding Request for the Mission/Warren/Truck-Rail project Resolution LATIP-1112-01 (Related Item under Tab 39.)	4.7	Laurel Janssen Rachel Falsetti	A	D
65	Amendment to the FY 2010-11 Environmental Enhancement Mitigation Program Resolution G-12-03, Amending Resolution G-11-06	4.10	Juan Guzman	A	C
66	Amendment to the FY 2011-12 Environmental Enhancement Mitigation Program Resolution G-12-04, Amending Resolution G-12-02	4.11	Juan Guzman	A	C
	<b>Airspace Leases</b>				
67	Request to Directly Negotiate with McCall Automotive, Inc. (Doing business as Toyota Central)	2.4c.	Stephen Maller Brent Green	A	D
	<b>PROGRAM STATUS</b>				
68	FY 2011-12 Second Quarter – Excess Land Sales Report	3.12	Stephen Maller Brent Green	I	D
69	FY 2011-12 Second Quarter Finance Report	3.8	Mitchell Weiss Steven Keck	I	D
70	FY 2011-12 Second Quarter Rail Operations Report	3.9	Juan Guzman Bill Bronte	I	D
71	FY 2011-12 Second Quarter Project Delivery Report, including Supplement Report on Completed Projects	3.10	Maura Twomey Karla Sutliff	I	D
72	Proposition 1B – Quarterly Reports -- Corridor Mobility Improvement Account (3.11a.) -- Route 99 Corridor (3.11b.) -- Local Bridge Seismic Retrofit Program (3.11c.) -- State-Local Partnership Program (3.11d.) -- Traffic Light Synchronization Program (3.11e.) -- Highway-Railroad Crossing Safety Account (3.11f.) -- Intercity Rail Improvement Program (3.11g.) -- Trade Corridors Improvement Fund (3.11h.)	3.11	Maura Twomey Rachel Falsetti	I	D

<u>Tab # / Time</u>	<u>Item Description</u>	<u>Ref. #</u>	<u>Presenter</u>	<u>Status*</u>	
<b><u>Financial Allocations for Supplemental Funds</u></b>					
73	Financial Allocation: \$169,000 in supplemental funds for the previously allocated SHOPP Minor A project in Tuolumne County to award the construction contract. The current allocation is \$755,000. This request for \$169,000 results in an increase of 22.4 percent over the current allocation. Resolution FA-11-19	2.5e.(1)	Mitchell Weiss Carrie Bowen	A	D
74	Financial Allocation: \$5,008,000 in supplemental funds for the previously voted SHOPP Roadway Rehabilitation (PPNO 0030) project in San Luis Obispo County to complete the construction contract. The current SHOPP allocation is \$34,826,900. This request for \$5,008,000 results in an increase of 14.4 percent over the current allocation. Resolution FA-11-20	2.5e.(2)	Mitchell Weiss Richard Krumholz	A	D
75	Financial Allocation: \$2,350,000 in supplemental funds for the previously voted SHOPP Operational Improvements (PPNO 3343) project in Los Angeles County to complete the construction contract. The current SHOPP allocation is \$23,080,000. This request for \$2,350,000 results in an increase of 10.2 percent over the current allocation. Resolution FA-11-21	2.5e.(3)	Mitchell Weiss Mike Miles	A	D
<b><u>Financial Allocations for District Projects</u></b>					
76	Financial Allocation: \$2,809,000 for four District Minor projects. Resolution FP-11-41	2.5a.	Juan Guzman Rachel Falsetti	A	D
<b><u>Financial Allocations for SHOPP Projects</u></b>					
77	Financial Allocation: \$31,265,000 for 16 SHOPP projects, as follows: -- \$6,991,000 for seven SHOPP projects. -- \$24,274,000 for nine projects amended into the SHOPP by Departmental action. Resolution FP-11-42	2.5b.(1)	Juan Guzman Rachel Falsetti	A	D
<b><u>Financial Allocations for Environmental Enhancement and Mitigation (EEM) Program Projects</u></b>					
78	Financial Allocation: \$9,683,778 for 32 Environmental Enhancement and Mitigation Program projects. Contributions from other sources: \$16,496,599 Resolution FP-11-46	2.5c.(7)	Juan Guzman Denix Anbiah	A	D
<b><u>Financial Allocations for STIP Projects</u></b>					
79	Financial Allocation: \$5,546,000 for the state administered Clovis to Temperance Landscape (PPNO 6434) STIP project in Fresno County, on the State Highway System. Resolution FP-11-43	2.5c.(1a)	Mitchell Weiss Rachel Falsetti	A	D
80	Financial Allocation: \$257,000 for the state administered Yurok Tribe Transportation Corridor (PPNO 2015) STIP TE project in Del Norte County, on the State Highway System. Resolution FP-11-44	2.5c.(1b)	Mitchell Weiss Rachel Falsetti	A	D
81	Advance Financial Allocation: \$519,000 for the locally administered Highway 43 Corridor Beautification (PPNO 6559) STIP TE project in Kern County, programmed in FY 2012-13, on the State Highway System. Contributions from other sources: \$67,000. Resolution FP-11-__	2.5c.(2a)	Mitchell Weiss Rachel Falsetti	A	D

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82	Financial Allocations: \$3,047,000 for seven locally administered STIP projects off the State Highway, as follows: -- \$98,000 for three STIP projects. -- \$2,633,000 for three STIP Transportation Enhancement projects. -- \$316,000 for one STIP Planning, Programming, and Monitoring project. Contributions from other sources: \$1,887,000. Resolution FP-11-45 (Related Item under Tab 38.)	2.5c.(3)	Mitchell Weiss Rachel Falsetti	A	D
<b>Financial Allocation Adjustment for Proposition 1B STIP Projects (AB 608)</b>					
83	Financial Allocation Adjustment: Reduce the original allocation of \$17,610,000 (\$10,600,000 RIP and \$7,010,000 IIP) to \$12,967,000 (\$7,720,000 RIP and \$5,247,000 IIP), per AB 608, for Segment 1 (PPNO 0367D) and Segment 2 (PPNO 0367I) of the State Route 12 Jameson Canyon Widening – Phase 1 project in Solano and Napa Counties. Resolution STIP1B-AA-1112-005, Amending Resolution STIP1B-AA-1112-004 and STIP1B-A-1112-002 Resolution CMIA-AA-1112-026 Amending Resolution CMIA-AA-1112-024 and CMIA-A-1112-007.	2.5g.(3b)	Mitchell Weiss Rachel Falsetti	A	D
<b>Financial Allocations for Proposition 1B STIP Projects</b>					
84	Financial Allocation: \$135,511,000 for the state administered Willits Bypass (PPNO 0125F) STIP project in Mendocino County. Resolution STIP1B-A-1112-005	2.5g.(3a)	Mitchell Weiss Rachel Falsetti	A	D
<b>Financial Allocations for Proposition 1B CMIA Projects</b>					
85	Financial Allocation: \$6,067,000 for the locally administered I-80 ICM Specialty Materials Procurement (PPNO 0062H) CMIA project on the State Highway System. Resolution CMIA-A-1112-025	2.5g.(1a)	Maura Twomey Rachel Falsetti	A	D
86	Financial Allocation: \$10,918,000 for the state administered I-80 ICM Adaptive Ramp Metering (PPNO 0062J) CMIA project on the State Highway System. Resolution CMIA-A-1112-026	2.5g.(1b)	Maura Twomey Rachel Falsetti	A	D
<b>Financial Allocations for Proposition 1B RTE 99 Projects</b>					
87	Financial Allocation: \$21,110,000 for the State administered SR 99/Riego Road Interchange (PPNO 3L44) State Route 99 project on the State Highway System. Resolution R99-A-1112-007 (Related Item under Tab 53.)	2.5g.(2)	Maura Twomey Rachel Falsetti	A	D
<b>Financial Allocations for Proposition 1B TCIF Projects</b>					
88	Financial Allocation: \$2,060,000 for two state administered TCIF Projects. Contributions from other sources: \$2,704,000. Resolution TCIF-A-1112-08	2.5g.(5a)	Maura Twomey Rachel Falsetti	A	D
89	Financial Allocation: \$40,718,000 for the state administered West Basin Road Rail Access Improvements – Segment 1 (PPNO TC32) TCIF Rail project in Los Angeles County. Contributions from other sources: \$63,834,000. Resolution TCIF-A-1112-09	2.5g.(5b)	Maura Twomey Bill Bronte	A	D
<b>Financial Allocations for Proposition 1B HRCSA Projects</b>					
90	Financial Allocation: \$9,600,000 for the locally administered Warren Avenue Grade Separation HRCSA project in Alameda County. Contributions from other sources: \$59,182,000. Resolution GS1B-A-1112-003 (Related Item under Tab 60.)	2.5g.(9)	Teresa Favila Bill Bronte	A	D

<u>Tab # / Time</u>	<u>Item Description</u>	<u>Ref. #</u>	<u>Presenter</u>	<u>Status*</u>	
	<b><u>Financial Allocations for Proposition 1B SLPP Projects</u></b>				
91	Financial Allocation: \$ 1,972,000 for the locally administered I-15/Duncan Canyon Road Interchange (PPNO 0168Q) SLPP project in San Bernardino County. Resolution SLP1B-A-1112-16 <i>(Related Items under Tab 39.)</i>	2.5g.(10)	Laurel Janssen Denix Anbiah	A	D
	<b><u>Financial Allocations for STIP Projects</u></b>				
92	Advance Financial Allocation: \$1,823,000 for the locally administered Bus Stop Improvements (PPNO 2128A) STIP Transit Project, programmed in FY 2012-13, in Marin County. Resolution MFP-11-__	2.6a.(1)	Juan Guzman Jane Perez	A	D
93	Financial Allocation: \$1,000,000 for the locally administered Capitalized Maintenance (Capitol Corridor) STIP Rail Project. Resolution MFP-11-__	2.6a.(2)	Juan Guzman Bill Bronte	A	D
94	Financial Allocation: \$2,000,000 for two state administered Capitalized Maintenance (San Joaquin and Pacific Surfliner Corridors) STIP Rail Projects. Resolution MFP-11-__	2.6a.(3)	Juan Guzman Bill Bronte	A	D
	<b><u>Request to Extend the Period of Project Allocation</u></b>				
95	Request to extend the period of project allocation for the state administered I-80/I-680/SR 12 Interchange (PPNO 5301L) STIP project in Solano County, per STIP Guidelines. Waiver 12-11	2.8a.	Juan Guzman Rachel Falsetti	A	D
	<b><u>Request to Extend the Period of Contract Award</u></b>				
96	Request to the extend the period of contract award for three SHOPP projects for \$211,779,000, per Resolution G-06-08 Waiver 12-12	2.8b.	Juan Guzman Rachel Falsetti	A	D
	<b><u>OTHER MATTERS / PUBLIC COMMENT</u></b>				
12:00 pm	<b><u>Adjourn</u></b>				

<u>Tab # / Time</u>	<u>Item Description</u>	<u>Ref. #</u>	<u>Presenter</u>	<u>Status*</u>
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### **Highway Financial Matters**

\$ 34,074,000 Total SHOPP/Minor Requested for Allocation  
 \$ 9,369,000 Total STIP Requested for Allocation  
 \$ 9,683,778 Total Environmental Enhancement and Mitigation (EEM) Requested for Allocation  
 \$ 227,956,000 Total Proposition 1B Bond Requested for Allocation  
 \$ 7,527,000 Total Supplemental Funds Requested for Allocation  
 \$ 288,609,778 Sub-Total Project Funds Requested for Allocation

\$ 31,896,000 Delegated Allocations  
 \$ 320,505,778 Sub-Total, Highway Project Allocations

\$ 220,416,555 Contributions from Other Sources  
 \$ 540,922,333 Total Value

Total Jobs Created: 9,720 *(Includes Direct, Indirect, and Induced)*

(\$ 54,950,000) Total Proposition 1B Bond De-Allocations Requested.

### **Mass Transportation Financial Matters**

\$ 4,823,000 Total STIP Requested for Allocation  
 \$ 968,000 Total TCRP Requested for Re-Allocation  
 \$ 5,791,000 Total State Allocations

Total Jobs Created: 90 *(Includes Direct, Indirect, and Induced)*

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
<b>2.5a. Minor Projects</b>				
<b>Resolution FP-11-41</b>				
1 \$800,000 Butte 03-But-32 9.5	In Chico at 9 <sup>th</sup> Street and Main Street, 9 <sup>th</sup> Street and Oroville Street, and Park Avenue and Humbolt Avenue. <u>Outcome/Outputs:</u> Replace traffic signals, install new conduit and upgrade curb ramps with pedestrian push buttons to comply with American With Disabilities Act (ADA) standards.  (This is a substitute project for EA 03-3E9804)	3E9104 0300020571 SHOPP	2011-12 302-0042 SHA 20.20.201.310	\$800,000
2 \$800,000 El Dorado 03-ED-49 9.6/10.1	In the town of El Dorado, from Pleasant Valley Road North to 0.1 mile South of Oak Dell Road. <u>Outcome/Outputs:</u> Replace ditches and culverts with new storm drainage system and construct a 4-foot wide northbound shoulder to prevent further damage to the surrounding roadbed.  (This is a substitute project for EA 03-4E540)	3E6304 0300000510 SHOPP	2011-12 302-0042 SHA 20.20.201.120	\$800,000
3 \$823,000 Los Angeles 07-LA-105 14.1/14.9	In the city of Paramount between Paramount Boulevard and Garfield Avenue. <u>Outcome/Outputs:</u> Modify and upgrade pumping and filtration system consisting of 13 dewatering wells in order to prevent permit violations due to inadequately treated discharge.  (This is a substitute project for EA 07-4S1904)	4S8404 0700001000 SHOPP	2011-12 302-0042 SHA 20.20.201.150	\$823,000
4 \$386,000 Orange 12-Ora-57 11.8/13.4	In the city of Anaheim at Orangewood Avenue and Katella Avenue. <u>Outcome/Outputs:</u> Install 22 curb ramps, replace 9 pedestrian push buttons and pedestrian signal indication with pedestrian countdown indication, remove and restripe cross walk pavement markings and replace sign posts at various locations to comply with ADA standards.  (Project will be funded from projected savings in the Minor A program)	0M2204 1212000046 SHOPP	2011-12 302-0042 SHA 302-0890 FTF 20.20.201.361	\$8,000 \$378,000

Project # Allocation Amount County Dist-Co-Rte Postmile	Location Project Description	PPNO Program/Year Prgm'd Amount Project ID Adv Phase EA	Budget Year Item # Fund Type Program Code	Amount by Fund Type
<b>2.5b.(1) SHOPP Projects</b>				
<b>Resolution FP-11-42</b>				
1 \$2,000,000 Plumas 02-Plu-70 0.6/35.2	Near Rock Creek, from Grizzly Creek Bridge to 0.1 mile west of Spanish Creek Bridge. <u>Outcome/Outputs:</u> Upgrade metal beam guard railing to current Department standards to improve safety.  Additional contributions: \$6,000,000 - Office of Traffic Safety (OTS) federal grant.	02-3266 SHOPP/11-12 \$2,000,000 0200000317 4 3C3004	2011-12 302-0042 SHA 302-0890 FTF 20.20.201.015	\$40,000 \$1,960,000
2 \$1,080,000 Alameda 04-Ala-580 R9.2	Near Livermore, at the eastbound Livermore Weigh Station. <u>Outcome/Output:</u> Resurface and enlarge the existing parking lots, and replace portion of Portland Concrete Cement (PCC) pavement at the ramp area to improve CHP truck inspection operation and to meet the parking requirement and improve freeway efficiency and safety for all vehicular traffic.	04-0111D SHOPP/11-12 \$1,800,000 0400020207 4 3A9604	2011-12 302-0042 SHA 302-0890 FTF 20.20.201.321	\$22,000 \$1,058,000
3 \$298,000 Santa Cruz 05-Scr-9 8.4/8.6	Near Ben Lomond, from 0.2 mile north of Glen Arbor Road to Highland County Park. <u>Outcome/Outputs:</u> Replace metal beam guardrail with concrete barrier, widen northbound shoulder, and overlay roadway with asphalt concrete to improve safety, and reduce collision severity and future maintenance costs at this location.  Additional contributions: \$900,000 - Office of Traffic Safety (OTS) federal grant.	05-1937 SHOPP/11-12 \$2,193,000 0500000108 4 0K2304	2011-12 302-0042 SHA 302-0890 FTF 20.20.201.015	\$6,000 \$292,000

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
<b>2.5b.(1) SHOPP Projects</b>		<b>Resolution FP-11-42</b>		
4 \$318,000 Kern 06-Ker-58 R108.0/R108.3	Near Mojave, at the Route 58 Business West Overcrossing. <u>Outcome/Outputs:</u> Install windscreen (chain link fence with vertical inserts/ mesh fabric) to reduce the impact of heavy wind on traffic and reduce the number and severity of collisions at this location.  Additional contributions: \$500,000 - Office of Traffic Safety (OTS) federal grant.	06-6332 SHOPP/11-12 \$318,000 0600020145 4 0G2704	2011-12 302-0042 SHA 302-0890 FTF 20.20.201.015	\$6,000 \$312,000
5 \$572,000 San Bernardino 08-SBd-178 5.0/14.3	Near Ridgecrest, from 5.0 miles east to 14.3 miles east of the Kern County line. <u>Outcome/Outputs:</u> Replace and improve 17 existing drainage systems to reduce roadway flooding.	08-0449A SHOPP/11-12 \$2,537,000 0800000676 4 438904	2011-12 302-0042 SHA 302-0890 FTF 20.20.201.151	\$11,000 \$561,000
6 \$2,136,000 San Diego 11-SD-5 Var.	In San Diego County, at various locations. <u>Outcome/Outputs:</u> Rehabilitate 10 existing drainage systems to extend service life.	11-0876 SHOPP/11-12 \$4,200,000 1100000248 4 270804	2011-12 302-0042 SHA 302-0890 FTF 20.20.201.151	\$43,000 \$2,093,000
7 \$587,000 San Diego 11-SD-8 R37.8	Near Alpine, at Route 79. <u>Outcome/Outputs:</u> Construct drainage improvements to prevent further erosion and restore the natural channel slopes.	11-0651A SHOPP/11-12 \$591,000 1100000204 4 260424	2011-12 302-0042 SHA 20.20.201.335	\$587,000

Project # Allocation Amount County Dist-Co-Rte Postmile	Location Project Description	PPNO Program/Year Prgm'd Amount Project ID Adv Phase EA	Budget Year Item # Fund Type Program Code	Amount by Fund Type
<b>2.5b.(1) Projects Amended into the SHOPP by Department Action</b>		<b>Resolution FP-11-42</b>		
8 \$8,716,000 Humboldt 01-Hum-L5506	Eureka District Office Building. <u>Outcome/Output:</u> Upgrade District Office infrastructure to correct building deficiencies as identified by the Department of General Services.	01-2039B SHOPP/11-12 \$8,716,000 0100020396 4 0A8304	2011-12 311-0042 SHA 20.20.201.353	\$8,716,000
9 \$8,360,000 Placer 03-Pla-89 13.5/21.7	Near Truckee, from 0.2 mile south of Squaw Valley Road to Nevada County line. <u>Outcome/Output:</u> Rehabilitate 16 lane miles of pavement to improve ride quality and extend the pavement service life.	03-5283 SHOPP/11-12 \$7,000,000 0300020255 4 1E0004	2011-12 302-0042 SHA 302-0890 FTF 20.20.201.120	\$167,000 \$8,193,000
10 \$350,000 Sonoma 04-Son-121 3.4/6.5	Near Sonoma, within the San Francisco Bay Trail (PM 3.4/6.5 and PM 8.6/11.6) on Route 121. <u>Outcome/Output:</u> Install centerline rumble strips to reduce the number of cross-centerline collisions and improve safety.	04-0814D SHOPP/11-12 \$857,000 0400000323 4 0G3104	2011-12 302-0042 SHA 302-0890 FTF 20.20.201.010	\$7,000 \$343,000
11 \$2,171,000 Fresno 06-Fre-5 22.8/26.8	Near Coalinga, from north of Tuolumne Avenue to south of Route 33. <u>Outcome/Output:</u> Construct double thrie beam median barrier to reduce the number and severity of traffic collisions along 4 centerline miles.	06-6507 SHOPP/11-12 \$2,800,000 0600020009 4 0M7304	2011-12 302-0042 SHA 302-0890 FTF 20.20.201.010	\$43,000 \$2,128,000

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
<b>2.5b.(1) Projects Amended into the SHOPP by Department Action</b>		<b>Resolution FP-11-42</b>		
12 \$800,000 Kern 06-Ker-184 11.1/11.3	Near Bakersfield, west of Route 178. <u>Outcome/Output:</u> Re-grade vertical curves, and reconstruct sidewalk, curb and gutters at Bedford Green Drive to increase sight distance, improve traffic flow, and reduce collisions at the intersection of Routes 184 and 178.  This is a financial contribution only (FCO) to the City of Bakersfield.	06-6604 SHOPP/11-12 \$800,000 0600000343 4FCO 0L9004	2011-12 302-0042 SHA 20.20.201.010	\$800,000
13 \$563,000 Riverside 08-Riv-74 27.4/27.7	In Perris, at northbound Route 215 on and off ramps. <u>Outcome/Output:</u> Install traffic signals to improve safety by reducing the number and severity of collisions.	08-0054J SHOPP/11-12 \$683,000 0800000503 4 0M8704	2011-12 302-0042 SHA 302-0890 FTF 20.20.201.010	\$11,000 \$552,000
14 \$1,229,000 Riverside 08-Riv-74 29.6/30.0	Near Perris, at Menifee Road. <u>Outcome/Output:</u> Widen intersection; modify traffic signals; construct sidewalks; make Americans with Disabilities Act (ADA) improvements; install curb, gutter and bus stop to improve operations and safety of the intersection.	08-0055C SHOPP/11-12 \$1,041,000 0800000289 4 0J1404	2011-12 302-0042 SHA 302-0890 FTF 20.20.201.010	\$25,000 \$1,204,000
15 \$1,600,000 San Diego 11-SD-94 13.8/14.4	Near Lemon Grove, from Via Mercado Road to 0.1 mile east of Jamacha Boulevard. <u>Outcome/Output:</u> Construct median barrier to improve safety by reducing cross centerline collisions.	11-1021 SHOPP/11-12 \$2,400,000 1100000415 4 298004	2011-12 302-0042 SHA 302-0890 FTF 20.20.201.010	\$32,000 \$1,568,000
16 \$485,000 Orange 12-Ora-91 R2.4/R2.9	In Buena Park, from Western Avenue to Stanton Avenue. <u>Outcome/Output:</u> Groove existing concrete pavement and overlay existing asphalt pavement with open graded asphalt pavement to improve safety and reduce collisions during wet conditions.	12-5486 SHOPP/11-12 \$1,000,000 1200000353 4 0K5204	2011-12 302-0042 SHA 302-0890 FTF 20.20.201.010	\$10,000 \$475,000



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 Phase Prgm'd Amount Project ID Adv Phase EA	Budget Year Item # Fund Type Program Code	Amount by Fund Type
<b>2.5c.(2a) Locally Administered STIP Transportation Enhancement Projects on the State Highway System (ADVANCEMENT)</b>				<b>Resolution FP-11-__</b>
1 \$519,000 City of Wasco KCOG Kern 06N-Ker-43 R23.6/R24.1	Highway 43 Corridor Beautification. In Wasco, from Filburn Avenue to Poso Drive. Streetscape improvements.  Final Project Development: N/A  Final Right of Way Share Adjustment: N/A  (Contributions from other sources: \$67,000.)  <u>Outcome/Output:</u> Construct 0.76 mile of curb, 0.45 mile of curb and gutter, and 1.0 mile of bike lane.	06-6559 RIP/12-13 CONST \$519,000 0600020635 4CONL 0N6804	2011-12 301-0042 SHA 301-0890 FTF 20.20.075.600	\$10,000   \$509,000
<b>THE DEPARTMENT RECOMMENDS THIS ITEM BE DEFERRED AT THIS TIME.</b>				

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
<b>2.5c.(3) Locally Administered STIP Projects off the State Highway System</b>				<b>Resolution FP-11-45</b>
1 \$20,000 Tehama County Tehama LTC 02-Tehama	Jewett Creek Bridge at Kirkwood Road. Near Corning, on Kirkwood Road. Replace existing bridge; Bridge #8C-0218. (HBP match).  (Contributions from other sources: \$475,000.)  <u>Outcome/Output:</u> This project will result in a structure that meets current AASHTO standards.	02-2333 RIP / 11-12 PA&ED \$20,000 0200000374	2011-12 101-0042 SHA 20.30.600.620	\$20,000
2 \$20,000 Tehama County Tehama LTC 02-Tehama	Jewett Creek Bridge at Columbia Ave. Near Corning, on Columbia Avenue. Replace bridge and improve approach; Bridge #8C-0037. (HBP match).  (Contributions from other sources: \$323,000.)  <u>Outcome/Output:</u> This project will result in a structure that meets current AASHTO standards.	02-2334 RIP / 11-12 PA&ED \$20,000 0200000375	2011-12 101-0042 SHA 20.30.600.620	\$20,000
3 \$58,000 Tehama County Tehama LTC 02-Tehama	99W at Thomes Creek Bridge. Near Corning, on 99 West at Thomes Creek Bridge. Replace bridge and improve approaches on each side of the bridge.  (A nine-month time extension for PS&E was approved at the June 2011 CTC meeting and expires on March 31, 2012.)  (Concurrent Consideration of Funding – Resolution E-12-14; March 2012)  (Contributions from other sources: \$447,000.)  <u>Outcome/Output:</u> Replacement of a scour critical bridge on an important regional transportation corridor.	02-2430 RIP / 10-11 PS&E \$58,000 0200000402	2011-12 101-0042 SHA 20.30.600.620	\$58,000

2.5 Highway Financial Matters

Project # Allocation Amount Recipient RTPA/CTC District-County	Project Title Location Project Description	PPNO Program/Year Phase Prgm'd Amount Project ID	Budget Year Item # Fund Type Program Code	Amount by Fund Type
<b>2.5c.(3) Locally Administered STIP Transportation Enhancement Projects off the State Highway System</b>			<b>Resolution FP-11-45</b>	
4 \$918,000 San Francisco County MTC 04-San Francisco	Arelious Walker Stairway Improvement project. In the city of San Francisco, on Arelious Walker Drive from the intersections of Innes Avenue and Arelious Walker Drive south to Northridge Road. Improve stairway and repair sidewalk.  <u>Outcome/Output:</u> This project will enhance the conditions of the stairway and improve pedestrian safety. The landscaping and scenic beautification will enhance the character and livability of the neighborhood.	04-9098J RIP TE / 11-12 CONST \$918,000 0400020734	2011-12 101-0042 SHA 101-0890 FTF 20.30.600.731	\$105,295 \$812,705
5 \$1,575,000 Los Angeles County LACMTA 07-Los Angeles	Vermont Avenue Median Landscaping-Phase II. In the unincorporated areas of Los Angeles, in the Vermont Avenue medians from Del Amo Boulevard to 223rd Street and from Ashbridge Lane to Lomita Boulevard. Landscape and hardscape.  (Contributions from other sources: \$642,000.)  <u>Outcome/Output:</u> The median improvement will enhance the community and driving experience by providing an aesthetically pleasing landscape median. The installation of bike lanes will promote bicycling as a viable transportation mode and encourage the public to ride bicycles more frequently for shorter trips.	07-4094 RIP TE / 11-12 CONST \$1,575,000 0712000295	2011-12 101-0890 FTF 20.30.600.731	\$1,575,000
6 \$140,000 City of Patterson StanCOG 10-Stanislaus	Roundabout Landscaping & Splitter Islands. In Patterson, at El Circula Avenue, Salado Avenue and South Del Puerto Avenue. Landscape existing roundabouts, and replace painted islands with raised stamped concrete spitter islands.  <u>Outcome/Output:</u> This project will enhance the existing roundabouts and will add aesthetically pleasing raised islands that will improve traffic channelization and pedestrian safety.	10-0221 RIP TE / 11-12 CONST \$140,000 1000020593	2011-12 101-0042 SHA 101-0890 FTF 20.30.600.731	\$16,058 \$123,942

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
<b>2.5c.(3) Local STIP Planning, Programming and Monitoring Projects</b>			<b>Resolution FP-11-45</b>	
7 \$316,000 Council of Fresno County Governments COFCG 06-Fresno	Planning, Programming and Monitoring	06-6L01 RIP/11-12 CONST \$316,000 0612000205	2011-12 101-0042 SHA 20.30.600.670	\$316,000

Project # Allocation Amount Applicant RTPA/CTC Dst-County	Project Title Location Project Description	EA Program	Budget Year Item # Fund Type Program Code	Amount by Fund Type
<b>2.5c.(7) Locally Administered Environmental Enhancement and Mitigation Projects</b>			<b>Resolution FP-11-46</b>	
1 \$500,000 The Trust for Public Land MCOG 01-Mendocino	Point Arena Public Lands Acquisition Project. Acquire 409 acres of grassland and riparian habitat adjacent to Highway 1 in Mendocino County. This project is a multi-agency effort to protect key Northern California coastline, extensive wildlife corridor open space, rare habitats and spectacular and memorable visual resources.  (Contribution from other sources: \$4,529,500.)	21-01 EEM / 11-12 \$500,000	2011-12 101-0183 EEM 20.30.207.811	\$500,000

2.5 Highway Financial Matters

Project # Allocation Amount Applicant RTPA/CTC Dst-County	Project Title Location Project Description	EA Program	Budget Year Item # Fund Type Program Code	Amount by Fund Type
<b>2.5c.(7) Locally Administered Environmental Enhancement and Mitigation Projects</b>				
<b>Resolution FP-11-46</b>				
2 \$320,000 City of Redding <u>SCRTPA</u> 02-Shasta	Palisades Avenue River Trail Connection. Provide a north-south trail connection between the newly constructed portion of the Sacramento River Trail and Palisades Avenue in central Redding. This project will provide a recreational and commuter access for non-motorized transportation users.  (Contribution from other sources: \$20,000.)	21-02 EEM / 11-12 \$320,000	2011-12 101-0183 EEM 20.30.207.811	\$320,000
3 \$350,000 Shasta County- Department of Public Works <u>SCRTPA</u> 02-Shasta	Palo Cedro Bike Lane and Pedestrian Improvement Project. Project will complete and enhance existing pedestrian and bicycle access along existing county roads to the Palo Cedro Community Park on Cedro Lane; the Project is located in the Community of Palo Cedro.  (Contribution from other sources: \$ 30,000.)	21-03 EEM / 11-12 \$350,000	2011-12 101-0183 EEM 20.30.207.811	\$350,000
4 \$350,000 Shasta Land Trust <u>SCRTPA</u> 02-Shasta	Acquisition of the Great Shasta Rail Trail. Acquire 80 mile railroad right-of-way, known locally as the McCloud Railway, so that a public recreation trail may be created on the purchased corridor. Project will protect natural resources along Highway 89 in Shasta and Siskiyou Counties.  (Contribution from other sources: \$1,363,210.)	21-04 EEM / 11-12 \$350,000	2011-12 101-0183 EEM 20.30.207.811	\$350,000
5 \$105,200 American River Conservancy <u>EDCTC</u> 03-El Dorado	Brush Creek Ranch Habitat Acquisition. Acquire 604.9 acres of oak woodland habitat, annual grassland, chaparral habitat, riparian habitat and an important addition to the South Fork American River and Folsom State Recreation Area multi-use trail systems just north of Folsom Lake and South Fork American River.  (Contribution from other sources: \$2,541,600.)	21-05 EEM / 11-12 \$105,200	2011-12 101-0183 EEM 20.30.207.811	\$105,200
6 \$159,350 American River Conservancy <u>EDCTC</u> 03-El Dorado	Gold Hill-Wakamatsu Ranch Restoration. Restoration and enhancement of 20 acres of riparian habitat, seasonal wetland habitat, pond habitat and oak woodland habitat that are part of the 272-acre Gold Hill Ranch. This project will also develop Americans with Disabilities Act (ADA) accessible trails and interpretive kiosks on the property that will enhance the interpretation of cultural resources.  (Contribution from other sources: \$86,218.)	21-06 EEM / 11-12 \$159,350	2011-12 101-0183 EEM 20.30.207.811	\$159,350
7 \$350,000 Bear Yuba Land Trust <u>Nevada CTC</u> 03-Nevada	Yuba River: Black Swan Resources Land Acquisition. Acquire 50 acres of Black Swan property to permanently protect the blue oak woodland, a sensitive pond network and associated riparian habitat. This project, located just north of Highway 20 between the cities of Marysville and Grass Valley, will make possible public recreation access to trailhead and staging.  (Contribution from other Sources: \$50,000.)	21-07 EEM / 11-12 \$350,000	2011-12 101-0183 EEM 20.30.207.811	\$350,000
8 \$350,000 Placer Land Trust <u>Placer CTPA</u> 03-Placer	Johnston Ranch Conservation Project. Acquire 80 acres of the Johnston Ranch. The project will protect a mix of blue oak woodlands, foothill pine, Sierra hardwoods (buckeye, Manzanita, etc.) annual grasslands/rangelands and riparian habitat.  (Contribution from other Sources: \$420,000.)	21-08 EEM / 11-12 \$350,000	2011-12 101-0183 EEM 20.30.207.811	\$350,000

2.5 Highway Financial Matters

Project # Allocation Amount Applicant RTPA/CTC Dst-County	Project Title Location Project Description	EA Program	Budget Year Item # Fund Type Program Code	Amount by Fund Type
<b>2.5c.(7) Locally Administered Environmental Enhancement and Mitigation Projects</b>				
<b>Resolution FP-11-46</b>				
9 \$341,762 Sacramento Tree Foundation SACOG 03-Sacramento	Stones Lakes Blue Heron Trails Visitor Contact Station. The project will restore lands on the Stone Lakes National Wildlife Refuge. Four acres of oak savannah habitat will be created and five acres of native grasslands will be enhanced.  (Contributions from other Sources: \$138,465.)	21-09 EEM / 11-12 \$341,762	2011-12 101-0183 EEM 20.30.207.811	\$341,762
10 \$350,000 The Trust for Public Land SACOG 03-Yuba	Marysville Ranch Resource Lands Conservation Easement. Acquire conservation easement to protect an approximately 1,277 acre ranch near State Route 20, in Yuba County, to protect oak woodlands and annual grasslands.  (Contributions from other Sources: \$1,150,000.)	21-10 EEM / 11-12 \$350,000	2011-12 101-0183 EEM 20.30.207.811	\$350,000
11 \$350,000 East Bay Regional Park District MTC 04-Alameda	Iron Horse Trail Construction, Dublin/Pleasanton BART Station to Santa Rita Road. Construction of 1.6 miles of the Iron Horse Trail through the Hacienda Business Park closing the gap between the Dublin/Pleasanton BART Station and Santa Rita Road in Pleasanton. Project will provide links to schools, parks and other trail systems in the area and trail links to Lake Del Valle State Park.  (Contribution from other sources: \$2,109,450.)	21-11 EEM / 11-12 \$350,000	2011-12 101-0183 EEM 20.30.207.811	\$350,000
12 \$350,000 City of San Jose MTC 04-Santa Clara	Lower Silver Creek Trail. Construct 1.17 miles of paved trail improvements. Enhance pedestrian and bicycle mobility for recreation and transportation. Located in Lower Silver Creek between Alum Rock Avenue and I-680 in eastern San Jose.  (Contributions from other sources: \$1,044,200.)	21-12 EEM / 11-12 \$350,000	2011-12 101-0183 EEM 20.30.207.811	\$350,000
13 \$298,456 Sonoma County Water Agency MTC 04-Sonoma	Sonoma County Water Agency Rohnert Park/Cotati Highway 101 Widening: Hinebaugh Creek Habitat Enhancement and Restoration Project. Remove approximately 10 acres of exotic shrubs/trees and install up to 14,560 native trees/shrubs/grasses over 25 acres to enhance critical habitat, offset vehicle emissions, provide additional wetland mitigation.  (Contributions from other Sources: \$108,426.)	21-13 EEM / 11-12 \$298,456	2011-12 101-0183 EEM 20.30.207.811	\$298,456
14 \$200,000 Land Trust for Santa Barbara County SBCAG 05-Santa Barbara	Franklin Trail Project. Clearing 3,500 feet of new trail and installing two pedestrian bridges, 250 feet of retaining walls, oak trees (20), and native plants (250). Project will provide access to a gentle multi-use trail, thousands of acres of National Forest, panoramic vistas and appreciation of natural communities.  (Contributions from other Sources: \$250,000.)	21-14 EEM / 11-12 \$200,000	2011-12 101-0183 EEM 20.30.207.811	\$200,000
15 \$125,000 Goleta Valley Beautiful SBCAG 05-Santa Barbara	Highway 101 Los Carneros/Glen Annie Interchanges Tree Planting. Project will plant 188 diverse, drought-tolerant and native trees with temporary drip irrigation on Highway 101 right of way north of Los Carneros and Glen Annie Interchanges.  (Contribution from other Sources: \$25,000.)	21-15 EEM / 11-12 \$125,000	2011-12 101-0183 EEM 20.30.207.811	\$125,000

2.5 Highway Financial Matters

Project # Allocation Amount Applicant RTPA/CTC Dst-County	Project Title Location Project Description	EA Program	Budget Year Item # Fund Type Program Code	Amount by Fund Type
<b>2.5c.(7) Locally Administered Environmental Enhancement and Mitigation Projects</b>				
<b>Resolution FP-11-46</b>				
16 \$125,000 City of San Luis Obispo <u>SLOCOG</u> 05-San Luis Obispo	Prefumo Creek Riparian Enhancements. Create a 1.2 acre wetland meadow, planting of 0.5 acre of riparian plantings, and removal of invasive exotic plants along a 2,000 foot long reach of Prefumo Creek in the City of San Luis Obispo, plus care of plantings.  (Contribution from other sources: \$0)	21-16 EEM / 11-12 \$125,000	2011-12 101-0183 EEM 20.30.207.811	\$125,000
17 \$350,000 The Trust for Public Land <u>SCCRTC</u> 05-Santa Cruz	San Andreas Creek Resource Lands Acquisition Project. Acquire the 38-acre property of mixed riparian, oak woodland, and Douglas fir forest habitat in the Larkin Valley/Aptos Hills area of Santa Cruz County. The project will provide permanent protection of the habitat for the federally endangered Santa Cruz long-toed salamander, the threatened California red-legged frog, and other listed species.  (Contribution from other sources: \$925,000.)	21-17 EEM / 11-12 \$350,000	2011-12 101-0183 EEM 20.30.207.811	\$350,000
18 \$350,000 City of Fresno Parks, After School, Recreation, and Community Services (PARCS) Department <u>COFCG</u> 06-Fresno	Romain Park Improvements. Plant up to 100 trees to address the increased noise levels, replace irrigation system to help improve water efficiency, and rehabilitate the public restroom facility. The improvements will provide passive recreation, and educational opportunities to learn about low water use landscaping, and sustainable techniques. Located adjacent to State Highway 180 interchange.  (Contributions from other sources: \$10,000.)	21-18 EEM / 11-12 \$350,000	2011-12 101-0183 EEM 20.30.207.811	\$350,000
19 \$350,000 CSU Fresno Foundation <u>COFCG</u> 06-Fresno	San Joaquin River-Small Fry Trail and Stormy Creek Project. Project is an aquatic interpretive and recreational opportunity with picnic/rest facilities located off Friant Road, and the San Joaquin Hatchery, parallel to the San Joaquin River Parkway Trail. Project will consist of "Small Fry Trail" a children's interactive, exploratory and discovery trail that runs below the bluff and loops through the hatchery and "Stormy Creek," a run-off channel, bioswale demonstration.  (Contribution from other sources: \$100,000.)	21-19 EEM / 11-12 \$350,000	2011-12 101-0183 EEM 20.30.207.811	\$350,000
20 \$143,831 City of Tulare <u>TCAG</u> 06-Tulare	Hillman Street Project. Planting of 250 native Valley Oaks in a new safety median constructed as part of the Road 108 widening project, to protect and enhance the State's natural heritage.  (Contributions from other sources: \$0.)	21-20 EEM / 11-12 \$143,831	2011-12 101-0183 EEM 20.30.207.811	\$143,831
21 \$330,000 City of Tulare <u>TCAG</u> 06-Tulare	Acquisition of Sunrise Park Mediation Enhancement Area. Acquisition of a six acre park site located just off SR 99 near the Paige Avenue interchange in Tulare. Mitigation is needed in the form of large trees, shrubs, and groundcovers planted at the Sunrise Park site to help filter and trap fumes and particle pollutants given off by the greatly increased number of vehicles that will be using the widened highway.  (Contributions from other sources: \$0.)	21-21 EEM / 11-12 \$330,000	2011-12 101-0183 EEM 20.30.207.811	\$330,000

2.5 Highway Financial Matters

Project # Allocation Amount Applicant RTPA/CTC Dst-County	Project Title Location Project Description	EA Program	Budget Year Item # Fund Type Program Code	Amount by Fund Type
<b>2.5c.(7) Locally Administered Environmental Enhancement and Mitigation Projects</b>			<b>Resolution FP-11-46</b>	
22 \$318,294 City of Visalia <u>TCAG</u> 06-Tulare	Restore our Community Forest Project. In Visalia, the planting of 600 trees in three medians and one recharge basin will provide mitigation above that required for the recently completed Route 198 Gap Closure Project and the upgrades to SR 63 consisting of road widening.  (Contribution from other sources: \$31,480.)	21-22 EEM / 11-12 \$318,294	2011-12 101-0183 EEM 20.30.207.811	\$318,294
23 \$339,000 Community Conservation Solutions <u>LACMTA</u> 07-Los Angeles	Los Angeles River Greenway Tree-Planting Project. Project will plant over 4,000 native trees and plants along a half mile of the LA River in the San Fernando Valley to mitigate trees removed and wildlife impacted by the related transportation facility (RTF), restoring a sustainable forest that maximizes carbon sequestration.  (Contribution from other sources: \$104,713.)	21-23 EEM / 11-12 \$339,000	2011-12 101-0183 EEM 20.30.207.811	\$339,000
24 \$161,335 The Hollywood Beautification Team <u>LACMTA</u> 07-Los Angeles	Planting for Knowledge with Hollywood Community Team. Plant 540 trees with 135 concrete cuts along 101 Freeway. This project will work to mitigate poor air quality that is a result of high vehicular traffic, address the heat island effect created by high temperatures and heavy congestion.  (Contribution from other sources: \$40,150.)	21-24 EEM / 11-12 \$161,335	2011-12 101-0183 EEM 20.30.207.811	\$161,335
25 \$350,000 City of Pasadena <u>LACMTA</u> 07-Los Angeles	Reclaiming Pasadena's Urban and Natural Forest. Plant 1,400 plants. Project will provide concrete cuts, watering, and restoring native habitat in the Arroyo Seco natural areas.  (Contribution from other sources: \$25,000.)	21-25 EEM / 11-12 \$350,000	2011-12 101-0183 EEM 20.30.207.811	\$350,000
26 \$350,000 City of Pomona Public Works Department <u>LACMTA</u> 07-Los Angeles	SR-71/Mission Boulevard Slope Stabilization and Beautification Project. Plant 280 trees of various species within the four triangular sloped areas between SR-71 and the four new ramp connectors at Mission Boulevard. Planting new trees will offset vehicular emissions of carbon dioxide and provide aesthetically pleasing environment.  (Contribution from other Sources: \$35,000.)	21-26 EEM / 11-12 \$350,000	2011-12 101-0183 EEM 20.30.207.811	\$350,000
27 \$296,700 City of South Gate <u>LACMTA</u> 07-Los Angeles	City of South Gate Urban Greening. Planting of 1000 trees citywide. This project will assist in the reduction of carbon emissions from the large volume of vehicles. Planting primarily within residential and arterial parkways within the City of South Gate.  (Contribution from other sources: \$0.)	21-27 EEM / 11-12 \$296,700	2011-12 101-0183 EEM 20.30.207.811	\$296,700
28 \$350,000 Coachella Valley Conservation Commission <u>RCTC</u> 08-Riverside	Willow Hole Blowsand Ecosystem Conservation and Multiple species Habitat Conservation Plan/Natural Community Conservation Plan (MSHCP/NCCP). Acquire 114.88 acres in the Willow Hole Conservation Area. The project is located 5.5 miles northwest of the related transportation facility (RTF) and is a part of the same blowsand ecosystem which is essential to the survival of various species associated with the sand source/transport system in support of the Coachella Valley Multiple Species MSHCP/NCCP.  (Contribution from other sources: \$577,000.)	21-28 EEM / 11-12 \$350,000	2011-12 101-0183 EEM 20.30.207.811	\$350,000

2.5 Highway Financial Matters

Project # Allocation Amount Applicant RTPA/CTC Dst-County	Project Title Location Project Description	EA Program	Budget Year Item # Fund Type Program Code	Amount by Fund Type
<b>2.5c.(7) Locally Administered Environmental Enhancement and Mitigation Projects</b>				
<b>Resolution FP-11-46</b>				
29 \$343,800 Town of Mammoth Lakes <u>Mono LTC</u> 09-Mono	College Connector Path. Build a 0.25 mile long recreational multi-use paved path. Project will provide year round recreational and commuting access. Part of a larger trail network which is called the Town Loop, users will have the ability to commute to open space parks, playgrounds, back country wilderness areas, educational facilities, commercial locations including shipping facilities and other connections.  (Contribution from other sources: \$38,200.)	21-29 EEM / 11-12 \$343,800	2011-12 101-0183 EEM 20.30.207.811	\$343,800
30 \$326,050 City of Jackson <u>Amador CTC</u> 10-Amador	Jackson Vista Point Improvement Project. Project will update and improve interpretive signing, expand the scenic overlook viewing areas, create ADA compliance for all parking and pedestrian areas, provide a drinking fountain and lighting and greatly improve the appearance of this gateway area in the City of Jackson.  (Contribution from other sources: \$0.)	21-30 EEM / 11-12 \$326,050	2011-12 101-0183 EEM 20.30.207.811	\$326,050
31 \$350,000 City of San Marcos <u>SANDAG</u> 11-San Diego	Montiel Park Enhancement Project. Project will include the installation of a decomposed granite trail, native vegetation, shade trees, interpretive and educational signage, irrigation, erosion control, and benches to serve as a roadside recreational opportunity.  (Contribution from other Sources: \$72,165.)	21-31 EEM / 11-12 \$350,000	2011-12 101-0183 EEM 20.30.207.811	\$350,000
32 \$350,000 City of Anaheim <u>OCTA</u> 12-Orange	Santa Ana River Trail Mitigation Project. Plant 80 carbon sequestering trees, irrigation and a trail safety fence, which will create an entry point to/from the Santa Ana River Trail to the Anaheim Regional Transportation Intermodal Center (ARTIC). Project will result in a 1,600 foot long Riverwalk, extending along the Santa Ana River from North of Katella Avenue to the Railroad Crossing at the south end of the ARTIC site.  (Contribution from other Sources: \$652,000.)	21-32 EEM / 11-12 \$350,000	2011-12 101-0183 EEM 20.30.207.811	\$350,000

Project # Allocation Amount Recipient County Dist-Co-Rte Postmile	Location Project Description Reason for Supplemental Funds	PPNO Program Funding Year Item # Fund Type Program Codes Project ID Adv Phase EA	State Federal Current Amount by Fund Type	State Federal Additional Amount by Fund Type	State Federal Revised Amount by Fund Type
<b>2.5e.(1) Supplemental Funds for Previously Voted Projects</b>					
<b>Resolution FA-11-19</b>					
1 \$169,000 Department of Transportation Tuolumne 10-Tuo-108 58.8	In Tuolumne County on Route 108, one mile east of Kennedy Meadows. <u>Outcome/Output:</u> Construct soldier pile wall to mitigate slope erosion and restore roadway.  Supplemental funds needed to award construction contract.  Total Revised Amount: \$924,000	10-N/A SHOPP/Minor A 2011-12 302-0042 SHA 20.20.201.150 1000000235 4 0S2404	\$755,000	\$169,000	\$924,000



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
<b>2.5f. Informational Report – Emergency G-11 Allocations (2.5f.(1))</b>				
1 \$1,500,000 Humboldt 01U-Hum-101 136.5	Near Klamath, at 0.6 mile south of the Del Norte County line. Heavy rain in November 2011 triggered a landslide above the roadway at this location. Subsequent rainfall in December 2011 resulted in more slides causing the closure of the southbound lane. Field reviews revealed the slide is approximately 250 feet wide and 300 feet tall with significant amount of unstable material. This project to remove slide debris, buttress and stabilize the slope and hillside, restore surface and subsurface drainage, and place erosion control measures.  Initial G-11 Allocation 01/23/12: \$ 1,500,000 (Additional \$10,000 was allocated for right of way purposes).	01-2353 SHOPP/11-12 0112000198 4 0B8504  Emergency	2010-11 302-0042 SHA 20.20.201.130	\$1,500,000
2 \$1,000,000 Contra Costa 04U-CC-24 5.2	In Lafayette, on eastbound Route 24 near Happy Valley Road. Heavy rain in January 2011 activated a landslide in this area causing the pavement at this location to begin to settle. May and June rain in 2011 caused additional settlement. This project is to perform temporary repairs involving the injection of grout in underground voids and around a separating drainage culvert, grinding asphalt pavement and overlaying the pavement with asphalt concrete. A permanent repair to build retaining walls is currently in the planning stages.  Initial G-11 Allocation 01/13/12: \$ 1,000,000	04-0118A SHOPP/11-12 0400021073 4 2G6504  Emergency	2010-11 302-0042 SHA 20.20.201.130	\$1,000,000
3 \$800,000 Santa Clara 04U-SCI-9 4.85	In Saratoga, at Saratoga Creek Bridge (Bridge 37-0074). On January 20, 2012, a vehicle crashed into the southbound bridge rail damaging the concrete rail and completely dislodging section of the metal rail. This project is to reconstruct the bridge rail, dispose of concrete debris containing asbestos, including measures to prevent debris from entering Saratoga Creek.  Initial G-11 Allocation 02/08/12: \$ 800,000	04-0388R SHOPP/11-12 0412000229 4 4G1704  Emergency	2010-11 302-0042 SHA 20.20.201.130	\$800,000
4 \$590,000 San Mateo 04U-SM-101 17.95	In Millbrae, at the Millbrae Avenue Overcrossing (Bridge 35-0089). On January 21, 2012, north strong wind caused the chain link fence to fall onto Millbrae Avenue. Field Inspection revealed rusted fence posts at the base and spalling concrete with exposed rebar in the railing on both sides of the bridge. This project is to replace the damaged chain link fence and repair the spalled concrete bridge railing.  Initial G-11 Allocation 02/08/12: \$ 590,000	04-0704A SHOPP/11-12 0412000383 4 4G3004  Emergency	2010-11 302-0042 SHA 20.20.201.130	\$590,000
5 \$900,000 Monterey 05U-Mon-1 21.0/21.2	Near Lucia, from 0.5 to 0.7 mile north of Limekiln Creek Bridge. On January 15, 2012, following several high intensity rain storms in a row, a pocket of accumulated rock and soil on the steep cut slope contained behind a wire mesh drapery system slid down the slope and caused the failure of the existing wire mesh system. This project is to reinstall the wire mesh and reinforce it with a cable net overlay to strengthen the overall system and enable it to withstand future rock-fall activity.  Initial G-11 Allocation 02/02/12: \$ 900,000	05-2349 SHOPP/11-12 0512000045 4 1A9604  Emergency	2010-11 302-0042 SHA 20.20.201.130	\$900,000

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
<b>2.5f. Informational Report – Emergency G-11 Allocations (2.5f.(1))</b>				
6 \$15,000,000 Los Angeles 07U-LA-60 7.77	In Montebello, at the Paramount Boulevard Overcrossing (Bridge 53-1910). On December 14, 2011, a double-tanker truck loaded with 8,800 gallons of gasoline burst into flames on eastbound Route 60 directly beneath the Overcrossing. All freeway lanes in both directions were closed. This project is to replace the fire damaged Overcrossing structure. A separate contract (07-3X7004) was allocated \$10,000,000 to demolish and remove the damaged structure.  Initial G-11 Allocation 01/25/12: \$ 15,000,000 (Additional \$1,000,000 was allocated for right of way purposes).	07-4554 SHOPP/11-12 0712000254 4 293904  Emergency	2010-11 302-0890 FTF 20.20.201.130	\$15,000,000
7 \$700,000 Riverside 08U-Riv-Var Var	In Riverside and San Bernardino Counties, on various highways at various locations. Theft of copper wires along the highway system caused the highway electrical systems for lighting, traffic signals, and changeable message signs to stop working. This project is to repair/replace damaged electrical systems, and place anti-theft measures as necessary including hardened armored access boxes, conduit wire locks, and burial of pull boxes.  Initial G-11 Allocation 02/03/12: \$ 700,000	08-0007M SHOPP/11-12 0812000208 4 0R9204  Emergency	2010-11 302-0042 SHA 20.20.201.130	\$700,000
8 \$280,000 San Bernardino 08U-SBd-10 0.0/1.2	In Montclair, from the Los Angeles County line to Central Avenue. On January 17, 2012, a fiery crash involving multiple vehicles damaged the concrete center divider at this location. This project is to remove and replace the damaged concrete barrier and conduct traffic control as necessary.  Initial G-11 Allocation 01/24/12: \$ 280,000	08-0128H SHOPP/11-12 0812000205 4 0R8904  Emergency	2010-11 302-0042 SHA 20.20.201.130	\$280,000
9 \$800,000 San Bernardino 08U-SBd-10 6.20/7.20	In Ontario, on eastbound Route 10 at Cucamonga Wash (Bridge 54-0438R). Two closure pours 4 feet wide by 97 feet long are failing in lanes #1 and #4, including a 1-foot by 3-foot hole in the bridge deck that was temporarily repaired. This project is to remove and replace a small section of the bridge and conduct traffic control as necessary.  Initial G-11 Allocation 02/03/12: \$ 800,000	08-0133M SHOPP/11-12 0812000212 4 0R9304  Emergency	2010-11 302-0042 SHA 20.20.201.130	\$800,000

Project # Amount County Dist-Co-Rte Postmile	Location Project Description Allocation History	PPNO Program/Year Prgm'd Amount Project ID Adv. Phase EA	Budget Year Item # Fund Type Program Codes	Amount by Fund Type
<b>Informational Report – SHOPP Safety-Resolution G-03-10 Delegated Allocations (2.5f.(3))</b>				
1 \$604,000 San Bernardino 08S-SBd-18 75.3/75.7	Near Lucerne Valley, at Custer Avenue. <u>Outcome/Outputs:</u> Construct left-turn lane to reduce the number and severity of collisions.  Allocation date: 01/11/2012	08-0190F SHOPP/11-12 \$862,000 0800000336 4 0K2004	2010-11 302-0042 SHA 302-0890 FTF 20.20.201.010	\$12,000 \$592,000

2.5 Highway Financial Matters

#	Dist	County	Route	Postmiles	Location/Description	EA	Program Code	Original Est. FM-09-06	Allocation
<b>2.5f. Informational Report – Minor Construction Program – Resolution G-05-05 Delegated Allocations (2.5f.(4))</b>									
1	01	Hum	101	Var.	Replace culverts, retaining wall and downdrains, pave inverts, and install new rock energy dissipators at nine locations.	431704	201.151	\$514,000	\$514,000
2	02	Plu	36/89	Var	Install super highway advisory radio and close circuit television at various locations to provide updated traveler information and improve communication.	1E2404	201.315	\$658,000	\$570,000
3	02	Sha	299/44	24.0/24.8	Extend an existing right-turn channel and modify curb ramps at various locations to comply with American With Disabilities Act.	3E6004	201.310	\$850,000	\$1,000,000
4	02	Sis	96	Var.	Replace culverts and place new end treatments and rock slope protection.	3E0704	201.151	\$650,000	\$574,000
5	02	Tri	299	36.6/36.8	Realign and widen roadway, replace culverts, upgrade signs and replace metal beam guardrail.	3E8204	201.310	\$833,000	\$835,000
6	03	Yol	113	0.3/10.3	Upgrade curb ramps and pedestrian facilities at various locations to comply with American With Disabilities Act.	2F6704	201.361	\$800,000	\$430,000
7	04	SM	1	35.9	Install left-turn channelization lane.	3A7204	201.015	\$610,000	\$588,000
8	04	SM	280	9.6/10.5	Remove and replace asphalt concrete pavement.	2G6304	201.121	\$1,000,000	\$995,000
9	07	LA	1	32.6	Install new traffic signal and reconstruct access ramps.	4T4204	201.310	\$420,000	\$284,000
10	07	LA	Var	Var	Construct pedestrian curb ramps at various locations to comply with American With Disabilities Act.	4T4404	201.361	\$550,000	\$393,000
11	07	Ven	118	26.0/26.8	Install metal beam guardrail and upgrade existing asphalt concrete dike.	4T4304	201.015	\$620,000	\$457,000
12	08	Riv	10	135.0/144.3	Replace failing septic tank and pumps with new sewage treatment system at 17.5 miles west of Blythe at Wiley's Well Safety Roadside Rest Area.	0L5904	201.250	\$550,000	\$653,000
13	10	Sta	Var.	Var.	Install detectable warning devices and construct concrete sidewalk, driveway, curb ramps and gutter to comply With American with Disabilities Act.	0U4804	201.378	\$363,000	\$360,000
14	11	SD	8	11.2/15.5	Construct and rehabilitate drainage systems in the Cities of La Mesa and El Cajon.	405004	201.151	\$400,000	\$306,000
15	11	SD	Var.	Var.	Construct and reconstruct existing curb ramps and sidewalks and install pavement markings and stripes at 43 Park and Ride locations to comply with American With Disabilities Act.	406004	201.378	\$900,000	\$900,000
16	12	Ora	57	13.4/14.8	Install and upgrade 24 curb ramps and pedestrian facilities to comply with American With Disabilities Act.	0M1604	201.361	\$790,000	\$467,000
17	12	Ora	405	0.3/7.8	Upgrade and install 36 curb ramps, sidewalk and pedestrian push buttons to comply with American With Disabilities Act standards.	0M1404	201.361	\$668,000	\$396,000









2.5 Highway Financial Matters

Project # Allocation Amount Recipient RTPA/CTC Dist-Co-Rte Postmile	Project Title Location Project Description Project Funding	PPNO Program/Year Phase Prgm'd Amount Project ID Adv Phase EA	Budget Year Item # Fund Type Program Code	Amount by Fund Type
<p><b>2.5g.(3b) Proposition 1B – Allocation Amendment State Administered Multi-Program STIP/CMIA Project on the State Highway System (AB 608)</b></p>				
<p style="text-align: right;"><b>Resolution STIP1B-AA-1112-005,</b> Amending Resolution STIP1B-AA-1112-004 and <b>Resolution STIP1B-A-1112-002</b> <b>Resolution CMIA-AA-1112-026,</b> Amending Resolution CMIA-AA-1112-024 and Resolution CMIA-A-1112-007</p>				
1 <del>\$46,350,000</del> <b>\$43,293,000</b>	State Route 12 Jameson Canyon Widening – Phase 1 Near Fairfield, from 0.5 mile west of Napa/Solano County Line to Red Top Road in Solano County. Construct two lanes, add a median barrier, and a median opening Segment 1. (TCRP 157)	04-0367D CMIA/09-10 CONST \$36,349,000	2010-11 304-6055 CMIA 20.20.721.000	\$36,349,000
Department of Transportation MTC 04N-Sol-12 0.0/2.6	Final Project Development (IIP) Support Estimate: \$126,000 Programmed Amount: <u>\$126,000</u> Adjustment: \$ 0	(Solano) RIP/10-11 CONST <del>\$4,550,000</del> <b>\$3,157,000</b>	304-6058 TFA 20.20.075.600	<del>\$6,890,000</del> <b>\$4,780,000</b>
	Final Project Development (RIP-Napa) Support Estimate: \$449,000 Programmed Amount: <u>\$449,000</u> Adjustment: \$ 0	(Napa) RIP/10-11 CONST ENG \$5,850,000	304-6058 TFA 20.20.025.700	<del>\$3,120,000</del> <b>\$2,164,000</b>
	Final Right of Way (RIP-Napa) Right of Way Estimate: \$6,490,000 Programmed Amount: <u>\$6,490,000</u> Adjustment: \$ 0	CONST <del>\$2,340,000</del> <b>\$1,623,000</b>		
	(Project Scope is consistent with the amended baseline agreement approved under Resolution CMIA-PA-1011-023 in March 2011.)	IIP/10-11 CONST ENG \$3,400,000 CONST <del>\$3,120,000</del> <b>\$2,164,000</b>		
	(Future Consideration of Funding – Resolution E-08-08, July 2008.)	0400002023 4 264144		
	<b><u>(Amended allocation reflects award saving of \$3,066,000 in STIP CONST to be returned to Interregional, Solano and Napa County shares.)</u></b>			
	<u>Outcome/Output:</u> When combined with PPNO 03671, the overall Jameson Canyon Project will result in daily vehicle- hours of delay savings of about 3,898 hours.			

2.5 Highway Financial Matters

Project # Allocation Amount Recipient RTPA/CTC Dist-Co-Rte Postmile	Project Title Location Project Description Project Funding	PPNO Program/Year Phase Prgm'd Amount Project ID Adv Phase EA	Budget Year Item # Fund Type Program Code	Amount by Fund Type
<b>2.5g.(3b) Proposition 1B – Allocation Amendment State Administered Multi-Program STIP/CMIA Project on the State Highway System (AB 608)</b>		<b>Resolution STIP1B-AA-1112-005,</b> Amending Resolution STIP1B-AA-1112-004 and <b>Resolution STIP1B-A-1112-002</b> <b>Resolution CMIA-AA-1112-026,</b> Amending Resolution CMIA-AA-1112-024 and Resolution CMIA-A-1112-007		
2 <del>\$26,148,000</del> <b>\$24,541,000</b>	State Route 12 Jameson Canyon Widening – Phase 1 Near Fairfield, On Route 12 in Napa County, from State Route 29 junction to 0.1 mile west of Napa/Solano County line. Construct two lanes and add a median barrier. Segment 2. (TCRP 157)	04-03671 CMIA/09-10 CONST \$18,518,000	2010-11 304-6055 CMIA 20.20.721.000	\$18,518,000
Department of Transportation MTC 04N-Nap-12 0.0/3.2	Final Project Development (IIP) Support Estimate: \$68,000 Programmed Amount: <u>\$68,000</u> Adjustment: 0	RIP/10-11 (Solano) CONST <del>\$2,450,000</del> <b>\$1,942,000</b>	304-6058 TFA 20.20.075.600	<del>\$3,740,000</del> <b>\$2,940,000</b>
	Final Project Development (RIP-Napa) Support Estimate: \$242,000 Programmed Amount: <u>\$242,000</u> Adjustment: 0	RIP/10-11 (Napa) CONST ENG \$3,150,000 CONST <del>\$1,260,000</del> <b>\$998,000</b>	304-6058 TFA 20.20.025.700	<del>\$3,890,000</del> <b>\$3,083,000</b>
	Final Right of Way (RIP-Napa) Right of Way Estimate : \$ 3,510,000 Programmed Amount: <u>\$ 3,510,000</u> Adjustment: \$ 0	IIP/10-11 CONST ENG \$1,700,000 CONST <del>\$3,890,000</del> <b>\$3,083,000</b>		
	(Project Scope consistent with the amended baseline agreement approved under Resolution CMIA-PA-1011-023 in January 2011.)	0400002022 4 264134		
	(Future Consideration of Funding – Resolution E-08-08, July 2008.)			
	<b><u>(Amended allocation reflects award saving of \$1,577,000 in STIP CONST to be returned to Interregional, Solano and Napa County shares.)</u></b>			
	<u>Outcome/Output:</u> When combined with PPNO 0367D, the overall Jameson Canyon Project will result in daily vehicle- hours of delay savings of about 3,898 hours.			



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
<b>2.5g.(5b) Proposition 1B – State Administered Rail TCIF Projects</b>		<b>Resolution TCIF-A-1112-09</b>		
1 \$40,718,000 City of Los Angeles Harbor Department SCAG 07-Los Angeles	<b>West Basin Road Rail Access Improvements – Segment 1</b> Within the Port of Los Angeles (West Basin District), in Los Angeles County Improve rail operations with staging and storage tracks and improve access to West Basin rail yards. The project enhances access to TraPac On-dock Rail Yard at Berth 142-147, and West Basin TCIF at Berth 200. (TCIF Project 32.1):  (February 2012 – Baseline Amendment approved under Resolution TCIF-P-1112-19, Amending Resolutions TCIF-P-0708-01 & TCIF-P-1011-03.)  (Future Consideration of Funding – Resolution E-11-41, June 2011.)  (Contributions from other sources: \$63,834,000.)  <u>Outcome/Output:</u> This project will maximize the use on on-dock rail for cargo container transport. Project benefits include 81,000 fewer truck-miles traveled and 5,280 fewer vehicle-hours traveled annually. There will also be a corresponding reduction in accidents on I-710, which has the highest accident rate in the State of California. The project will also lower the emission of criteria pollutants and greenhouse gases because of fewer truck trips and remove two at-grade railroad-roadway crossings between the local residential community and the waterfront area.	75-TC32 TCIF/11-12 CONST \$40,718,000 0012000199 S FA12BA	2011-12 304-6056 TCIF 30.20.723.000	\$40,718,000

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
<b>2.5g.(9) Proposition 1B – Locally Administered Highway-Rail Crossing Safety Account (HRCSA) Projects</b>		<b>Resolution GS1B-A-1112-003</b>		
1 \$9,600,000 City of Fremont MTC 04-Alameda	<b>Warren Avenue Grade Separation.</b> In the City of Fremont, between Mission Falls Court and Kato Road. Construct a bridge and depress Warren Avenue. A maintenance access structure will also be built.  (Original programming resolution GS1B-P-1011-01; September 2010.)  (CEQA – Exempt – PRC 21080.13.) (NEPA – CE, 23 CFR 77.117(d)(3).)  (Concurrent baseline amendment under Resolution GS1B-P-1112-12; March 2012.)  (Contributions from other sources: \$59,182,000.)  <u>Outcome/Output:</u> This project will eliminate potential collisions between trains, vehicles & pedestrians; improves emergency vehicle response time; reduces emissions, and maximizes the use of infrastructure investments completed to the I-880 Corridor.	75-Rail HRCSA/10-11 CONST \$9,600,000 0012000202 S H021BA	2010-11 104-6063 HRCSA 20.30.010.400	\$9,600,000

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
<b>2.5g.(10) Proposition 1B – Locally Administered State-Local Partnership Program (SLPP) Projects on the State Highway System</b>			<b>Resolution SLP1B-A-1112-16</b>	
1 \$1,972,000 City of Fontana SANBAG 08-SBd	<b>I-15/Duncan Canyon Road Interchange.</b> In the City of Fontana. Construct a new interchange.  (A nine-month time extension for CONST was approved at the October 2011 CTC meeting and expires on March 31, 2012.)  (Concurrent Consideration of Funding – Resolution E-12-11, March 2012)  <u>Outcome/Output:</u> Construct new interchange, widen the existing overpass to six lanes, and construct new freeway connections ramps.	08-0168Q SLPP/11-12 CONST \$1,972,000 0800000237 4CONL 0H1304	2011-12 304-6060 SLPP 20.20.724.000	\$1,972,000

2.6 Mass Transportation Financial Matters

Project # Allocation Amount Recipient RTPA/CTC District-County	Project Title Location Project Description	Dist-PPNO Program / Year Programmed: Phase Prgm'd Amount Project ID Adv Phase EA	Budget Year Item # Fund Type Program Code	Amount by Fund Type
<b>2.6a.(1) Locally Administered STIP Transit Projects (ADVANCEMENT)</b>			<b>Resolution MFP-11-__</b>	
1 \$1,823,000 Marin County Transit District MTC 04-Marin	<b>Bus Stop Improvements</b> In Novato. Improve bus stops, including enhanced shelters, accessible pathways, bicycle racks and other passenger amenities.  <u>Outcome/Output:</u> Improve bus patron access and transfer points between different bus routes.	04-2128A RIP/12-13 CONST \$1,823,000 0412000400 S T250TB	2011-11 101-0046 PTA 30.10.070.625	\$1,823,000
<b>THE DEPARTMENT RECOMMENDS THIS ITEM BE DEFERRED AT THIS TIME.</b>				

Project # Allocation Amount Recipient RTPA/CTC District-County	Project Title Location Project Description	Dist-PPNO Program / Year Programmed: Phase Prgm'd Amount Project ID Adv Phase EA	Budget Year Item # Fund Type Program Code	Amount by Fund Type
<b>2.6a.(2) Locally Administered STIP Rail Project</b>			<b>Resolution MFP-11-__</b>	
1 \$1,000,000 CCJPA Various 03-Variou 04-Variou	<b>Capitalized Maintenance (Capitol Corridor)</b> Track upgrade and maintenance on the Amtrak California route between Auburn and San Jose.  (Allocation funded from FY 2011-12 Capitalized Maintenance PPNO 2065.)  <u>Outcome/Output:</u> This project will maintain and/or repair various track facilities throughout the state and enhance safety.	75-2065A IIP/11-12 CONST \$1,000,000 0012000232 S RA17TA	2011-12 301-0046 PTA 30.20.020.720	\$1,000,000
<b>THE DEPARTMENT RECOMMENDS THIS ITEM BE DEFERRED AT THIS TIME.</b>				

2.6 Mass Transportation Financial Matters

Project # Allocation Amount Recipient RTPA/CTC District-County	Project Title Project Description	Dist-PPNO Program / Year Programmed: Phase Prgm'd Amount Project ID Adv Phase EA	Budget Year Item # Fund Type Program Code	Amount by Fund Type
<b>2.6a.(3) State Administered STIP Rail Project</b>			<b>Resolution MFP-11-__</b>	
1 \$1,000,000 Department of Transportation Various 75-Variou	<b>Capitalized Maintenance (San Joaquin Corridor)</b> Track upgrade and maintenance on the Amtrak California route between Bakersfield and San Jose.  (Allocation funded from FY 2011-12 Capitalized Maintenance PPNO 2065.)  <u>Outcome/Output:</u> This project will maintain and/or repair various track facilities throughout the state and enhance safety.  <b>THE DEPARTMENT RECOMMENDS THIS ITEM BE DEFERRED AT THIS TIME.</b>	75-2065B IIP/11-12 CONST \$1,000,000 0012000233 S RA18TA	2011-12 301-0046 PTA 30.20.020.720	\$1,000,000
2 \$1,000,000 Department of Transportation Various 75-Variou	<b>Capitalized Maintenance (Pacific Surfliner)</b> Track upgrade and maintenance on the Amtrak California route between San Luis Obispo and San Diego.  (Allocation funded from FY 2011-12 Capitalized Maintenance PPNO 2065.)  <u>Outcome/Output:</u> This project will maintain and/or repair various track facilities throughout the state and enhance safety.  <b>THE DEPARTMENT RECOMMENDS THIS ITEM BE DEFERRED AT THIS TIME.</b>	75-2065C IIP/11-12 CONST \$1,000,000 0012000217 S RA13TA	2011-12 301-0046 PTA 30.20.020.720	\$1,000,000

Project # Allocation Amount Implementing Agency District-County	BREF # and Project Description Description of Allocation	Item # Fund Type Program Code	Amount by Fund Type
<b>2.6e. Traffic Congestion Relief Program Re-allocation</b>			<b>Resolution TFP-11-08,</b> Amending Resolution TFP-05-10
1 \$968,000 Department of Transportation 04 – Marin	<b>Project #17 – Route 101; add HOV lanes through San Rafael, Sir Francis Drake Boulevard to North Pedro Road in Marin County.</b>  Construct a high occupancy vehicle (HOV) lane in each direction.  Re-allocate \$968,000 in previously allocated TCRP funding for Construction.  <u>Outcome/Output:</u> Complete construction related activities.	Chapter 91 of the Statutes of 2000  889-3007 20.20.710.870	\$968,000

2.7 Aeronautic Financial Matters

Project # Allocation Amount Recipient County	Location Project Description Project Number	Budget Year Item # Program Code	State Allocation
<b>2.7 Aeronautics Allocations</b>		<b>Resolution FDOA-2011-04</b>	
1 \$162,000 <u>Solano County</u> <u>Airport Land Use</u> <u>Commission</u> Solano	Nut Tree Airport ALUCP – Airport Land Use compatibility Plan Update Sol-6-11-1	2011-12 2660-0041 10.10.020.200	\$162,000

**PUBLIC DISTRIBUTION**

**CALIFORNIA TRANSPORTATION COMMISSION**

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Sacramento, CA 95814

(916) 654-4245

FAX: (916) 653-2134

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

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

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

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

Mr. Darius Assemi  
Granville Homes  
1396 W. Herndon, Suite 101  
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Ms. Yvonne B. Burke  
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2 Park Plaza, Suite 100  
Irvine, CA 92614

Mr. Jim Earp  
California Alliance for Jobs  
928 Second Street, Ste. 200  
Sacramento, CA 95814

Mr. Dario Frommer  
Mayer Brown LLP  
350 South Grand Avenue, 25<sup>th</sup> Floor  
Los Angeles, CA 90071

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

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

**Ex Officio Members**

The Honorable Mark DeSaulnier  
Member of the Senate  
State Capitol, Room 5035  
Sacramento, CA 95814

The Honorable Bonnie Lowenthal  
Member of the Assembly  
State Capitol, Room 3152  
Sacramento, CA 94814

**Executive Director**

Ms. Bimla G. Rhinehart  
1120 N Street, Room 2233 (MS-52)  
Sacramento, CA 95814  
(916) 654-4245  
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**2.4a.**

**RESOLUTION OF NECESSITY - APPEARANCE**

INFORMATION ON THIS ITEM WILL BE  
PROVIDED PRIOR TO THE MARCH 28-29, 2012  
CALIFORNIA TRANSPORTATION COMMISSION MEETING

# MINUTES

## CALIFORNIA TRANSPORTATION COMMISSION <http://www.catc.ca.gov>

February 22-23, 2012  
Burbank, California

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### Wednesday, February 22, 2012

1:30 p.m.

Commission Meeting  
Marriott Burbank Airport Hotel  
Hollywood/Burbank Rooms  
2500 Hollywood Way  
Burbank, CA

1:30 pm	<u>GENERAL BUSINESS</u>
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1	Roll Call	1.1	Dario Frommer	I	C
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CHAIR DARIO FROMMER	Present
COMMISSIONER BOB ALVARADO	Absent
COMMISSIONER DARIUS ASSEMI	Present
COMMISSIONER YVONNE B. BURKE	Present
COMMISSIONER LUCETTA DUNN	Present
COMMISSIONER JIM EARP	Absent (Arrived at 1:38 pm)
COMMISSIONER JIM GHIEMMETTI	Present
COMMISSIONER CARL GUARDINO	Present
COMMISSIONER FRAN INMAN	Present
COMMISSIONER JOSEPH TAVAGLIONE	Present
<b>TOTAL</b>	<b>Present: 8</b> <b>Absent: 2</b>
Senator Mark DeSaulnier, Ex-Officio	Absent
Assembly member Bonnie Lowenthal, Ex-Officio	Absent

<u>Resolutions of Necessity– Appearance</u>
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2	Resolution of Necessity – Appearance --Stagecoach Territory, a California General Partnership 05-Mon/SBt-101-PM 100.0/101.6(Mon) & PM 0.0/1.6 (SBt) Resolution C-20722	2.4a.	Stephen Maller Richard Krumholz	A	D
8 Ayes					

**Recommendation:** approval

**Action Taken:** approved

**Motion:** Ghieletti

**Second:** Tavaglione

**Vote result:** 8-0

**Absent:** Alvarado, Earp

<u>Tab # / Time</u>	<u>Item Description</u>	<u>Ref. #</u>	<u>Presenter</u>	<u>Status*</u>	
<b><u>General Business</u></b>					
3	Approval of Corrected Minutes for December 14-15, 2011 and Minutes for January 25, 2012	1.2	Dario Frommer	A	C

**Recommendation:** approval

**Action Taken:** approved

**Motion:** Tavaglione

**Second:** Burke

**Vote result:** 8-0

**Absent:** Alvarado, Earp

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

Approval of Corrected Minutes for December 14-15, 2011 and Minutes for January 25, 2012

**YELLOW HANDOUT**

4	Executive Director's Report -- Revision of 2012 CTC Meeting Schedule	1.3	Bimla Rhinehart	A	C
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Director Rhinehart welcomed Deborah McKee to the CTC staff. She asked the Commissioners to vote on the revised CTC meeting schedule for 2012. She also discussed upcoming workshops and a letter from High Speed Rail Authority.

**Recommendation:** approval of revised 2012 meeting schedule

**Action Taken:** approved

**Motion:** Tavaglione

**Second:** Dunn

**Vote result:** 9-0

**Absent:** Alvarado

5	Commission Reports	1.4	Dario Frommer	A	C
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Discussion ensued among Commissioners Assemi, Dunn, and Frommer regarding meetings with High Speed Rail Authority.

6	Commissioners' Meetings for Compensation	1.5	Dario Frommer	A	C
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**Recommendation:** approval

**Action Taken:** approved

**Motion:** Ghielmetti

**Second:** Tavaglione

**Vote result:** 9-0

**Absent:** Alvarado

7	Election of Chair and Vice Chair	1.12	Dario Frommer	A	C
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Commissioner Guardino nominated Commissioner Tavaglione for the position of Chair. Commissioner Burke seconded the nomination.

Commissioner Guardino nominated Commissioner Ghielmetti for the position of Vice Chair. Commissioner Burke seconded.

Each vote was unanimously approved.

<b><u>BUSINESS, TRANSPORTATION &amp; HOUSING AGENCY REPORT</u></b>					
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8	Report by Agency Secretary and/or Deputy Secretary	1.6	Traci Stevens	I	B
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<u>Tab # / Time</u>	<u>Item Description</u>	<u>Ref. #</u>	<u>Presenter</u>	<u>Status*</u>	
Secretary Stevens announced the appointments of Brian Kelly and Jim Evans to Business, Transportation and Housing. Commissioner Ghielmetti thanked Secretary Stevens for her work.					
<b><u>CALTRANS REPORT</u></b>					
<b>9</b>	Report by Caltrans' Director and/or Deputy Director	1.7	Malcolm Dougherty	<b>I</b>	<b>D</b>
Director Dougherty reported several staff changes within Caltrans. He also reviewed Interstate 10 construction problems, budget and allocation discussions, CMIA and SR 99 bond programs, and the successful closure of the Bay Bridge of President's Day weekend.					
<b><u>LOCAL REPORTS</u></b>					
<b>10</b>	Report by Regional Agencies Moderator	1.8	Jose Nuncio	<b>I</b>	<b>R</b>
Jose Nuncio congratulated Commissioners Tavaglione and Ghielmetti on their appointments. He thanked Chair Frommer for his work. He reported that the RTPA group had met that morning and discussed budget allocation capacity, SB 95, the 2012 STIP, and the local assistance obligation process.					
<b>11</b>	Report by Rural Counties Task Force Chair	1.9	Lisa Davey-Bates	<b>I</b>	<b>R</b>
El Dorado County Transportation Commission Executive Director Sharon Scherzinger reported that no meeting had been held in February. She also discussed the upcoming needs assessment workshops, and upcoming meetings to review Caltrans programming and the rural blueprint program.					
<b>12</b>	Report by Self-Help Counties Coalition Chair	1.10	Andy Chesley	<b>I</b>	<b>R</b>
Transportation Authority of Marin Executive Director Dianne Steinhauser discussed project initiation documents, sales tax revenue increases, an upcoming legislative reception in Sacramento, and the upcoming Focus on the Future conference in Newport Beach.					
<b>13</b>	Welcome to the Region	1.14	Art Leahy	<b>I</b>	<b>R</b>
LA Metro CEO Art Leahy welcomed the Commission to the region.					
LA MTA Board of Directors member Ara Najarian also welcomed everyone to the region. He presented information via Power Point slides.					
<b>14</b>	Update on the San Gabriel Valley Grade Separation Program	1.13	Rick Richmond	<b>I</b>	<b>R</b>
Alameda Corridor East CEO Rick Richmond presented information via Power Point slides.					
<b>15</b>	Burbank Intermodal Transportation Center Update	1.15	Mark Hardymont	<b>I</b>	<b>R</b>
Airport Authority President Frank Quintero welcomed everyone to the area.					
<b><u>FEDERAL HIGHWAY ADMINISTRATION (FHWA) REPORT</u></b>					
<b>16</b>	Report by FHWA Division Administrator	1.11	Vincent Mammano	<b>I</b>	<b>R</b>
Vince Mammano congratulated everyone on the successful Bay Bridge closure over President's Day weekend.					
<b><u>POLICY MATTERS</u></b>					
<b>17</b>	Budget and Allocation Capacity Update	4.2	Mitchell Weiss Athena Gliddon	<b>I</b>	<b>D</b>

<u>Tab # / Time</u>	<u>Item Description</u>	<u>Ref. #</u>	<u>Presenter</u>	<u>Status*</u>	
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Caltrans Budget Office Chief Athena Gliddon presented information via Power Point slides.

<b>18</b>	State and Federal Legislative Matters	4.1	Annette Gilbertson	<b>A</b>	<b>C</b>
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CTC Associate Deputy Director Annette Gilbertson reviewed updates to legislation as detailed in book item and MAP 21.

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

State and Federal Legislative Matters

--Correct Book Item. On Page 1, Revise the last sentence under "New Legislation" to say: This bill will be discussed under ~~Tab 15~~ **Tab 17**, Budget and Allocation Capacity Update.

**Action Item:** CTC Staff – Prepare a letter to Chair Boxer & Chair Mica, and copy the California congressional delegation, to express the Commission's support for the concepts of Moving Ahead for Progress in the 21st Century (MAP-21) and The American Energy & Infrastructure Jobs Act (H.R. 7) that promote and fund a comprehensive multimodal transportation program for California.

<b>19</b>	SHOPP Overview and Draft 2012 SHOPP	4.7	Juan Guzman Rachel Falsetti	<b>I</b>	<b>D</b>
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Juan Guzman provided a brief summary of the proposed 2012 SHOPP, explained its relation to the 2011 10-Year SHOPP Plan and to the adopted 2012 Fund Estimate. And he also reminded Commissioners that if they had any comments to submit them to him so that they can be included in the final 2012 SHOPP to be adopted in March.

Caltrans Division Chief of Programming Rachel Falsetti presented information via Power Point slides.

**Action Item:** Caltrans Staff – Commissioner Inman asked for percentage of funds assigned to different program areas such as pavement, bridges, distressed lane miles, etc.

<b>20</b>	Adoption of 2011-12 Environmental Enhancement and Mitigation Program Resolution G-12-02	4.13	Juan Guzman	<b>A</b>	<b>C</b>
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**Recommendation:** approval

**Action Taken:** approved

**Motion:** Ghielmetti

**Second:** Earp

**Vote result:** 9-0

**Absent:** Alvarado

<b>21</b>	Update on Projects Delivered But Not Yet Allocated	4.5	Laurel Janssen Rachel Falsetti	<b>A</b>	<b>D</b>
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CTC Associate Deputy Director Laurel Janssen recommended that no action be taken.

<b>22</b>	Update on I-5 Carpool Lane and Freeway Widening Project – Orange County Line to I-605	4.4	Mike Miles	<b>A</b>	<b>D</b>
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Caltrans District 7 Director Mike Miles presented information via Power Point slides.

**Action Items:** Caltrans Staff - Commissioner Burke asked the Department to provide current Right of Way parcel maps for Segments 3 and 4 to the Commission. Commissioner Burke also asked the Department to identify which parcels will be cleared prior to the start of construction and which parcels will be designated as work around parcels.

<u>Tab # / Time</u>	<u>Item Description</u>	<u>Ref. #</u>	<u>Presenter</u>	<u>Status*</u>	
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Caltrans Staff - Chair Frommer asked the Department to provide a copy of the legal opinion regarding the confidentiality of Right of Way parcel information to the Commission.

23	Presidio Parkway Financial Plan Update	4.14	Kome Ajise	I	D
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Caltrans P3 Program Manager Kome Ajise presented information via Power Point slides.

24	Adoption of Amendment to the Corridor Mobility Improvement Account Program Resolution CMIA-P-1112-09	4.9	Maura Twomey	A	C
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This item was deferred.

25	Corridor Mobility Improvement Account Project Baseline Agreement Amendments 1. I-580 Westbound HOV Lane Project (Segment 3) 2. I-580 Eastbound HOV Lane Project (Segment 3) Resolution CMIA-P-1112-10B	4.10	Maura Twomey	A	C
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**Recommendation:** approval

**Action Taken:** approved

**Motion:** Ghilmetti

**Second:** Earp

**Vote result:** 8-0

**Absent:** Alvarado, Dunn

26	Adoption of an Amendment to the Trade Corridors Improvement Program Resolution TCIF-P-1112-017	4.11	Maura Twomey	A	C
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**Recommendation:** approval

**Action Taken:** approved

**Motion:** Inman

**Second:** Tavaglione

**Vote result:** 8-0

**Absent:** Alvarado, Dunn

27	Adoption of an Amendment to the Proposition 1B Highway-Railroad Crossing Safety Account Program Resolution GS1B-P-1112-09, Amending Resolution GS1B-P-1011-01	4.12	Teresa Favila	A	C
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**Recommendation:** approval

**Action Taken:** approved

**Motion:** Inman

**Second:** Tavaglione

**Vote result:** 8-0

**Absent:** Alvarado, Dunn

28	Proposition 1B Highway Railroad Safety Account (HRCSA) Draft 2012 Guidelines Resolution GS1B-G-1112-01 (Related items under Tabs 61 & 76.)	4.6	Teresa Favila	I	C
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CTC Assistant Deputy Director Teresa Favila reported that this item would return for action at a future meeting.

<u>Tab # / Time</u>	<u>Item Description</u>	<u>Ref. #</u>	<u>Presenter</u>	<u>Status*</u>	
<b>PROGRAM STATUS</b>					
29	Status Update on Corridor Mobility Improvement Account (CMIA) Projects	3.5	Maura Twomey Rachel Falsetti	A	D/R

Caltrans Division Chief of Programming Rachel Falsetti provided a status update.

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

Status Update on Corridor Mobility Improvement Account (CMIA) Projects **YELLOW HANDOUT**

30	Status Update on State Route 99 (SR 99) Projects	3.6	Maura Twomey Rachel Falsetti	A	D/R
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Caltrans Division Chief of Programming Rachel Falsetti provided a status update.

Public speaker:

Rob Ball, Kern COG Interim Director  
Raul Rojas, Director of Public Works for City of Bakersfield

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

Status Update on State Route 99 (SR 99) Projects **YELLOW HANDOUT**

31	2011 Fourth Quarter Bay Area Toll Bridge Progress and Financial Update	3.7	Stephen Maller	I	C
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CTC Deputy Director Stephen Maller provided information via Power Point slides.

<b>INFORMATION CALENDAR</b>			Stephen Maller		
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CTC Deputy Director Stephen Maller presented the Information Calendar. There were no questions or comments.

32	<u>Informational Reports on Allocations Under Delegated Authority</u> -- Emergency G-11 Allocations (2.5f.(1)): \$11,500,000 for two projects. -- Minor G-05-05 Allocations (2.5f.(4)): \$4,039,000 for five District minor projects.	2.5f.		I	D
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This item was presented on the Information Calendar.

33	Monthly Report on Projects Amended into the SHOPP by Department Action	3.1		I	D
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This item was presented on the Information Calendar.

34	Monthly Status of Construction Contract Award for State Highway Projects, per Resolution G-06-08	3.2a.		I	D
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This item was presented on the Information Calendar.

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

<u>Tab # / Time</u>	<u>Item Description</u>	<u>Ref. #</u>	<u>Presenter</u>	<u>Status*</u>	
36	Update on Implementation of the Recovery Act of 2009	3.3		I	D

This item was presented on the Information Calendar.

	<b><u>CONSENT CALENDAR</u></b>		Stephen Maller		
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CTC Deputy Director Stephen Maller presented the Consent Calendar and noted changes as listed on the change list. He also noted that item 53 would be added to the Consent Calendar, and that item 39 would be removed from the Consent Calendar.

**Recommendation:** approval of Consent Calendar with changes as noted

**Action Taken:** approved as recommended

**Motion:** Tavaglione

**Second:** Ghielmetti

**Vote result:** 8-0

**Absent:** Alvarado, Dunn

37	Approval of Project for Future Consideration of Funding: 12-ORA-5, PM 3.0/8.7 I-5 HOV Lane Extension Project. (MND) (EA 0F9600) (Federal, Local) Resolution E-12-06	2.2c.(1)		A	D
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This item was approved as part of the Consent Calendar.

38	One Route Adoption as a State Highway at -- 03-Pla-49- PM 2.5/R2.82 Along Elm Street from the High Street junction to westbound Route 80 on-ramp, in the city of Auburn. Resolution HRA 12-03	2.3a.		A	D
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This item was approved as part of the Consent Calendar.

39 8 Ayes	37 Resolutions of Necessity --Resolutions C-20724 through C-20737, Resolutions C-20739 through C-20761	2.4b.		A	D
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**Recommendation:** approval with changes as noted

**Action Taken:** approved as recommended

**Motion:** Ghielmetti

**Second:** Inman

**Vote result:** 8-0

**Absent:** Alvarado

**Recused due to Conflict of Interest:** Assemi

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

~~37~~ **34** Resolutions of Necessity

**YELLOW REPLACEMENT ITEM**

--Resolutions ~~C-20724~~ **C-20725** through C-20730, Resolutions C-20732 through **C-20733**,

Resolutions **C-20735 through** C-20737, and Resolutions C-20739 through C-20761.

➢ Resolution C-20724 (Ballantree Estates Homeowners Association - Parcel 11510-1, 2 - EA 315809) **Withdrawn prior to CTC Meeting.**

➢ Resolution C-20731 (Hugo Schaak, et ux. - Parcel 86501-1, 2 - EA 430709) **Withdrawn prior to CTC Meeting.**

Resolution C-20734 (Manuel Samaniego, et ux - Parcel 86722-1, 2 - EA 430709) **Withdrawn prior to CTC Meeting.**

40	Director's Deeds Items 1 through 21 Excess Lands - Return to State: \$1,204,415 Return to Others: \$0	2.4d.		A	D
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Tab # / Time	Item Description	Ref. #	Presenter	Status*
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This item was approved as part of the Consent Calendar.

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

Director's Deeds

--Correct Page 5 of Book Item, Item 21. The location should be **Santa Clara County** not **Hayward**.

41	Financial Allocation Amendment: Reduce the original CMIA construction allocations by a total of \$19,123,000; \$14,641,000 from Segment 1 (\$14,641,000 - PPNO 0367D) and Segment 2 (\$4,482,000 – PPNO 0367I) of the State Route 12 Jameson Canyon Widening project in Solano and Napa Counties, reducing the original combined allocations for both projects from \$73,990,000 to \$54,867,000, to reflect contract award savings. Resolution CMIA-AA-1112-024, Amending Resolution CMIA-A-1112-007 Resolution STIP1B-AA-1112-004, Amending Resolution STIP1B-A-1112-002	2.5g.(1c)		A D
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This item was approved as part of the Consent Calendar.

42	Financial Allocation Amendment: Reduce original TCIF allocation by \$16,255,000 for TCIF Project 66, the Route 101 Rice Avenue Interchange project (PPNO 3430) in Ventura County, from \$30,449,000 to \$14,149,000, to reflect contract award savings. Resolution TCIF-AA-1112-02, Amending Resolution TCIF-A-0809-03. (Related Item under Tab 58.)	2.5g.(5b)		A D
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This item was approved as part of the Consent Calendar.

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

Financial Allocation Amendment: Reduce original TCIF allocation from \$30,449,000 to ~~\$14,149,000~~ **\$14,194,000**.

--Correct Agenda language and Book Item to reflect \$14,194,000 amount. Attachment is correct.

43	Financial Allocation Amendment: Reduce the original TCIF allocation of \$17,234,000 from TCIF 67, the Route 905 - East of Route 805/905 Separation to East of Britannia Overcrossing (PPNO 0703) project in San Diego County, to \$0, to reflect contract award savings. Resolution TCIF-A-1112-03, Amending Resolution TCIF-AA-1112-001.	2.5g.(5c)		A D
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This item was approved as part of the Consent Calendar.

44	Financial Allocation Amendment: Reduce the original HRCSA allocation by \$6,593,000 for the Betty Drive Grade Separation project (EA H016BA) in Tulare County, from \$12,175,000 to \$5,582,000 to reflect contract award savings. Resolution GS1B-AA-1112-002, Amending Resolution GS1B-A-0910-006	2.5g.(9b)		A D
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This item was approved as part of the Consent Calendar.

<u>Tab # / Time</u>	<u>Item Description</u>	<u>Ref. #</u>	<u>Presenter</u>	<u>Status*</u>	
45	Financial Allocation Amendment: Re-allocate \$3,430,0000 in previously allocated TCRP funds to the TCRP 1.1 (BART to San Jose – Extend BART from Fremont to Warm Springs) Resolution TFP-11-07, Amending Resolution TFP-06-31	2.6e.		A	D

This item was approved as part of the Consent Calendar.

46	Technical Correction to Resolution CMIA-A-1112-009, originally approved on August 10, 2011, which allocated funding for the Route 84 Expressway Widening – Segment 1 (PPNO 0081G) project in Alameda County. A technical correction is needed to correct the Project Identification Number.	2.9a.		A	D
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This item was approved as part of the Consent Calendar.

47	Technical Correction to Resolution MFP-11-04, originally approved on October 26, 2011, which allocated on STIP Transit project from the Delivered But Not Yet Allocated List. A technical correction is needed to correct the Resolution number assigned to the project in the Book Item and Attachment from MFP-11-04 to MFP-11-05.	2.9b.		A	D
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This item was approved as part of the Consent Calendar.

48	Technical Correction to Resolution FP-11-11, originally approved on August 10, 2011, which allocated funding for the Contract B1 (Southerly Interchange at the Redwood Landfill Road, PPNO 0360J) of the Marin-Sonoma Narrows project. A technical correction is needed to change the fund type from federal funds to state-only funds.	2.9c.		A	D
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This item was approved as part of the Consent Calendar.

49	Technical Correction to Resolutions CMIA-PA-1112-029 and TAA-11-05, originally approved on January 25, 2012 for Segment 1, Segment 2 and Segment 3 of the I-580 Eastbound HOV Lane project in Alameda County. A technical correction is needed to correct the “Proposed-End Construction Phase” date for Segment 3 from Nov 2012 to Nov 2014.	2.9d.		A	D
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This item was approved as part of the Consent Calendar.

50	Advice and Consent on the Transportation Development Act Regulations Resolution G-12-01	4.3		A	D
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This item was approved as part of the Consent Calendar.

**END OF CONSENT CALENDAR**

**Financial Allocations for Proposition 1B SLPP Projects**

<u>Tab # / Time</u>	<u>Item Description</u>	<u>Ref. #</u>	<u>Presenter</u>	<u>Status*</u>	
51	Financial Allocation Amendment: Amend Resolution SLP1B-A-1011-02, approved January 20, 2011, to rescind Project 8 - Eucalyptus Avenue Street Improvements project (EA 0G0554L) in the city of Moreno Valley allocated for \$1,000,000 from the Proposition 1B State-Local Partnership Program. Resolution SLP1B-AA-1112-05, Amending Resolution SLP1B-A-1011-02 <i>(Related Item under Tab 52.)</i>	2.5g.(10b)	Laurel Janssen Denix Anbiah	A	D

**Recommendation:** for items 51 and 52 - approval of both

**Action Taken:** both approved

**Motion:** Tavaglione

**Second:** Assemi

**Vote result:** 8-0

**Absent:** Alvarado, Dunn

<b><u>POLICY MATTERS</u></b>					
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52	Proposition 1B State-Local Partnership Program - Amendment to Competitive Program Resolution SLP1B-P-1112-07 <i>(Related Item under Tab 51.)</i>	4.8	Laurel Janssen	A	C
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**Recommendation:** for items 51 and 52 - approval of both

**Action Taken:** both approved

**Motion:** Tavaglione

**Second:** Assemi

**Vote result:** 8-0

**Absent:** Alvarado, Dunn

<b><u>Environmental Matters – Approval of Projects for Future Consideration of Funding, Route Adoption or New Public Road Connection (Final Negative Declaration or EIR)</u></b>					
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53	Approval of Project for Future Consideration of Funding: 05-SB-217, PM 1.1/2.2 Ekwill Street and Fowler Road Extensions Project (FEIR) (PPNO 4611) (STIP) Resolution E-12-07 <i>(Related Item under Tab 65.)</i>	2.2c.(2)	Kandra Hester-DelBianco Jay Norvell	A	D
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This item was added to and approved as part of the Consent Calendar.

<b><u>Proposition 1B Route 99 Project Amendments for Action</u></b>					
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54	The Department and the Merced County Association of Governments propose to amend the SR 99 Corridor Bond Program baseline agreement for the Freeway Upgrade & Plainsburg Road I/C project (PPNO 5401) to revise the project schedule. Resolution R99-PA-1112-003 <i>(Related Item under Tab 74.)</i>	2.1c.(2a)	Maura Twomey Rachel Falsetti	A	D
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**Recommendation:** for items 54 and 55 - approval of both

**Action Taken:** both approved

**Motion:** Assemi

**Second:** Tavaglione

Tab # / Time	Item Description	Ref. #	Presenter	Status*	
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**Vote result:** 8-0  
**Absent:** Alvarado, Dunn

55	The Department and Sacramento County propose to amend the SR 99 Corridor Bond Program baseline agreement for the SR 99/Elverta Road Interchange project (PPNO 0259D) to revise the project schedule and funding plan. Resolution R99-PA-1112-004, Amending Resolution R99-PA-1011-008 <i>(Related Item under Tab 73.)</i>	2.1c.(2b)	Maura Twomey Rachel Falsetti	A	D
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**Recommendation:** for items 54 and 55 - approval of both  
**Action Taken:** both approved  
**Motion:** Assemi  
**Second:** Tavaglione  
**Vote result:** 8-0  
**Absent:** Alvarado, Dunn

<b>Proposition 1B TCIF Project Amendments for Action</b>					
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56	The San Diego Association of Governments proposes to amend the TCIF baseline agreement for Project 75 (Southline Rail Improvements – Mainline Improvements to update the schedule for Phase 3; move a portion of Phase 4 work to Phase 3; and update the cost for both phases. Resolution TCIF-P-1112-18, Amending Resolution TCIF-P-1112-07 <i>(Related Item under Tab 75.)</i>	2.1c.(5b)	Maura Twomey Shirley Choate	A	D
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**Recommendation:** for items 56-59 – approve all  
**Action Taken:** all approved  
**Motion:** Earp  
**Second:** Tavaglione  
**Vote result:** 8-0  
**Absent:** Alvarado, Dunn

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

Baseline amendment for the Southline Rail Improvements – Mainline Improvements project  
 Correct Book Item. Under “Recommendation” and “Resolution”, PPNO should be **2101** not ~~4012~~.

57	The City of Los Angeles Harbor Department – Port of Los Angeles proposes to amend the TCIF baseline agreement for Project 32 (West Basin Road Rail Access Improvements [PPNO TC32]) to revise the scope, split the project into two segments and update the schedule, cost and funding plan for the entire project. Resolution TCIF-P-1112-19, Amending Resolutions TCIF-P-0708-01 and TCIF-P-1011-23	2.1c.(5c)	Maura Twomey Shirley Choate	A	D
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**Recommendation:** for items 56-59 – approve all  
**Action Taken:** all approved  
**Motion:** Earp  
**Second:** Tavaglione  
**Vote result:** 8-0  
**Absent:** Alvarado, Dunn

Tab # / Time	Item Description	Ref. #	Presenter	Status*	
58	The Department and the City of Oxnard propose to amend the TCIF baseline agreement for Project 66 (Route 101 Rice Avenue Interchange project [PPNO 3430]) in the county of Ventura, to revise the funding plan. Resolution TCIF-P-1112-20 <i>(Related Item under Tab 42.)</i>	2.1c.(5d)	Maura Twomey Rachel Falsetti	A	D

**Recommendation:** for items 56-59 – approve all

**Action Taken:** all approved

**Motion:** Earp

**Second:** Tavaglione

**Vote result:** 8-0

**Absent:** Alvarado, Dunn

59	The City of Sacramento proposes to amend the TCIF baseline agreement for Project 9 (Sacramento Intermodal Track Relocation [PPNO TC09]) to split the project into two phases and to update the schedule, cost and funding plan for the entire project. Resolution TCIF-P-1112-21, Amending Resolution TCIF-P-0809-09 and TCIF-P-1011-06	2.1c.(5e)	Maura Twomey Shirley Choate	A	D
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**Recommendation:** for items 56-59 – approve all

**Action Taken:** all approved

**Motion:** Earp

**Second:** Tavaglione

**Vote result:** 8-0

**Absent:** Alvarado, Dunn

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

Baseline Amendment for TCIF Project 9, Sacramento Intermodal Track Relocation (PPNO TC09)

--Correct the Book Item as follows:

→ In the “Subject” line and “Resolution”, the resolution should be **Resolution TCIF-P-1112-21** not ~~Resolution TCIF-P-1112-20~~.  
Agenda Language is correct.

Under “Background”, the third sentence should read as: A Program amendment, as well as a Baseline Agreement amendment, was approved on March 12, 2009 under Resolution TCIF-P-0809-09 to program an additional \$5,266,000 in TCIF (totaling ~~\$25,666,000~~ **\$25,266,000** in TCIF funds) to support expanding the scope of work to include a new pedestrian tunnel and associated ramps.

60	The Department and the Port of Long Beach propose to amend the TCIF baseline agreement for TCIF Project 23 (Gerald Desmond Bridge Replacement Project) in Los Angeles County, to update the project delivery schedule and components. Resolution TCIF-P-1112-22 Amending Resolution TCIF-P-1011-07	2.1c.(5f)	Maura Twomey Rachel Falsetti	A	D
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This item was withdrawn.

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

TCIF Baseline Amendment for the Gerald Desmond Bridge Replacement Project

**Withdrawn prior to CTC Meeting.**

	<b>Proposition 1B HRCSA Project Amendments for Action</b>
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<u>Tab # / Time</u>	<u>Item Description</u>	<u>Ref. #</u>	<u>Presenter</u>	<u>Status*</u>	
61	The Southern California Regional Rail Authority proposes to amend the HRCSA baseline agreement amendment for the Broadway-Brazil Crossing Improvements project to update project scope, cost, funding and schedule. Resolution GS1B-P-1112-08, Amending Resolution GS1B-P-1011-08B <i>(Related Item under Tab 76.)</i>	2.1c.(7a)	Teresa Favila Bill Bronte	A	D

**Recommendation:** approval

**Action Taken:** approved

**Motion:** Tavaglione

**Second:** Earp

**Vote result:** 8-0

**Absent:** Alvarado, Dunn

5:00 pm	<b>Adjourn</b>
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Chair Frommer adjourned the meeting at 4:48 pm.

Tab # / Time	Item Description	Ref. #	Presenter	Status*
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**Thursday, February 23, 2012**

9:00 a.m.

**Commission Meeting**  
**Marriott Burbank Airport Hotel**  
**Hollywood/Burbank Rooms**  
**2500 Hollywood Way**  
**Burbank, CA**

<b>9:00 am</b>	<b><u>GENERAL BUSINESS</u></b>			
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	Roll Call	1.1	Dario Frommer	<b>I</b>	<b>C</b>
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CHAIR DARIO FROMMER	<i>Absent during roll call (arrived 9:15 am)</i>
COMMISSIONER BOB ALVARADO	<i>Absent</i>
COMMISSIONER DARIUS ASSEMI	<i>Present</i>
COMMISSIONER YVONNE B. BURKE	<i>Absent during roll call (arrived 9:05 am)</i>
COMMISSIONER LUCETTA DUNN	<i>Absent</i>
COMMISSIONER JIM EARP	<i>Absent</i>
COMMISSIONER JIM GHIEMMETTI	<i>Present</i>
COMMISSIONER CARL GUARDINO	<i>Absent during roll call (arrived 9:05 am)</i>
COMMISSIONER FRAN INMAN	<i>Present</i>
COMMISSIONER JOSEPH TAVAGLIONE	<i>Present</i>
<b>TOTAL</b>	<b>Present: 4</b> <b>Absent: 6</b>
Senator Mark DeSaulnier, Ex-Officio	<i>Absent</i>
Assembly member Bonnie Lowenthal, Ex-Officio	<i>Absent</i>

	<b><u>Financial Allocations for Minor Projects</u></b>			
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<b>62</b>	Financial Allocation: \$3,067,000 for four District Minor projects. Resolution FP-11-33	2.5a.	Juan Guzman Rachel Falsetti	<b>A</b>	<b>D</b>
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**Recommendation:** approval  
**Action Taken:** approved  
**Motion:** Tavaglione  
**Second:** Inman  
**Vote result:** 6-0  
**Absent:** Alvarado, Dunn, Earp, Frommer

	<b><u>Financial Allocations for SHOPP Projects</u></b>			
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<b>63</b>	Financial Allocation: \$4,804,000 for three SHOPP projects, as follows: --\$3,199,000 for two SHOPP project. --\$1,605,000 for one project amended into the SHOPP by Departmental action. Resolution FP-11-34	2.5b.(1)	Juan Guzman Rachel Falsetti	<b>A</b>	<b>D</b>
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**Recommendation:** approval  
**Action Taken:** approved  
**Motion:** Tavaglione  
**Second:** Assemi  
**Vote result:** 6-0  
**Absent:** Alvarado, Dunn, Earp, Frommer

Tab # / Time	Item Description	Ref. #	Presenter	Status*	
<b>Financial Allocations for STIP Projects</b>					
64	Financial Allocation: \$24,798,000 for two State administered STIP projects on the State Highway System. Resolution FP-11-35	2.5c.(1)	Mitchell Weiss Rachel Falsetti	A	D

**Recommendation:** for items 64 and 65 – approval of both, project 1 in item 64 withdrawn

**Action Taken:** approved as recommended

**Motion:** Tavaglione

**Second:** Assemi

**Vote result:** 6-0

**Absent:** Alvarado, Dunn, Earp, Frommer

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

Financial Allocation: ~~\$24,798,000 for two~~ **\$3,572,000 for the** State administered **Hanford Expressway Tree Planting** STIP projects **project** on the State Highway System  
Project 1 (PPNO 06-4330) **Withdrawn prior to CTC Meeting.**

65	Financial Allocation: \$9,709,000 for two locally administered STIP projects on the State Highway System. Contributions from other sources: \$1,006,000. Resolution FP-11-36	2.5c.(2)	Mitchell Weiss Rachel Falsetti	A	D
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**Recommendation:** for items 64 and 65 – approval of both, project 1 in item 64 withdrawn

**Action Taken:** approved as recommended

**Motion:** Tavaglione

**Second:** Assemi

**Vote result:** 6-0

**Absent:** Alvarado, Dunn, Earp, Frommer

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

Financial Allocation: \$9,709,000 for two locally administered STIP projects on the State Highway System

--Correct Attachment & Vote List for:

Project 2 (PPNO 05-4611) – Programmed amount for R/W is \$3,581,000 – delete the \$4,587,000 amount and delete the language regarding Right of Way savings being returned to Santa Barbara County shares.

66	Financial Allocations: \$13,276,000 for seven locally administered STIP projects off the State Highway, as follows: -- \$13,168,000 for six STIP Transportation Enhancement projects. -- \$80,000 for one STIP Planning, Programming, and Monitoring project. Contributions from other sources: \$10,610,302. Resolution FP-11-37	2.5c.(3)	Mitchell Weiss Rachel Falsetti	A	D
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**Recommendation:** for items 66 and 67 – approval of both items with changes as noted and Project 7 in item 66 allocated to Trinity County Transportation Commission

**Action Taken:** approved as recommended

**Motion:** Tavaglione

**Second:** Assemi

**Vote result:** 6-0

**Absent:** Alvarado, Dunn, Earp, Frommer

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

Financial Allocation: \$13,276,000 for seven locally administered STIP Projects of the State Highway System

--Correct Attachment & Vote List for:

Tab # / Time	Item Description	Ref. #	Presenter	Status*	
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- Project 1 (PPNO 01-3036D) – Add the following statement to the vote box: **(Allocation funded from TE Reserve PPNO 3036; \$53,000 from FY 2011 and \$317,000 from FY 2012-13. This project is an advancement.)**
- Project 2 (PPNO 04-5156J) – Add the following statement to the vote box: **(The project is programmed with \$176,000 of Solano County RIP TE, \$289,000 of Sonoma County RIP TE, and \$135,000 of San Francisco County RIP TE.)**
- Project 7 (PPNO 02-2066) – In the vote box, correct the RTPA/CTC to say **Trinity CTC** not Trinity LTG.

67	Advance Financial Allocation: \$500,000 for the locally administered STIP El Toro Road/Aliso Creek Road - Phase II Bicycle and Pedestrian Enhancement (PPNO 2135W) project in the city of Laguna Woods, programmed in FY 2012-13, off the State Highway System. Resolution FP-11-___	2.5c.(4)	Mitchell Weiss Rachel Falsetti	A	D
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**Recommendation:** for items 66 and 67 – approval of both items with changes as noted and Project 7 in item 66 allocated to Trinity County Transportation Commission

**Action Taken:** approved as recommended

**Motion:** Tavaglione

**Second:** Assemi

**Vote result:** 6-0

**Absent:** Alvarado, Dunn, Earp, Frommer

<b>Financial Allocations for Projects with Costs that Exceed 120 Percent of the Programmed Amount</b>					
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68	Financial Allocation: \$509,000 for one SHOPP project with costs that exceed 120 percent of the programmed amount. 06-Ker-58 SHOPP project in Kern County. Current programmed amount is \$296,000 and the current estimate is \$509,000, for an increase of 72.0 percent over the programmed amount. Resolution FP-11-38	2.5d.	Mitchell Weiss Shari Bender Ehler	A	D
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**Recommendation:** approval

**Action Taken:** approved

**Motion:** Assemi

**Second:** Tavaglione

**Vote result:** 6-0

**Absent:** Alvarado, Dunn, Earp, Frommer

<b>Financial Allocations for Supplemental Funds</b>					
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69	Financial Allocation: \$2,758,000 in supplemental funds for the previously voted SHOPP Safety Improvement (PPNO 0601) project in Mono County to award the construction contract. The current allocation is \$9,091,000. This request for \$2,758,000 results in an increase of 30.3 percent over the current allocation. Resolution FA-11-16	2.5e.(1)	Mitchell Weiss Tom Hallenbeck	A	D
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**Recommendation:** approval

**Action Taken:** approved

**Motion:** Assemi

**Second:** Tavaglione

**Vote result:** 6-0

**Absent:** Alvarado, Dunn, Earp, Frommer

<u>Tab # / Time</u>	<u>Item Description</u>	<u>Ref. #</u>	<u>Presenter</u>	<u>Status*</u>	
70	Financial Allocation Adjustment: \$6,200,000 in supplemental funds for the previously voted STIP project, SCL -87 HOV Lane (PPNO 0443S), in Santa Clara County to close-out the construction contract. The current allocation is \$41,950,000 in GARVEE funds. The request for \$6,200,000 in RIP funds results in an increase of 15 percent over the original budget. Resolution FA-11-18	2.5e.(2)	Mitchell Weiss Bijan Sartipi	A	D

**Recommendation:** approval

**Action Taken:** approved

**Motion:** Guardino

**Second:** Tavaglione

**Vote result:** 6-0

**Absent:** Alvarado, Dunn, Earp, Frommer

<b>Financial Allocations for Proposition 1B CMIA Projects</b>					
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71	Financial Allocation: \$19,100,000 for the locally administered CMIA White Rock Road Widening (PPNO 3161) project in Sacramento County off the State Highway System. Contributions from other sources: \$3,065,000. Resolution CMIA-A-1112-023	2.5g.(1a)	Maura Twomey Rachel Falsetti	A	D
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**Recommendation:** for items 71 and 72 - approval

**Action Taken:** both approved

**Motion:** Tavaglione

**Second:** Assemi

**Vote result:** 6-0

**Absent:** Alvarado, Dunn, Earp, Frommer

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

Financial Allocation - \$19,000,000 for the administered CMIA White Rock Road Widening in Sacramento.

--Revise Attachment & Vote List; correct Budget Year should be **2010-11**, not 2011-12.

--Revise Book Item; in the "Financial Resolution" section, Budget Act of ~~2011~~ **2010**.

72	Financial Allocation: \$47,000,000 for the State Administered CMIA Route 46 Corridor Improvements - Whitley 2A (PPNO 0226G) project in San Luis Obispo County on the State Highway System. Resolution CMIA-A-1112-024	2.5g.(1b)	Maura Twomey Rachel Falsetti	A	D
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**Recommendation:** for items 71 and 72 - approval

**Action Taken:** both approved

**Motion:** Tavaglione

**Second:** Assemi

**Vote result:** 6-0

**Absent:** Alvarado, Dunn, Earp, Frommer

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

Financial Allocation - \$47,000,000 the state administered CMIA Route 46 Corridor Improvements (Whitley 2A) project in San Luis Obispo

--Revise Attachment & Vote List as follows:

→ Delete language regarding concurrent CMIA programming amendment

→ Revise the "Final Right of Way (IIP)" expenditures as follows:

Final Right of Way (IIP):

Support Estimate: \$3,125,000

Programmed Amount: \$5,000,000

**Support Estimate: \$4,125,000**

**Programmed Amount: \$5,000,000**

Tab # / Time	Item Description	Ref. #	Presenter	Status*
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Adjustment: ~~\_\_\_\_\_~~ \$1,875,000 (Credit)      Adjustment: \$ 0 (<20%)  
 --Revise Book Item; in the "Financial Resolution" section, Budget Act of ~~2011~~ 2010.

<b>Financial Allocations for Proposition 1B RTE 99 Projects</b>				
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73	Financial Allocation: \$23,110,000 for the locally administered SR 99 State Route 99/Elverta Road Interchange (PPNO 0259D) project in Sacramento County on the State Highway System. Contributions from other sources: \$ 5,290,000. Resolution R99-A-1112-005 <i>(Related Item under Tab 55.)</i>	2.5g.(2a)	Maura Twomey Rachel Falsetti	A	D
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**Recommendation:** for items 73 and 74 - approval  
**Action Taken:** both approved  
**Motion:** Assemi  
**Second:** Tavaglione  
**Vote result:** 6-0  
**Absent:** Alvarado, Dunn, Earp, Frommer

74	Financial Allocation: \$103,000,000 for the State administered SR 99 State Route 99/Freeway Upgrade and Plainsburg Road I/C (PPNO 5401) project in Merced County on the State Highway System. Resolution R99-A-1112-006 <i>(Related Item under Tab 54.)</i>	2.5g.(2b)	Maura Twomey Rachel Falsetti	A	D
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**Recommendation:** for items 73 and 74 - approval  
**Action Taken:** both approved  
**Motion:** Assemi  
**Second:** Tavaglione  
**Vote result:** 6-0  
**Absent:** Alvarado, Dunn, Earp, Frommer

<b>Financial Allocations for Proposition 1B TCIF Projects</b>				
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75	Financial Allocation: \$5,400,000 for the State administered Rail TCIF Project 75 - Southline – Mainline – Phase 3 project in San Diego County. Resolution TCIF-A-1112-07 <i>(Related Item under Tab 56.)</i>	2.5g.(5a)	Maura Twomey Bill Bronte	A	D
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**Recommendation:** approval  
**Action Taken:** approved  
**Motion:** Tavaglione  
**Second:** Assemi  
**Vote result:** 6-0  
**Absent:** Alvarado, Dunn, Earp, Frommer

Changes to this item were listed on the pink "Changes to CTC Agenda" handout as follows:  
 Financial Allocation: \$5,400,000 for the State administered Southline – Mainline – Phase 3 TCIF project  
 --Correct Book Item; under "Recommendation", PPNO should be **2103** not ~~4043~~.  
 --Correct Attachment and Vote Box; PPNO should be **2103** not ~~2043~~.

<b>Financial Allocations for Proposition 1B HRCSA Projects</b>				
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<u>Tab # / Time</u>	<u>Item Description</u>	<u>Ref. #</u>	<u>Presenter</u>	<u>Status*</u>	
76	Financial Allocation: \$3,738,367 for the locally administered HRCSA Broadway Brazil Grade Crossing Improvements project in Los Angeles County. Contributions from other sources: \$2,092,633. Resolution GS1B-A-1112-002 <i>(Related Item under Tab 61.)</i>	2.5g.(9a)	Teresa Favila Bill Bronte	A	D

**Recommendation:** approval

**Action Taken:** approved

**Motion:** Burke

**Second:** Tavaglione

**Vote result:** 6-0

**Absent:** Alvarado, Dunn, Earp, Frommer

<b>Financial Allocations for Proposition 1B SLPP Projects</b>					
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77	Financial Allocation: \$ 4,561,000 for the locally administered SLPP Transit Bus Procurement project in Los Angeles County. Contributions from other sources: \$14,291,000. Resolution SLP1B-A-1112-15	2.5g.(10a)	Laurel Janssen Jane Perez	A	D
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**Recommendation:** approval

**Action Taken:** approved

**Motion:** Inman

**Second:** Assemi

**Vote result:** 6-0

**Absent:** Alvarado, Dunn, Earp, Frommer

<b>Financial Allocations for STIP Transit Projects</b>					
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78	Financial Allocation: \$7,394,000 for three locally administered STIP Transit Projects. Contributions from other sources: \$18,229,000. Resolution MFP-11-06	2.6a.(1)	Juan Guzman Jane Perez	A	D
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**Recommendation:** approval

**Action Taken:** approved

**Motion:** Assemi

**Second:** Tavaglione

**Vote result:** 6-0

**Absent:** Alvarado, Dunn, Earp, Frommer

79	Financial Allocation: \$4,200,000 for the State administered STIP Rail Emeryville Intermodal Transfer Station Parking (PPNO 2020) project in Alameda County. Contributions from other sources: \$15,414,000. Resolution MFP-11-07	2.6a.(2)	Juan Guzman Bill Bronte	A	D
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**Recommendation:** approval

**Action Taken:** approved

**Motion:** Tavaglione

**Second:** Assemi

**Vote result:** 7-0

**Absent:** Alvarado, Dunn, Earp

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

<u>Tab # / Time</u>	<u>Item Description</u>	<u>Ref. #</u>	<u>Presenter</u>	<u>Status*</u>	
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Financial Allocation: \$4,200,000 for the ~~State~~ **Locally** administered STIP Rail Emeryville Intermodal Transfer Station Parking (PPNO 2020) Project in Alameda County  
 --Correct Agenda Language  
 --Revise Attachment and Vote list as follows:  
 →Recipient should be **City of Emeryville**, not ~~Department of Transportation~~;  
 District should be **4-Alameda** not ~~75-Alameda~~

<b><u>Request to Extend the Period of Contract Award</u></b>					
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<b>80</b>	Request to extend the period of contract award for two locally-administered STIP Projects totaling \$16,566,000, per Resolution G-06-08. Waiver-12-07	2.8b.(1)	Juan Guzman Denix Anbiah	<b>A</b>	<b>D</b>
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**Recommendation:** for items 80-82 – approval based on CTC staff recommendations  
**Action Taken:** all approved as recommended  
**Motion:** Tavaglione  
**Second:** Ghielmetti  
**Vote result:** 7-0  
**Absent:** Alvarado, Dunn, Earp

Proj #	PPNO	County	Agency	Extension		Recommendations		Notes
				Request	Request	Caltrans	CTC Staff	
1	06-6414A	TUL	Tulare County	3 months	3 months	3 months	3 months	Lengthy advertising and approval
2	12-2135T	ORA	Santa Ana	2 months	2 months	2 months	2 months	Delays with E-76

<b>81</b>	Request to extend the period of contract award for the 2012 Slurry Seal SLPP project in the Town of Truckee, for \$144,000, per SLPP Guidelines. Waiver-12-08	2.8b.(2)	Juan Guzman Denix Anbiah	<b>A</b>	<b>D</b>
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**Recommendation:** for items 80-82 – approval based on CTC staff recommendations  
**Action Taken:** all approved as recommended  
**Motion:** Tavaglione  
**Second:** Ghielmetti  
**Vote result:** 7-0  
**Absent:** Alvarado, Dunn, Earp

Proj #	PPNO	County	Agency	Extension		Recommendations		Notes
				Request	Request	Caltrans	CTC Staff	
1	03-xxxx	NEV	Truckee	6 months	6 months	6 months	6 months	Delayed by site conditions

<b><u>Request to Extend the Period of Project Completion</u></b>					
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<b>82</b>	Request to extend the period of project completion for the Queensway South Bound Ramp over Harbor Scenic Drive Local Bridge Seismic Retrofit project in Los Angeles County, for \$547,634, per LBSRP Guidelines. Waiver-12-09	2.8c.	Juan Guzman Denix Anbiah	<b>A</b>	<b>D</b>
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<u>Tab # / Time</u>	<u>Item Description</u>	<u>Ref. #</u>	<u>Presenter</u>	<u>Status*</u>
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**Recommendation:** for items 80-82 – approval based on CTC staff recommendations

**Action Taken:** all approved as recommended

**Motion:** Tavaglione

**Second:** Ghielmetti

**Vote result:** 7-0

**Absent:** Alvarado, Dunn, Earp

Proj #	PPNO	County	Agency	Extension	Recommendations		Notes
				Request	Caltrans	CTC Staff	
1	07-xxxx	LA	LA County	20 months	20 months	20 months	Awarded, contract terminated, county may need to re-advertise to complete

<b><u>OTHER MATTERS / PUBLIC COMMENT</u></b>
--

Commissioner Guardino invited Commissioners and staff to a grant agreement meeting for the BART extension to Silicon Valley on March 12.

Commissioner Assemi thanked Chair Frommer for his work as CTC Chair.

<b>11:00 am</b>	<b><u>Adjourn</u></b>
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Chair Frommer thanked Commissioners and staff for their work during his year as Chair. He adjourned the meeting at 9:20 am.

\_\_\_\_\_  
BIMLA G. RHINEHART, EXECUTIVE DIRECTOR

\_\_\_\_\_  
DATE

**EXECUTIVE DIRECTOR'S REPORT**

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

**COMMISSION REPORTS**

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

# Memorandum

To: CHAIR AND COMMISSIONERS

CTC Meeting: March 28 & 29, 2012

Reference No.: 1.5  
Action

  
From: BIMLA G. RHINEHART  
Executive Director

Subject: **Meetings for Compensation for February 2012 (February 1 – February 29.)**

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

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

**Regular Commission Meeting Activities:**

- February 22 Commission Meeting in Burbank (Commissioner Alvarado absent).
- February 23 Commissioner Meeting in Burbank. (Commissioner's Alvarado, Dunn and Earp absent).

**Additional Meetings:**

**Bob Alvarado:**

- Feb 1 Southern California STIP Hearing. Los Angeles
- Feb 14 Meeting with with County of Solano District 3 Supervisor Jim Spering, Solano Transportation Authority Executive Director Daryl Halls and Solano Transportation Authority Deputy Executive Director Janet Adams regarding I 80/680 interchange. Oakland

**Darius Assemi:**

- Feb 2 Meeting with Caltrans District 10 Director Carrie Bowen, Jesse Brown, Vince Harris, Bill Gray, Bill Sandhu regarding State Route 99. Fresno

**Darius Assemi continued:**

- Feb 8 Northern California STIP Hearing . Sacramento
- Feb 21 Teleconference with CTC Staff regarding upcoming CTC meeting agenda. Fresno
- Feb 27 Meeting with Commissioners Jim Ghielmetti and Carl Guardino, Merced County District 5 Supervisor Jerry O'Banion, Merced County Supervisor Dedre Kelsey, Merced Mayor Mike Villalta, Los Banos Mayor Dennis Brazil, Merced Mayor Pro-Tem Joe Oliviera, Gustine Mayor Pro-Tem Johnny Mays, Los Banos Councilman Scot Silveira, MCAG Executive Director Jesse Brown, MCAG Deputy Executive Director Marjie Kim, Los Banos City Manager Steve Rath, Gustine City Manager Greg Greerson, Dos Palos City Manager Darrell Fonseca, Gray-Bowen President Bill Gray, CTC Chief Deputy Director Andre Boutros regarding State Route 152. Los Banos

**Yvonne Burke:**

- Feb 17 Teleconference with L.A. Metro Transportation Planning Manager Patricia Chen, L.A. Metro Executive Director of Highways Doug Failing, L.A. Metro Deputy Executive Officer David Yale, L.A. Metro Consultant Robert Naylor regarding CMIA ready to go projects. Los Angeles.
- Feb 21 Teleconference with CTC Staff regarding upcoming CTC Meeting agenda. Los Angeles

**Lucy Dunn:**

- Feb 1 Southern California STIP Hearing. Los Angeles
- Feb 7 Teleconference with Mobility 21 regarding RTP comments on SCAG plan. Irvine
- Feb 7 Meeting with Los Angeles Mayor Antonio Villaraigoso, U.S. Department of Transportation Secretary Ray LaHood and High Speed Rail Authority Chair Dan Richards regarding High Speed Rail. Los Angeles
- Feb 8 Transportation Update Teleconference with U.S. Chamber of Commerce representatives Kevin McCarthy and Bill Shuster. Irvine
- Feb 10 Meeting with Congressman Steny Hoyer regarding Map 21 and re-authorization. Irvine
- Feb 21 Teleconference with CTC Staff regarding upcoming CTC Meeting agenda. Irvine

**Lucy Dunn continued:**

- Feb 21 CTC Briefing with OCTA State and Federal Programming Manager Adrienne Cardosa and Caltrans District 12 Director Cindy Quon. Irvine
- Feb 24 Meeting with Congresswoman Loretta Sanchez and Transportation Corridor Agencies (TCA) Chief Executive Officer Tom Margro regarding 241 Tollroad. Garden Grove

**James Earp:**

- No additional meetings reported for this period.

**Dario Frommer:**

- No additional meetings reported for this period.

**James Ghielmetti:**

- Feb 3 Meeting with Orinda Council member Amy Worth regarding tour location for March CTC Meeting. Pleasanton
- Feb 6 Teleconference call with CTC Executive Director Bimla Rhinehart and CTC Deputy Director Maura Twomey regarding Port of Oakland TCIF Projects. Pleasanton
- Feb 7 Meeting with Alameda County Supervisor Scott Haggarty, Livermore Mayor John Marchand, BART District 5 President John McPartland, BART General Manager Grace Crunican, Alameda County Transportation Commission Executive Director Art Dao regarding BART to Livermore. Pleasanton
- Feb 8 Meeting with Gray Bowen & Company President Bill Gray regarding SR 152. Pleasanton
- Feb 8 Northern California STIP Hearing. Sacramento
- Feb 14 Teleconference with CTC Executive Director Bimla Rhinehart, Chief Deputy Director Andre Boutros, Deputy Director Maura Twomey, Commissioner Dario Frommer, Commissioner Joe Tavaglione, Commissioner Jim Earp, and Commissioner Bob Alvarado regarding CMIA Project Cost Savings. Pleasanton
- Feb 16 Meeting with CTC Director Bimla Rhinehart, CTC Chief Deputy Director Andre Boutros, San Francisco County Transportation Authority (SFCTA) Executive Director Jose Luis Moscovich, MTC Executive Director Steve Heminger regarding Doyle Drive. Oakland
- Feb 17 Meeting with Contra Costa County Transportation Authority (CCTA) Executive Director Randy Iwasaki and CCTA Deputy Executive Director Ross Chittendon regarding Caldecott Tunnel/CMIA. Pleasanton

**James Ghielmetti continued:**

- Feb 21 ROW Briefing Teleconference. Pleasanton
- Feb 21 Teleconference with CTC Staff regarding upcoming CTC Meeting agenda. Pleasanton
- Feb 24 Meeting with Bill Gray-Bowen's President Bill Gray regarding SR 152. Pleasanton
- Feb 27 Meeting with Commissioners Darius Assemi and Carl Guardino, Merced County District 5 Supervisor Jerry O'Banion, Merced County Supervisor Dedre Kelsey, Merced Mayor Mike Villalta, Los Banos Mayor Dennis Brazil, Merced Mayor Pro-Tem Joe Oliviera, Gustine Mayor Pro-Tem Johnny Mays, Los Banos Councilman Scot Silveira, MCAG Executive Director Jesse Brown, MCAG Deputy Executive Director Marjie Kirn, Los Banos City Manager Steve Rath, Gustine City Manager Greg Greerson, Dos Palos City Manager Darrell Fonseca, Gray-Bowen President Bill Gray, CTC Chief Deputy Director Andre Boutros regarding State Route 152. Los Banos

**Carl Guardino:**

- Feb 1 Meeting with San Francisco Mayor Ed Lee, Supervisor Scott Wiener and others regarding Caltrain and High Speed Rail. San Francisco
- Feb 2 Meeting with MTC, VTA, City of San Jose, and Santa Clara County on regional transportation priorities. San Jose
- Feb 8 Northern California STIP Hearing. Sacramento
- Feb 13 Teleconference with Commissioner Ghielmetti regarding Doyle Drive funding. San Jose
- Feb 16 Teleconference with CTC Director Bimla Rhinehart, CTC Chief Deputy Director Andre Boutros, San Francisco County Transportation Authority (SFCTA) Executive Director Jose Luis Moscovich, MTC Executive Director Steve Heminger regarding Doyle Drive. San Jose
- Feb 21 Teleconference with CTC Staff regarding upcoming CTC Meeting agenda. San Jose

**Carl Guardino continued:**

- Feb 27 Teleconference with Commissioner Darius Assemi, Merced County District 5 Supervisor Jerry O'Banion, Merced County Supervisor Dedre Kelsey, Merced Mayor Mike Villalta, Los Banos Mayor Dennis Brazil, Merced Mayor Pro-Tem Joe Oliviera, Gustine Mayor Pro-Tem Johnny Mays, Los Banos Councilman Scot Silveira, MCAG Executive Director Jesse Brown, MCAG Deputy Executive Director Marjie Kirn, Los Banos City Manager Steve Rath, Gustine City Manager Greg Greerson, Dos Palos City Manager Darrell Fonseca, Gray-Bowen President Bill Gray, CTC Chief Deputy Director Andre Boutros regarding State Route 152. San Jose
- Feb 28 Meeting with San Francisco Mayor Ed Lee's Chief Policy Advisor Tony Winniker regarding Caltrain and High Speed Rail. San Francisco

**Fran Inman:**

- Feb 1 Caltrans Program Review Meeting. City of Industry
- Feb 1 Southern California STIP Hearing. Los Angeles
- Feb 7 Meeting with Los Angeles Mayor Antonio Villaraigoso, U.S. Department of Transportation Secretary Ray LaHood and High Speed Rail Authority Chair Dan Richards regarding High Speed Rail. Los Angeles
- Feb 8 Northern California STIP Hearing. Sacramento
- Feb 9 Attended meeting with Law Offices Keesal, Young & Logan Attorney at Law Frances Keeler regarding RTP/RTIP overview and relationship to CTC. Long Beach
- Feb 16 Meeting with Caltrans District 7 Director Michael Miles and Caltrans District 7 Chief Deputy Director Lindy Lee regarding 1-5 South Project. City of Industry
- Feb 17 Teleconference with Metro Consultant Robert Naylor. City of Industry
- Feb 21 Teleconference with CTC Staff regarding upcoming CTC Meeting agenda. City of Industry
- Feb 22 Attend tour of Orange Line Extension and I-405 Northbound HOV Lane. Burbank

**Joe Tavaglione:**

- Feb 3 Teleconference with CTC Chief Deputy Director Andre Boutros regarding upcoming STIP Hearing. Riverside
- Feb 6 Teleconference with Riverside Public Works Director Tom Boyd regarding grade separations in the City of Riverside. Riverside

*Joe Tavaglione continued:*

- Feb 7 Caltrans Traffic Management Center (TMC) Tour. Fontana
- Feb 8 Northern California STIP Hearing. Sacramento
- Feb 13 Meeting with Caltrans District 8 Director Ray Wolfe, Riverside County Transportation Commission (RCTC) Executive Director Anne Mayer and San Bernardino Associated Governments (SANBAG) Interim Executive Director Ty Shuiling regarding transportation matters. Riverside
- Feb 14 Teleconference with CTC Executive Director Bimla Rhinehart, Chief Deputy Director Andre Boutros, Deputy Director Maura Twomey, Commissioner Dario Frommer, Commissioner Jim Ghielmetti, Commissioner Jim Earp, and Commissioner Bob Alvarado regarding CMIA Project Cost Savings. Riverside
- Feb 15 74/215 Interchange Ribbon Cutting. Perris
- Feb 21 Teleconference with CTC Staff regarding upcoming CTC Meeting agenda. Riverside
- Feb 21 ROW Briefing Teleconference. Riverside

# Memorandum

## AMENDED

To: CHAIR AND COMMISSIONERS

CTC Meeting: March 28 & 29, 2012

Reference No.: 1.5  
Action

  
From: BIMLA G. RHINEHART  
Executive Director

Subject: **Meetings for Compensation for January (January 2 – January 31, 20112)**

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

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

### **Additional Meetings:**

#### **Carl Guardino:**

- Jan 4 Re-Appointment pre-meeting with State Senate Staff members. Sacramento
- Jan 5 Monthly CTC/MTC/VTA/SCC and City of San Jose meeting on regional transportation issues. San Jose
- Jan 12 Meeting with Senator Barbara Boxer's staff on MAP 21. Washington D.C.
- Jan 18 Meeting with MTC, SamTrans, VTA and MTA on future of Caltrain. San Mateo
- Jan 23 Teleconference with CTC Staff regarding upcoming CTC meeting agenda. San Jose
- Jan 26 Meeting with State Senator Bill Emerson. San Jose
- Jan 27 Meeting with MTC/VTA Commissioner Sam Liccardo on BART extension. Los Gatos

**WELCOME TO THE REGION**

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

**REPORT BY AGENCY SECRETARY**  
**AND/OR DEPUTY SECRETARY**

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

**REPORT BY CALTRANS' DIRECTOR**  
**AND/OR DEPUTY DIRECTOR**

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

**REPORT BY REGIONAL  
AGENCIES MODERATOR**

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

**REPORT BY RURAL COUNTIES**  
**TASK FORCE CHAIR**

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

**REPORT BY SELF-HELP COUNTIES**  
**COALITION MODERATOR**

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

**REPORT BY FEDERAL HIGHWAY  
ADMINISTRATION DIVISION ADMINISTRATOR**

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

**PROPOSITION 1A UPDATE**

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

# Memorandum

To: CHAIR AND COMMISSIONERS

CTC Meeting: March 28-29, 2012

Reference No.: 4.1  
Action

  
From: BIMLA G. RHINEHART  
Executive Director

Subject: STATE AND FEDERAL LEGISLATION

## ISSUE:

The deadline for the State Legislature to introduce bills in the second year of the two-year session was February 24, 2012. Four bills that were introduced by the deadline, and meet the criteria approved by the California Transportation Commission (Commission) that directed staff on bills that are to be brought forward to the Commission for consideration, are included on Attachment A along with bills staff is currently monitoring.

The Legislature will recess for spring break on March 29, 2012, and reconvene on April 9, 2012.

## New Legislation

### **AB 2498 – (Gordon) – Department of Transportation: Construction Manager/General Contractor project method**

*(Similar to SB 1549 (Vargas, 2012))*

This bill would authorize Department of Transportation (Caltrans) to engage in a Construction Manager/General Contractor project delivery method, as specified, for projects for the construction of a highway, bridge, or tunnel, and would require specified information to be verified under oath, thus imposing a state-mandated local program by expanding the scope of an existing crime.

### **SB 1189 – (Hancock) – The Safe, Reliable High-Speed Passenger Train Bond Act for the 21<sup>st</sup> Century: project funding**

This bill would state the intent of the Legislature to enact legislation that would appropriate funding from the \$950 million net proceeds of bonds described above to projects that eligible operators have requested and that have been approved by the Commission.

### **SB 1499 – (Anderson) – California Transportation Commission: review of expenditures**

*(Similar to SB 1102 (DeSaulnier, 2012))*

This bill would require the commission to allocate funds for construction support costs for a project in the state transportation improvement program at the time of allocation of funds for construction capital costs. The bill would require a supplemental project allocation request to be made for all state transportation improvement program projects that experience construction support costs equal to or more than 120% of the amount originally allocated. The bill would also

require Caltrans, as part of the annual project delivery report, to report on the difference between the original allocation made by the Commission and the actual construction support costs at project close for each state transportation improvement program project completed during the previous fiscal year.

**SB 1549 – (Vargas) – Transportation Projects: Construction Manager/General Contractor project method**

*(Similar to AB 2498 (Gordon, 2012))*

This bill would, upon authorization by the Commission, allow a consolidated San Diego regional transportation entity, as specified, or Caltrans to engage in a Construction Manager/General Contractor project delivery method, as specified, for up to 20 total projects for either local street or road, bridge, tunnel, or public transit projects within the jurisdiction of the local transportation entity or state highway, bridge, or tunnel projects by Caltrans. Would require a transportation entity, as defined, to pay fees related to prevailing wage monitoring and enforcement into the State Public Works Enforcement Fund, a continuously appropriated fund, except as specified, and, thus, would make an appropriation. Would also require a progress report to be submitted by the transportation agency to the Commission every year following the award of a contract under these provisions, and would require the Commission to submit an annual report to the Legislature that includes the information in the report submitted by the transportation agency, as specified. Would require specified information to be verified under oath, thus imposing a state-mandated local program by expanding the scope of an existing crime. The bill would provide that its provisions are severable. Would make legislative findings and declarations as to the necessity of a special statute for San Diego regional transportation entities.

A copy of the Legislative Counsel's Digest for these bills is provided on Attachment B.

**Action Item from the February 22-23, 2012 Commission Meeting**

Prepare a letter to Senator Barbara Boxer and Congressman John Mica, and copy the California congressional delegation, to express the Commission's support for the concepts of Moving Ahead for Progress in the 21st Century (MAP-21) and The American Energy & Infrastructure Jobs Act (H.R. 7) that promote and fund a comprehensive multimodal transportation program for California.

Status: Staff prepared a draft letter on February 29, 2012 for review. Following the Commission's February meeting, the House abandoned H.R. 7 due to the lack of sufficient support. Due to abandonment of H.R. 7, a revised draft letter will be prepared for review after the new bill is crafted.

**SB 1102 (DeSaulnier) – State Transportation Improvement Program**

As discussed at the Commission's February 2012 meeting, Commission staff was asked by Senator DeSaulnier's staff to provide comments on SB 1102. The Commission has now been asked to provide a letter of support for this bill. Attachment C is the draft letter to be signed by the Commission's Executive Director for the Commission's approval.

**RECOMMENDATION:**

The Commission is requested to approve the letter of support for SB 1102, and to provide direction to staff on legislation of interest to it.

**BACKGROUND:**

The Commission approved criteria to guide Commission staff in monitoring legislation and selecting bills that should be brought forward for Commission consideration. An over-arching criterion is that a bill must directly affect transportation on a statewide basis. Bills meeting one or more of the criteria, provided below, will be brought forward to the Commission for consideration.

- Funding/Financing - funding or a funding mechanism for transportation (capital and operations)
- Environmental Mitigation - implementation of green house gas emissions reduction and transportation (e.g., AB 32), and/or involve the environmental process and transportation (e.g., CEQA)
- Planning - implementation of transportation and land use and planning (e.g., SB 375)
- Project Delivery - changes to the way transportation projects are delivered

Additional criteria for bringing a bill forward include:

- Direct Impact to Commission - changes in Commission responsibility, policy impact or operations
- Commissioner Request - recommended by a Commissioner for consideration by the Commission at its next regularly scheduled meeting

The Commission adopted policy to consider legislation in relation to its overall policy by topic area, prior to taking a position on legislation addressing that topic; and remain selective in its use of watch, support or opposition on a bill. The rationale for a policy by topic area is it permits the Commission to address a suite of legislative proposals dealing with the same topic by commenting to the author(s) without necessarily taking a position. Rather than taking specific positions on bills in their initial state, the Commission can advise the Legislature on a bill's policy and/or technical aspects, as well as how it helps or hinders transportation. The intent of the Commission's comments is to alert the author of the bill's impact on a policy and/or technical aspect related to transportation planning, programming, financing, mitigation, or project delivery.

Further direction will be provided to staff, by the Chair, on bills that meet the aforementioned criteria.

Attachments

CALIFORNIA TRANSPORTATION COMMISSION  
Status of State Legislation  
March 28-29, 2012 Commission Meeting

**FUNDING/FINANCING**

Bill #	Author	Bill Title	Subject	Status
AB 1229	Feuer	California Transportation Financing Authority Fund: local agency revenue bonds	Provides the term eligible transportation project in existing law may include projects programmed by a regional transportation planning agency using specified federal funds. Authorizes a minimum percentage of bonding capacity of GARVEE bonds from being made available for these projects. Requires such agency to commit to repaying the state for debt service if that agency's share of federal regional surface transportation program funds or federal congestion mitigation and air quality funds is insufficient.	<i>Last Action</i> In Senate Committee on Appropriations Held in Committee August 25, 2011 <i>Current Location</i> Senate Committee on Appropriations
AB 1770	Lowenthal B.	California Transportation Financing Authority	The bill provides that a rail project may consist of, or include, rolling stock for the purpose of the issuance of bonds to fund transportation projects. Requires a project to be supplemental to or improve existing facilities currently owned or operated by the project sponsor.	<i>Last Action</i> Referred to Committee March 1, 2012 <i>Current Location</i> Assembly Committee on Transportation Hearing Scheduled April 9, 2012
SB 475	Wright & Emmerson	Infrastructure Financing	Authorizes a local governmental agency to enter into an agreement with a private entity for financing (public private partnership) for specified types of revenue-generating infrastructure projects (including commuter and light rail and highways or bridges). Requires an agreement entered into under these provisions to include adequate financial resources to perform the agreement, and would permit the agreements to lease or license to, or provide other permitted uses by the private entity.	<i>Last Action</i> In Assembly Committee on Local Government Failed Passage Reconsideration granted June 29, 2011 <i>Current Location</i> Assembly Committee on Local Government
SB 633	Huff	Bond: Fine for Unauthorized Use	Amends the State General Obligation Bond Law. Provides that if the Department of Finance determines that funds from a bond act are expended for a purpose not authorized by the bond act, and the entity responsible for the funds does not take the corrective action prescribed by the department within a time to be determined by the department, then the Department of Finance may prohibit the entity that was responsible for the unauthorized use from allocating any additional funds from the bond act.	<i>Last Action</i> In Assembly Read first time Held at desk January 23, 2012 <i>Current Location</i> Assembly

CALIFORNIA TRANSPORTATION COMMISSION  
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March 28-29, 2012 Commission Meeting

**FUNDING/FINANCING (Continued)**

Bill #	Author	Bill Title	Subject	Status
SB 907	Evans	Master Plan for Infrastructure Financing and Development Commission	Would create the Master Plan for Infrastructure Financing and Development Commission, consisting of specified members, and would require the commission to prepare and submit a strategy and plan for infrastructure development in California that meets certain criteria to the Legislature and the Governor by December 1, 2013. This bill would provide that the commission would dissolve 30 days after submission of its final report. This bill would repeal these provisions upon the dissolution of the commission. Would provide that these provisions become operative only if the funds required to support the commission are appropriated and made available in the annual Budget Act.	<b>Last Action</b> In Senate Read third time Do Pass to Assembly June 1, 2011 <b>Current Location</b> Assembly Committee on Jobs, Economic Development and the Economy
SB 1102	DeSaulnier	State Transportation Improvement Program	This bill would require the Department of Transportation, as part of the annual project delivery report, to report on the difference between the original allocation made by the Commission and the actual construction capital and support costs at project close for all STIP projects completed during the previous fiscal year. Would revise provisions to require project costs to include right-of-way support costs. Would require the Commission to allocate funds for construction support costs for a project in the STIP at the time of allocation of funds for construction capital costs. Would require a supplemental project allocation request to be made for all interregional and regional projects that experience construction support costs equal to more than 120% of the amount originally allocated. Similar Bill: SB 1499 (Anderson, 2012) – See below	<b>Last Action</b> Referred to Committee March 1, 2012 <b>Current Location</b> Senate Committee on Transportation and Housing <u>Hearing Scheduled</u> March 27, 2012
<u>SB 1189</u>	Hancock	The Safe, Reliable High-Speed Passenger Train Bond Act for the 21 <sup>st</sup> Century: project funding	This bill would state the intent of the Legislature to enact legislation that would appropriate funding from the \$950 million net proceeds of bonds described above to projects that eligible operators have requested and that have been approved by the California Transportation Commission.	<b>Last Action</b> Referred to Committee March 1, 2012 <b>Current Location</b> Senate Committee on Rules
<u>SB 1499</u>	Anderson	California Transportation Commission: review of expenditures	This bill would require the commission to allocate funds for construction support costs for a project in the state transportation improvement program at the time of allocation of funds for construction capital costs. The bill would require a supplemental project allocation request to be made for all state transportation improvement program projects that experience construction support costs equal to or more than 120% of the amount originally allocated. The bill would also require the department, as part of the annual project delivery report, to report on the difference between the original allocation made by the commission and the actual construction support costs at project close for each state transportation improvement program project completed during the previous fiscal year. Similar Bill: SB 1102 (DeSaulnier, 2012) – See above	<b>Last Action</b> In Senate Read first time February 27, 2012 <b>Current Location</b> Senate

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**PROJECT DELIVERY**

Bill #	Author	Bill Title	Subject	Status
AB 294	Portantino	Transportation Projects: Procurement	Requires the Department of Transportation to use specified persons for highway projects. Authorizes the department to let contracts for the design and construction of not more than 5 transportation projects utilizing the design-sequencing method, and to use department employees or consultants under contract for these design services. Requires the department to compile data on the transportation projects awarded under these provisions and to include that information in a report to the Legislature.	<i>Last Action</i> In Senate Ordered to third reading To inactive file September 2, 2011  <i>Current Location</i> Senate
<u>AB 2498</u>	Gordon	Department of Transportation: Construction Manager/General Contractor project method	Existing law sets forth the requirements for the solicitation and evaluation of bids and the awarding of contracts by state agencies for the erection, construction, alteration, repair, or improvement of any public structure, building, road, or other public improvement. This bill would authorize Caltrans to engage in a Construction Manager/General Contractor project delivery method, as specified, for projects for the construction of a highway, bridge, or tunnel, and would require specified information to be verified under oath, thus imposing a state-mandated local program by expanding the scope of an existing crime.  Similar Bill: SB 1549 (Vargas, 2012) – See below	<i>Last Action</i> In Senate Read first time February 27, 2012  <i>Current Location</i> Senate
<u>SB 1549</u>	Vargas	Transportation construction Manager/General Contractor project method	Would, upon authorization by the California Transportation Commission, allow a consolidated San Diego regional transportation entity, as specified, or Caltrans to engage in a Construction Manager/General Contractor project delivery method, as specified, for up to 20 total projects for either local street or road, bridge, tunnel, or public transit projects within the jurisdiction of the local transportation entity or state highway, bridge, or tunnel projects by Caltrans. Would require a transportation entity, as defined, to pay fees related to prevailing wage monitoring and enforcement into the State Public Works Enforcement Fund, a continuously appropriated fund, except as specified, and, thus, would make an appropriation. Would also require a progress report to be submitted by the transportation agency to the Commission every year following the award of a contract under these provisions, and would require the Commission to submit an annual report to the Legislature that includes the information in the report submitted by the transportation agency, as specified. Would require specified information to be verified under oath, thus imposing a state-mandated local program by expanding the scope of an existing crime. The bill would provide that its provisions are severable. Would make legislative findings and declarations as to the necessity of a special statute for San Diego regional transportation entities.  Similar Bill: AB 2498 (Gordon, 2012) – See above	<i>Last Action</i> In Senate Read first time February 27, 2012  <i>Current Location</i> Senate

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**DIRECT IMPACT TO COMMISSION**

Bill #	Author	Bill Title	Subject	Status
AB 441	Monning	State Planning	Requires the California Transportation Commission to include health issues in the guidelines promulgated by the commission for the preparation of regional transportation plans. Requires the Office of Planning and Research to develop guidelines that contain advice on how local and regional agencies can incorporate health issues into local or regional general plans.	<b>Last Action</b> In Senate Committee on Rules Assigned to Committee February 16, 2012  <b>Current Location</b> Senate Committee on Transportation and Housing
AB 845	Ma	Transportation: Bond Funds	Requires the guidelines adopted by the Transportation Commission to determine the funding share for each eligible commuter and urban rail recipient to use the distribution factors gathered from the 2007 Data Tables in the National Transit Database of the Federal Transit Administration. Requires the commission to accept from each eligible recipient a priority list of projects up to the target amount expected to be available for the recipient and would require matching funds for bond fund allocation purposes.	<b>Last Action</b> In Senate Ordered to third reading To inactive file August 22, 2011  <b>Current Location</b> Senate
AB 1645	Norby	State Highways: Naming and Designation by the Legislature	This bill would transfer the authority for naming highways, bridges, pathways, and other transportation infrastructure from the Legislature to the California Transportation Commission.	<b>Last Action</b> Referred to Committee February 23, 2012  <b>Current Location</b> Assembly Committee on Transportation <u>Hearing Scheduled</u> April 9, 2012
SB 103	Liu	State government: meetings	Authorizes a state body, to the extent practicable, to conduct teleconferencing meetings. Requires a state body to provide a supplemental live audio broadcast on the Internet Web site of its board meetings that are open to the public unless it is determined to be too costly. Prohibits teleconference meetings as a matter of convenience. Requires a body that operates an Internet Web site to provide a supplemental live audio or video broadcast on the Web site of board meetings open to the public.	<b>Last Action</b> In Assembly Committee on Appropriations Held in Committee August 25, 2011  <b>Current Location</b> Assembly Committee on Appropriations
SB 749	Steinberg	California Transportation Commission: guidelines	Establishes specified procedures that the State Transportation Commission will be required to utilize when it adopts guidelines regarding transportation capital improvement projects. Provides exceptions. Exempts the adoption of those guidelines from the requirements of the Administrative Procedure Act.  Similar Bills: SB 1348 (Steinberg, 2010) – Vetoes by Governor on September 30, 2010 SB 126 (Steinberg, 2011) – Amended to relate to agriculture labor relations	<b>Last Action</b> In Assembly Read first time Head at desk January 23, 2012  <b>Current Location</b> Assembly

CALIFORNIA TRANSPORTATION COMMISSION  
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DIRECT IMPACT TO COMMISSION (Continued)

Bill #	Author	Bill Title	Subject	Status
SB 1117	DeSaulnier	Transportation Commission: Passenger Rail Planning	This bill would require the Commission to prepare a statewide passenger rail transportation plan.	<i>Last Action</i> Referred to Committee March 1, 2012  <i>Current Location</i> Senate Committee on Transportation and Housing

OTHER

Bill #	Author	Bill Title	Subject	Status
AB 286	Berryhill	State Highways: Route 108 and 120	Requires the proceeds from the sale of excess properties acquired for improvements to State Highway Route 120, less any reimbursements due to the federal government and all costs include in the sale of those properties, to be used for improvements to State Highway Route 108 in Stanislaus County, the North County Corridor. Authorizes the California Transportation Commission to allocate funds to the Stanislaus Council of Governments or any agency designated by that entity to deliver the North County Corridor project.	<i>Last Action</i> In Senate Order to third reading To inactive file September 6, 2011  <i>Current Location</i> Senate
AB 1780	Bonilla	Department of Transportation: Project Study Reports	Makes a technical, nonsubstantive change to existing law requiring the Department of Transportation to carry out long-term state highway planning, preparing a project studies report for capacity-increasing state highway projects and reviewing project studies reports performed by an entity other than the department.	<i>Last Action</i> Introduced February 21, 2012  <i>Current Location</i> Assembly

RELATED TO RAIL

Bill #	Author	Bill Title	Subject	Status
AB 16	Perea (D)	High-Speed Rail Authority	Amends existing law that creates the High-Speed Rail Authority. Requires the authority to make every effort to purchase high-speed train rolling stock and related equipment that are manufactured in California, consistent with federal and state laws.	<i>Last Action</i> In Senate Order to third reading To inactive file September 9, 2011  <i>Current Location</i> Senate
AB 41	Hill	High-Speed Rail Authority: Conflicts of Interest: Disqualification: Ex Parte Communications	Amends existing provisions of the Political Reform Act of 1974. Adds members of the High-Speed Rail Authority to those specified officers who must publicly identify a financial interest giving rise to a conflict of interest, and recuse themselves accordingly. Prohibits a board member and any defined interested person from conducting an ex parte communication, as defined unless the board member and makes public the communication, as specified. Requires the agency overseeing the authority to enforce these provisions under specified conditions.	<i>Last Action</i> Senate Read third time and amended February 15, 2012 Read second time To third reading February 16, 2012  <i>Current Location</i> Senate

Bill numbers underlined indicate new bills added since last staff report

As of March 13, 2012

CALIFORNIA TRANSPORTATION COMMISSION  
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RELATED TO RAIL (Continued)

Bill #	Author	Bill Title	Subject	Status
AB 145	Galgiani and Lowenthal	High-Speed Rail	Repeals all of the State High-Speed Train Act and enacts a new act. Continues the High-Speed Rail Authority with limited responsibilities within the Business, Transportation, and Housing Agency. Requires specified personnel matters. Requires the authority to adopt policies directing the development and implementation of high-speed rail, prepare and adopt a business plan and high-speed train capital program, and select alignments for the routes of the trains system, award franchises, and provide for fares.	<b>Last Action</b> In Senate Committee on Appropriations Held in Committee August 25, 2011 <b>Current Location</b> Senate Committee on Appropriations
AB 292	Galgiani	High Speed Rail: Agricultural Lands	Requires the High-Speed Rail Authority to appoint an agricultural advisory committee with a specified number of members recommended by the Secretary of Food and Agriculture. Requires the Authority to consult with the committee and to reflect the committee's comments on policies and related matters in any action item brought before the Board of the Authority.	<b>Last Action</b> In Senate Ordered to third reading To inactive file August 30, 2011 <b>Current Location</b> Senate
AB 492	Galgiani	High-Speed Rail Authority	Requires the High-Speed Rail Authority to consider, to the extent permitted by federal and state law, the creation of jobs and participation by small business enterprises in the state when awarding major contracts or purchasing high-speed trains. Requires the authority to appoint a small business enterprise advisory committee.	<b>Last Action</b> In Senate Read second time and amended Referred to Committee on Rules June 27, 2011 <b>Current Location</b> Senate Committee on Rules
AB 1092	Lowenthal	High-Speed Rail	Requires the High-Speed Rail authority to report biannually to the Legislature beginning on a specified date on the status of the project, including overall progress, the 0065 project budget, expenditures to date, a comparison of the current and project work schedule and the baseline schedule.	<b>Last Action</b> In Senate Read first time To Senate Committee on Rules for assignment June 2, 2011 <b>Current Location</b> Senate Committee on Rules
AB 1455	Harkey	High-Speed Rail	Reduces the amount of general obligation debt authorized for high-speed rail purposes pursuant to the Safe, Reliable High-Speed Passenger Train Bond Act for the 21st Century to the amount contracted as of a specified date.	<b>Last Action</b> In Assembly Read second time and amended Referred to Committee February 9, 2012 <b>Current Location</b> Assembly Committee on Transportation

CALIFORNIA TRANSPORTATION COMMISSION  
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RELATED TO RAIL (Continued)

Bill #	Author	Bill Title	Subject	Status
AB 1523	Perea	Preapprenticeship Training Program: High-Speed Rail	Appropriates funds from the High-Speed Passenger Train Bond Fund to the High-Speed Rail Authority for the purposes of funding a pilot project in the Central Valley to train unemployed workers for high-speed rail construction jobs. Requires the Authority to work with various labor organizations to train a total of 400 clients in preapprenticeship programs that will lead to direct referrals to building trade unions.	<i>Last Action</i> Referred to Committee January 26, 2012 <i>Current Location</i> Assembly Committees on Transportation and Labor and Employment
AB 1574	Galgiani	High-Speed Rail	This bill would repeal all of the provisions of the California High-Speed Rail Act. The bill would enact a new California High-Speed Rail Act. The bill would continue the High-Speed Rail Authority in existence with limited responsibilities and would place the authority within the Business, Transportation and Housing Agency. The 5 members of the authority appointed by the Governor would be subject to Senate confirmation, but existing members could continue to serve the remainder of their terms. The bill would authorize the authority to appoint an executive director, and would provide for the Governor to appoint up to 6 additional individuals exempt from civil service as authority staff. The bill would require the authority to adopt policies directing the development and implementation of high-speed rail, prepare and adopt a business plan and high-speed train capital program, establish a peer review group, select alignments for the routes of the high-speed train system established by law, adopt criteria for the award of franchises, and set fares or establish guidelines for the setting of fares.	<i>Last Action</i> In Assembly Introduced and read first time February 2, 2012 <i>Current Location</i> Assembly Committee on Transportation
SB 517	Lowenthal	High-Speed Rail Authority	Places the High-Speed Rail Authority within the Business, Transportation and Housing Agency. Requires the Secretary to propose an annual budget for the authority. Requires the members of the authority appointed by the Governor to be appointed with the advice and consent of the Senate. Vacates the membership of the authority. Provides for the appointment or reappointment of members on a specified date. Provides that the executive director is subject to appointment with the advice and consent of the Senate.	<i>Last Action</i> In Assembly Committee on Appropriations Held in Committee August 25, 2011 <i>Current Location</i> Assembly Committee on Appropriations
SB 985	LaMalfa	Transportation Bonds	Provides that no further bonds shall be sold for high-speed rail and related rail purposes pursuant to the Safe, Reliable, High-Speed Passenger Train Bond Act for the 21 <sup>st</sup> Century. Authorizes redirection of the net proceeds received from outstanding bonds issued and sold prior to the effective date of this act, to retiring the debt incurred from the issuance and sale of those outstanding bonds.	<i>Last Action</i> From Senate Committee on Rules Assigned to Committee February 16, 2012 <i>Current Location</i> Assembly Committee on Transportation <u>Hearing Scheduled</u> April 10, 2012

**ASSEMBLY BILL No. 2498**

**Introduced by Assembly Member Gordon**

February 24, 2012

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An act to add Chapter 6.3 (commencing with Section 6800) to Part 1 of Division 2 of the Public Contract Code, relating to public contracts.

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Legislative Counsel's Digest

AB 2498, as introduced, Gordon. Department of Transportation: Construction Manager/General Contractor project method.

Existing law sets forth the requirements for the solicitation and evaluation of bids and the awarding of contracts by state agencies for the erection, construction, alteration, repair, or improvement of any public structure, building, road, or other public improvement.

This bill would authorize the Department of Transportation to engage in a Construction Manager/General Contractor project delivery method, as specified, for projects for the construction of a highway, bridge, or tunnel.

This bill would require specified information to be verified under oath, thus imposing a state-mandated local program by expanding the scope of an existing crime.

The California Constitution requires the state to reimburse local agencies and school districts for certain costs mandated by the state. Statutory provisions establish procedures for making that reimbursement.

This bill would provide that no reimbursement is required by this act for a specified reason.

**SENATE BILL No. 1189**

**Introduced by Senator Hancock**

February 22, 2012

An act relating to high-speed rail.

Legislative Counsel's Digest

SB 1189, as introduced, Hancock. The Safe, Reliable High-Speed Passenger Train Bond Act for the 21st Century: project funding.

Existing law, the Safe, Reliable High-Speed Passenger Train Bond Act for the 21st Century, approved by the voters as Proposition 1A at the November 4, 2008, general election, provides that \$950 million of net proceeds of bonds issued pursuant to the bond act shall be allocated to eligible recipients for capital improvements to intercity and commuter rail lines and urban rail systems that provide direct connectivity to high-speed rail, as specified.

This bill would state the intent of the Legislature to enact legislation that would appropriate funding from the \$950 million net proceeds of bonds described above to projects that eligible operators have requested and that have been approved by the California Transportation Commission.

**SENATE BILL No. 1499**

**Introduced by Senator Anderson**

February 24, 2012

An act to add Section 14525.2 to the Government Code, relating to transportation.

Legislative Counsel's Digest

SB 1499, as introduced, Anderson. California Transportation Commission: review of expenditures.

Existing law establishes the state transportation improvement program process, pursuant to which the California Transportation Commission generally programs and allocates available funds for transportation capital improvement projects over a multiyear period. Existing law provides that the Department of Transportation is responsible for the state highway system. Existing law requires the department to annually prepare a project delivery report that identifies milestone dates for state highway projects costing \$1,000,000 or more for which the department is the responsible agency for project development work.

This bill would require the commission to allocate funds for construction support costs for a project in the state transportation improvement program at the time of allocation of funds for construction capital costs. The bill would require a supplemental project allocation request to be made for all state transportation improvement program projects that experience construction support costs equal to or more than 120% of the amount originally allocated. The bill would also require the department, as part of the annual project delivery report, to report on the difference between the original allocation made by the commission and the actual construction support costs at project close for each state transportation improvement program project completed during the previous fiscal year.

**SENATE BILL No. 1549**

**Introduced by Senator Vargas**

February 24, 2012

An act to add Chapter 6.6 (commencing with Section 6950) to Part 1 of Division 2 of the Public Contract Code, relating to public contracts, and making an appropriation therefor.

Legislative Counsel's Digest

SB 1549, as introduced, Vargas. Transportation projects: construction Manager/General Contractor project method.

Existing law sets forth the requirements for the solicitation and evaluation of bids and the awarding of contracts by state agencies for projects, as specified, and for local agencies for public works contracts, as specified.

This bill would, upon authorization by the California Transportation Commission, allow a consolidated San Diego regional transportation entity, as specified, or the Department of Transportation to engage in a Construction Manager/General Contractor project delivery method, as specified, for up to 20 total projects for either local street or road, bridge, tunnel, or public transit projects within the jurisdiction of the local transportation entity or state highway, bridge, or tunnel projects by the Department of Transportation. The bill would require a transportation entity, as defined, to pay fees related to prevailing wage monitoring and enforcement into the State Public Works Enforcement Fund, a continuously appropriated fund, except as specified, and, thus, would make an appropriation. The bill would also require a progress report to be submitted by the transportation agency to the commission every year following the award of a contract under these provisions, and would require the commission to submit an annual report to the Legislature that includes the information in the report submitted by the transportation agency, as specified. This bill would require specified information to be verified under oath, thus imposing a state-mandated local program by expanding the scope of an existing crime. The bill would provide that its provisions are severable.

This bill would make legislative findings and declarations as to the necessity of a special statute for San Diego regional transportation entities.

The California Constitution requires the state to reimburse local agencies and school districts for certain costs mandated by the state. Statutory provisions establish procedures for making that reimbursement.

This bill would provide that no reimbursement is required by this act for a specified reason.

JOSEPH TAVAGLIONE, Chair  
JAMES C. GHIELMETTI, Vice Chair  
BOB ALVARADO  
DARIUS ASSEMI  
YVONNE B. BURKE  
LUCETTA DUNN  
JAMES EARP  
DARIO FROMMER  
CARL GUARDINO  
FRAN INMAN

STATE OF CALIFORNIA

EDMUND G. BROWN Jr., Governor



SENATOR MARK DESAULNIER, Ex Officio  
ASSEMBLY MEMBER BONNIE LOWENTHAL, Ex Officio

BIMLA G. RHINEHART, Executive Director

## CALIFORNIA TRANSPORTATION COMMISSION

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March 2, 2012

The Honorable Mark DeSaulnier  
Member of the Senate  
State Capitol, Room 5035  
Sacramento, CA 95814

Re: Support on Senate Bill (SB) 1102

Dear Senator DeSaulnier:

As part of its statutory charge, the California Transportation Commission (Commission) advises the Administration and the Legislature in formulating and evaluating state policies and plans for California's transportation programs. I am writing to inform you that the Commission supports your bill, SB 1102, relating to the State Transportation Improvement Program.

The Commission looks forward to working with you on this bill. If you have questions, do not hesitate to contact me at 916-654-4245.

Sincerely,

BIMLA G. RHINEHART  
Executive Director

c: California Transportation Commissioners

**BUDGET AND ALLOCATION CAPACITY UPDATE**

A VERBAL PRESENTATION ON THIS ITEM  
WILL BE MADE AT THE MARCH 28-29, 2012  
CALIFORNIA TRANSPORTATION COMMISSION MEETING

# Memorandum

To: CHAIR AND COMMISSIONERS  
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: March 28-29, 2012

Reference No.: 4.3  
Action Item

From: NORMA ORTEGA  
Chief Financial Officer

Prepared by: Rachel Falsetti  
Division Chief  
Transportation Programming

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

## **RECOMMENDATION:**

The California Department of Transportation (Department) recommends the California Transportation Commission (Commission) accept the attached report on the status of Proposition 1B Bond Program and Proposition 1A (Non-positive Train Control) projects that have been delivered (deemed ready to go).

## **ISSUE:**

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

## **BACKGROUND:**

The attached lists identify those projects that have been delivered in Fiscal Year (FY) 2011-12; however, the agencies have not been able to proceed due to funding constraints. Some projects previously listed have been removed based on past Commission action or a request from the implementing agency.

With the adoption of the 2010 STIP, projects may have been deleted, proposed for vote or have been reprogrammed beyond the 2011-12 fiscal year. Local agencies with projects reprogrammed in a future year will need to resubmit an allocation request with a new schedule and funding plan when they are ready to proceed closer to the programmed year.

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

<b>Category</b>	<b>Refer to:</b>	<b># of Projects Per Category</b>		<b>Total Funds Requested Per Category</b>
<b>PROPOSITION 1B PROJECTS</b>				
TCIF Projects	Attachment 1	2	@	\$ 54,373,000
<b>PROPOSITION 1A PROJECTS</b>				
High-Speed Passenger Train Bond Projects <i>(Non Positive Train Control)</i>	Attachment 2	8	@	\$ 82,386,000
<b>TOTAL PROJECTS</b>		<b>10</b>	<b>@</b>	<b>\$ 136,759,000</b>

<b>STIP* (Non-Bond)</b>	<b>\$ 0</b>
<b>Bond**</b>	<b>\$ 136,759,000</b>

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

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

Attachments

## ATTACHMENT 1 TRADE CORRIDORS IMPROVEMENT FUND PROJECTS (TCIF)

Project # Allocation Amount Recipient RTPA/CTC District-County	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
<b>Proposition 1B – Locally Administered TCIF Projects on the State Highway System</b>				
1 \$23,600,000 City of Fontana SANBAG 08-San Bernardino	<b>I-10 Corridor Logistics Access Project (Citrus)</b> TCIF Project 57. In Fontana, on State Route 10 at Citrus Avenue interchange. Replace interchange. CEQA – MND, 11/21/08.) (NEPA – FONSI, 11/21/08.)  (Contributions from local sources: \$23,600,000.)  (Future Consideration of Funding – Resolution E-09-08, March 2009.)  <u>Outcome/Output:</u> Replace existing four-lane Citrus Avenue bridge over Interstate-10 with a seven-lane bridge, add one additional lane on all four ramps of the interchange, and widen the existing Citrus Avenue bridge over the Union Pacific Railroad from three lanes to six-lanes. Provide needed underneath clearance for the ultimate Interstate-10 HOV project. This project will substantially reduce delays on this corridor, increase throughout, and improve access to key logistics hubs and existing business and logistics centers.	08-0138G TCIF/10-11 CONST \$23,600,000 0800000745 46810	<b>2011-12</b> 304-6056 TCIF 20.20.723.000	\$23,600,000
2 \$30,773,000 San Bernardino Associated Governments SANBAG 08-San Bernardino	<b>I-10 Corridor Logistics Access Project (Cherry)</b> TCIF Project 56. In Fontana, on State Route 10 at Cherry Avenue. Replace interchange. (Contributions from other sources: \$30,773,000.)  (Future Consideration of Funding – Resolution E-09-17, March 2009.)  <u>Outcome/Output:</u> Replace existing five-lane Cherry Avenue bridge over Interstate 10 with an eight-lane bridge, add one additional lane on all four ramps of the interchange, provide extensive improvements at the Cherry-Slover intersection, improve the Cherry-Valley intersection, and widen the existing Cherry Avenue bridge over the Union Pacific railroad from four lanes to eight lanes. Provide needed underneath clearance for the ultimate Interstate-10 HOV project. This project will substantially reduce delays on this corridor, increase throughout, and improve access to key logistics hubs and existing business and logistics centers.	08-0137T TCIF/10-11 CONST \$30,773,000 0800000744 4CONL 468004	<b>2011-12</b> 304-6056 TCIF 20.20.723.000	\$30,773,000
<b>IF ALLOCATED, WOULD BE CONTINGENT UPON APPROVAL OF A BUDGET REVISION BY THE DEPARTMENT OF FINANCE.</b>				

**ATTACHMENT 2**  
**PROPOSITION 1A – HIGH-SPEED PASSENGER TRAIN PROGRAM PROJECTS**  
**(NON POSTIVE TRAIN CONTROL)**

Project # Allocation Amount Recipient RTPA/CTC District-County	Project Title Project Description	Program / Year Programmed: Phase Prgm'd Amount Project ID EA	Budget Year Item # Fund Type Program Code	Amount by Fund Type
<b>Proposition 1A – High-Speed Passenger Train Bond Program - Non PTC (Urban/Commuter)</b>				
1 \$30,000,000 San Francisco Bay Area Rapid Transit District MTC 04-Variou Mar 2011	<b>Rail Car Replacement.</b> Replacement of 669 original rail cars in the BART fleet. (CEQA – CE 15302)  <u>Outcome/Output:</u> Provide continuous service by improving passenger capacity and boarding/lighting process.	HSR/10-11 CONST \$30,000,000 0400020817 R283GA	<b>XXXX-XX</b> 104-6043 HSPTBF 30.10.100.000	\$30,000,000
<b>CONTINGENT UPON BUDGET AUTHORITY BEING MADE AVAILABLE FOR NON-POSITIVE TRAIN CONTROL PROJECTS.</b>				
2 \$1,000,000 San Francisco Bay Area Rapid Transit District MTC 04-Variou Mar 2011	<b>Car Reconfiguration Capacity Increase.</b> Modifications to 100 rail cars for improvements to the passenger-carrying capacity. (CEQA – CE 15302)  <u>Outcome/Output:</u> Increase passenger capacity and safety.	HSR/10-11 CONST \$1,000,000 0400020818 R284GA	<b>XXXX-XX</b> 104-6043 HSPTBF 30.10.100.000	\$1,000,000
<b>CONTINGENT UPON BUDGET AUTHORITY BEING MADE AVAILABLE FOR NON-POSITIVE TRAIN CONTROL PROJECTS.</b>				
3 \$3,000,000 San Francisco Bay Area Rapid Transit District MTC 04-Variou Mar 2011	<b>Cover Board Enhancement Project.</b> Installation of additional support brackets on approximately 22-miles on both tracks along the M-Line, A-Line, R-Line and C-Line. (CEQA – CE 15302)  <u>Outcome/Output:</u> Reduce service delays and maintenance interruptions, thus improving on-time service.	HSR/10-11 CONST \$3,000,000 0400020819 R285GA	<b>XXXX-XX</b> 104-6043 HSPTBF 30.10.100.000	\$3,000,000
<b>CONTINGENT UPON BUDGET AUTHORITY BEING MADE AVAILABLE FOR NON-POSITIVE TRAIN CONTROL PROJECTS.</b>				
4 \$17,707,000 Southern California Regional Rail Authority LACMTA 7-Los Angeles Aug 10	<b>Rehabilitation and Renovation of the Metrolink System</b> Improve railroad infrastructure for continued operations on the Metrolink system. (CEQA - Exempt)  <u>Outcome/Output:</u> Allow for more reliable and timely connections to high-speed train system.	7-Pending HSR / 10-11 PS&E \$884,000 CONST \$16,823,000 XXXXXXXXXX	<b>XXXX-XX</b> 104-6043 HSPTBF 30.10.100.000	\$17,707,000
<b>CONTINGENT UPON BUDGET AUTHORITY BEING MADE AVAILABLE FOR NON-POSITIVE TRAIN CONTROL PROJECTS.</b>				

**ATTACHMENT 2**  
**PROPOSITION 1A – HIGH-SPEED PASSENGER TRAIN PROGRAM PROJECTS**  
**(NON POSTIVE TRAIN CONTROL)**

Project # Allocation Amount Recipient RTPA/CTC District-County	Project Title Project Description	Program / Year Programmed: Phase Prgm'd Amount Project ID EA	Budget Year Item # Fund Type Program Code	Amount by Fund Type
<b>Proposition 1A – High-Speed Passenger Train Bond Program - Non PTC (Urban/Commuter)</b>				
5 \$5,744,000 Los Angeles Metropolitan Transportation Authority LACMTA 07-Los Angeles  <b>Sept 10</b>	<b>Regional Connector Transit Corridor.</b> Construction of two mile extension that will connect the Metro light rail system to high speed rail through downtown Los Angeles.  <u>Outcome/Output:</u> Completion of State and federal environmental documents.	07-4381 HSR/10-11 PA&ED \$114,874,000 0700020409 R261GA	<b>XXXX-XX</b> 104-6043 HSPTBF 30.10.100.000	\$5,744,000 (Partial)
<b>CONTINGENT UPON BUDGET AUTHORITY BEING MADE AVAILABLE FOR NON-POSITIVE TRAIN CONTROL PROJECTS.</b>				
6 \$4,900,000 San Joaquin Regional Rail Commission SJCOG 10-San Joaquin  <b>Sept 2011</b>	<b>Stockton Passenger Track Extension</b> Extension of current station track over Miner Avenue including a new bridge structure stretching northward to the Equipment Maintenance Facility.  (CEQA – CE, 21080(b)(10).)  <u>Outcome/Output:</u> Extension will improve train access to station and passenger boarding access points.	HSR/10-11 CONST \$4,900,000 1012000034 S R302GA	<b>XXXX-XX</b> 104-6043 HSPTBF 30.10.100.000	\$4,900,000
<b>CONTINGENT UPON BUDGET AUTHORITY BEING MADE AVAILABLE FOR NON-POSITIVE TRAIN CONTROL PROJECTS.</b>				
7 \$750,000 San Joaquin Regional Rail Commission SJCOG 10-San Joaquin  <b>Sept 2011</b>	<b>Altamont Rail Corridor Environmental Studies</b> Development of near term improvements to the existing Altamont Commuter Express service in San Joaquin and Santa Clara Counties.  <u>Outcome/Output:</u> Improve regional connectivity between the Central Valley and Bay Area by reducing travel time.	HSR/10-11 PA&ED \$750,000 1012000035 S R303GA	<b>XXXX-XX</b> 104-6043 HSPTBF 30.10.100.000	\$750,000
<b>CONTINGENT UPON BUDGET AUTHORITY BEING MADE AVAILABLE FOR NON-POSITIVE TRAIN CONTROL PROJECTS.</b>				
8 \$19,285,000 San Diego Association of Governments SANDAG 11-San Diego  <b>Aug 10</b>	<b>Blue Line Light Rail Improvements</b> Improve existing rail infrastructure on the Blue Line trolley including replacement of the switches and signaling system, and reconstruction of existing station platforms.  (CEQA - Exempt)  <u>Outcome/Output:</u> Provide for improved service flexibility and reliability for light rail operations.	11-Pending HSR / 10-11 CONST \$19,285,000 XXXXXXXXXX	<b>XXXX-XX</b> 104-6043 HSPTBF 30.10.100.000	\$19,285,000
<b>CONTINGENT UPON BUDGET AUTHORITY BEING MADE AVAILABLE FOR NON-POSITIVE TRAIN CONTROL PROJECTS.</b>				

## Memorandum

To: CHAIR AND COMMISSIONERS  
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: March 28-29, 2012

Reference No.: 4.5  
Action Item

From: NORMA ORTEGA  
Chief Financial Officer

Prepared by: Rachel Falsetti  
Division Chief  
Transportation Programming

Subject: **APPROVAL OF 2012 STATE HIGHWAY OPERATION AND PROTECTION PROGRAM**

### **RECOMMENDATION:**

The Department of Transportation (Department) recommends the California Transportation Commission (Commission) approve the proposed 2012 State Highway Operation and Protection Program (SHOPP), as amended by the attached document. A copy of the proposed 2012 SHOPP was transmitted to the Commission on January 31, 2012.

### **ISSUE:**

The Department's 2012 SHOPP was prepared in response to Government Code section 14526.5, Streets and Highways Code section 164.6, and the strategies outlined in the Department's Policy for Management of the SHOPP. Government Code section 14526.5 requires the Commission to approve and submit the SHOPP to the Legislature and the Governor, no later than April 1 in even-numbered years.

Following Commission approval of the SHOPP, the Department will work closely with the various regional transportation planning agencies to incorporate the SHOPP into their regional federal transportation improvement programs to establish federal funding eligibility.

### **BACKGROUND:**

The 2012 SHOPP is a four-year program (from Fiscal Years 2012-13 through 2015-16) that includes projects for safety, major damage restoration, legal mandates, bridge preservation, roadway preservation, roadside preservation, mobility, and highway related facilities.

The 2012 SHOPP utilizes \$8.0 billion for capital outlay and capital outlay support over the four-year period. This funding level is consistent with the adopted 2012 State Transportation Improvement Program (STIP) Fund Estimate.

Projects proposed for allocation in Fiscal Year 2011-12 are not included in the 2012 SHOPP.

Attachment

Recommended Changes to the 2012 State Highway Operation and Protection Program (SHOPP)  
(\$1,000)

Dist	County	Route	Post Miles	Location/Description	EA	PPNO	Category	2012 SHOPP				Support				Comments
								Program Code	FY	RW	Con	PA&ED	PS&E	R/W	Const.	
10	Calaveras	4	29.62	Near Angels Camp. Also in Mariposa county on Routes 49, and 140 at various locations. Upgrade pedestrian facilities.	0V300	0332	Mandates	201.378	15/16	\$ 38	\$ 1,742	\$ 240	\$ 540	\$ 126	\$ 351	New Project
10	Calaveras	26	8.8/9.2	Near Valley Springs, at and near St. Andrews Road. Install two-way left turn lane.	0V290	3000	Collision Reduction	201.010	14/15	\$ 481	\$ 1,165	\$ 442	\$ 554	\$ 531	\$ 423	New Project
06	Fresno	41	Var	In the city of Fresno, on Route 41 from McKinley Avenue to Friant Avenue; also on Route 180 at Abby Avenue. Upgrade guardrail.	0M820	6573	Collision Reduction	201.015	13/14	\$ 3	\$ 1,443	\$ 138	\$ 322	\$ 2	\$ 280	New Project
06	Kern	58	R108.0/R108.3	Near Mojave, at Route 58 Business West Overcrossing. Install windscreen. <b>(Project also includes an additional \$500,000 in OTS funds).</b>	0G270	6332	Collision Reduction	201.015	11/12	\$ 20	\$ 318	\$ 171	\$ 693	\$ 7	\$ 527	Delete from 2012; Delivery in 2011/12
01	Lake	20	8.1/8.6	Near Upper Lake, at the intersection of Routes 20 and 29. Construct roundabout.	48860	3073	Collision Reduction	201.010	13/14	\$ 759	\$ 3,900	\$ 286	\$ 587	\$ 316	\$ 509	Update schedule and cost.
02	Lassen	395	T5.4/R61.1	Near Chilcoot, from 0.8 mile north of Route 70 to Route 36. Install centerline rumble strips.	4E820	3496	Collision Reduction	201.010	13/14	\$ 5	\$ 500	\$ 150	\$ 200	\$ 30	\$ 300	New Project
07	Los Angeles	1	2.75/12.17	In Los Angeles and Long Beach, from E. Anaheim Street to Vermont Avenue. Upgrade pedestrian facilities.	29080	4491	Mandates	201.361	15/16	\$ 5,300	\$ -	\$ 1,000	\$ 1,500	\$ -	\$ 1,000	New Project
07	Los Angeles	4	23.8	In Manhattan Beach, on Sepulveda Boulevard at the Manhattan Beach Bridge (No.53-0062). Seismic retrofit bridge.	26490	3967	Bridge Preservation	201.113	12/13	\$ 2,200	\$ 3,200	\$ -	\$ 640	\$ 150	\$ 640	Delete project; work will be 100% locally funded.
07	Los Angeles	44	32.1/59.2	In the town of Canyon Country from Santa Clarita River to Sierra Highway. Install ADA ramps.	29400	4492	Mandates	201.378	14/15	\$ -	\$ 1,950	\$ 300	\$ 750	\$ -	\$ 750	Delete project; change in priorities.
07	Los Angeles	91	11.7	In Long Beach, at the Route 710 connector. Upgrade bridge rails. (Project also includes an additional \$2,100,000 in OTS funds).	26010	3913	Bridge Preservation	201.112	11/12	\$ -	\$ 1	\$ -	\$ 492	\$ 5	\$ 646	Delete from 2012; Delivery in 2011/12
07	Los Angeles	404	30.9/38.	In Calabasas, at Padre Juan Canyon. install ADA ramps.	29440	4493	Mandates	201.378	14/15	\$ -	\$ 1,700	\$ 300	\$ 750	\$ -	\$ 750	Delete project; change in priorities.
07	Los Angeles	210	R6.8/R7.2	In the city of Los Angeles, from Pierce Street to Terra Bella Street. Replace MBGR with concrete barrier.	29090	4495	Collision Reduction	201.015	14/15	\$ -	\$ 1,500	\$ 50	\$ 405	\$ 5	\$ 276	New Project
07	Los Angeles	405	3.4/4.5	In Long Beach, at Temple Avenue. Rehabilitate bridge (Bridge # 53-1198).	27830	4211	Bridge Preservation	201.110	12/13	\$ -	\$ 9,200	\$ -	\$ 1,520	\$ 180	\$ 1,800	Update cost.
07	Los Angeles	405	8.7/11.2	In Carson, from Alameda Street to Avalon Boulevard. Construct new concrete barrier and metal beam guardrail on outside shoulders.	28740	4414	Collision Reduction	201.015	15/16	\$ 225	\$ 6,495	\$ -	\$ 900	\$ 100	\$ 1,134	New Project
07	Los Angeles	57/60	Var	Near Pomona, from PM R7.7 to R12.2; also near Montello on Route 60 at PM 0.0 to 6.9. Install ADA ramps and sidewalks.	29420	4494	Mandates	201.378	14/15	\$ -	\$ 1,950	\$ 300	\$ 750	\$ -	\$ 650	Delete project; change in priorities.
07	Los Angeles	Var		In the city of Los Angeles, at various locations. Soil stabilization and revegetation annual.	25870	3865	Mandates	201.335	12/13	\$ -	\$ 500	\$ 93	\$ 372	\$ 10	\$ 465	Update cost.
10	Mariposa	140	42.0/42.7	Near El Portal and Yosemite National Park, 0.5 miles west of South Fork Merced River. Repair slide damage.	0P920	280	Perm Restoration	201.131	15/16	\$ 300	\$ 110,000	\$ 5,600	\$ 5,400	\$ 200	\$ 7,600	New Project
10	Merced	5	8.9/9.7	Near Los Banos, from Ortigalita Creek Bridge to Arburua Road Overcrossing. Construct median barrier.	0U500	347	Collision Reduction	201.010	12/13	\$ -	\$ 654	\$ -	\$ 370	\$ 3	\$ 232	New Project
04	Napa	128	20.2	Near Spanish Flat, at Capell Creek Bridge. Install slope indicators and upgrade drainage system.	3G760	0829Q	Major Damage restoration	201.131	13/14	\$ 115	\$ 540	\$ 250	\$ 250	\$ 50	\$ 200	New Project
03	Nevada	89	0.0/0.4	In Truckee, at Donner Creek Underpass. Construct pedestrian/bike tunnel.	1C080	4378	Mandates	201.378	14/15	\$ -	\$ 4,400	\$ -	\$ -	\$ -	\$ -	Updated cost.
12	Orange	5	0.0/19.0	Near San Juan Capistrano, from the San Diego County line to Lake Forest Drive. Upgrade pedestrian facilities.	0L920	2531G	Mandates	201.378	15/16	\$ 20	\$ 1,742	\$ 190	\$ 580	\$ 20	\$ 610	New Project
12	Orange	55	Var	In Costa Mesa from 19 <sup>th</sup> Street to Bay Street; also in Santa Ana from 4 <sup>th</sup> Street to 17 <sup>th</sup> Street. Construct permanent concrete median barrier.	0M360	3421	Collision Reduction	201.010	12/13	\$ -	\$ 4,000	\$ -	\$ 1,040	\$ -	\$ 860	New Project

Recommended Changes to the 2012 State Highway Operation and Protection Program (SHOPP)  
(\$1,000)

Dist	County	Route	Post Miles	Location/Description	EA	PPNO	Category	2012 SHOPP				Support				Comments
								Program Code	FY	RW	Con	PA&ED	PS&E	R/W	Const.	
04	San Francisco	101	4.1/4.2	In the city of San Francisco, from 15 <sup>th</sup> Street to 16 <sup>th</sup> Street. Reconstruct bridge railing and deck.	4G160	0589Q	Major Damage restoration	201.131	12/13	\$ 5	\$ 570	\$ 40	\$ 144	\$ 10	\$ 173	New Project
10	San Joaquin	L5721	-	In Stockton, at the Stockton Yard Maintenance Station. Install hazardous waste remediation system.	0N830	0123	Mandates	201.330	12/13	\$ -	\$ 430	\$ -	\$ 184	\$ 3	\$ 93	New Project
14	San Diego	45	51.4/54.3	Near Temecula, from north of Mission Road to north of Rainbow Valley Boulevard. Construct infiltration devices and bioswales.	28220	0907	Mandates	201.335	12/13	\$ 4,338	\$ -	\$ 134	\$ 442	\$ 21	\$ 744	Delete project; Project Report proposed the "No-Build" Alternative
04	Sonoma	128	2.4	Near Cloverdale, at 2.4 miles west of North Cloverdale Boulevard. Construct launched soil nail wall.	1SS22	0824B	Major Damage restoration	201.131	13/14	\$ 30	\$ 530	\$ 228	\$ 260	\$ 40	\$ 83	Technical correction to County.
06	Tulare	245	20.8	Near Badger, at Cottonwood Creek. Reconstruct embankment.	0N390	6569	Major Damage restoration	201.131	12/13	\$ 20	\$ 406	\$ 128	\$ 211	\$ 127	\$ 110	New Project

**REVIEW OF COMMISSION POLICY  
AND GUIDELINES FOR THE APPROVAL OF  
AB 3090 REPLACEMENT PROJECTS OR  
DIRECT CASH REIMBURSEMENTS**

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

**PRESENTATION OF 2012 STATE  
TRANSPORTATION IMPROVEMENT  
PROGRAM (STIP) STAFF RECOMMENDATIONS**

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

*PLEASE SEE RELATED MATERIAL UNDER TAB 61.*

**UPDATE ON I-5 CARPOOL LANE AND FREEWAY WIDENING  
PROJECT – ORANGE COUNTY LINE TO I-605**

A VERBAL PRESENTATION ON THIS ITEM  
WILL BE MADE AT THE MARCH 28-29, 2012  
CALIFORNIA TRANSPORTATION COMMISSION MEETING

**PRESIDIO PARKWAY FINANCIAL PLAN UPDATE**

A VERBAL PRESENTATION ON THIS ITEM  
WILL BE MADE AT THE MARCH 28-29, 2012  
CALIFORNIA TRANSPORTATION COMMISSION MEETING

# Memorandum

To: CHAIR AND COMMISSIONERS

CTC Meeting: March 28-29, 2012

Reference No.: 4.20  
Action

From: BIMLA G. RHINEHART  
Executive Director

Subject: **TRADE CORRIDORS IMPROVEMENT FUND – PROGRAM AMENDMENT  
RESOLUTION TCIF-P-1112-026**

## **ISSUE:**

Should the Commission approve the proposed Trade Corridors Improvement Fund (TCIF) Program Amendment to delete TCIF Project 1: *7<sup>th</sup> Street Grade Separation and Roadway Improvements Project* and related funding totaling \$110.252 million from the Northern California Trade Corridors element of the TCIF Program and program \$110.252 million to TCIF Project 3: *Outer Harbor Intermodal Terminals Project* to fund the expanded scope; reduce the amount programmed on TCIF Project 11: *San Francisco Bay to Stockton Ship Channel Deepening Project* from \$17.5 million to \$7.2 million; and program \$24 million to the *Solano I-80/680/12 Connector Project*?

## **RECOMMENDATION:**

Commission staff recommends that the Commission approve the proposed Trade Corridors Improvement Fund (TCIF) Program Amendment to delete TCIF Project 1: *7<sup>th</sup> Street Grade Separation and Roadway Improvements Project* and related funding totaling \$110.252 million from the Northern California Trade Corridors element of the TCIF Program and reprogram the \$110.252 million to TCIF Project 3: *Outer Harbor Intermodal Terminals Project* to fund the expanded scope; reduce the amount programmed on TCIF Project 11: *San Francisco Bay to Stockton Ship Channel Deepening Project* from \$17.5 million to \$7.2 million; and program \$24 million to the *Solano I-80/680/12 Connector Project*.

## **BACKGROUND:**

The Northern California Trade Corridors Coalition (NCTCC) and the Port of Oakland propose to amend the TCIF Program by deleting TCIF Project 1: *7<sup>th</sup> Street Grade Separation and Roadway Improvements Project* and related funding totaling \$110.252 million from the Northern California element of the TCIF Program and reprogram the \$110.252 million to TCIF Project 3: *Outer Harbor Intermodal Terminals Project* to fund the expanded scope. TCIF Project 1: *7<sup>th</sup> Street Grade Separation and Roadway Improvements Project* has funding and schedule challenges which prohibit delivery within the constraints of the TCIF Program. The Port of Oakland proposes to expand the scope of TCIF Project 3: *Outer Harbor Intermodal Terminals Project* to include the replacement of

Burma Road with a new east-west access route through the site and improvements to the Berth 7 wharf and surrounding lands for a new break bulk marine terminal.

Due to funding challenges, the Port of Stockton proposes to reduce the scope of TCIF Project 11: *San Francisco Bay to Stockton Ship Channel Deepening Project* and the related TCIF programming from \$17.5 million to \$7.2 million.

The NCTCC also proposes to program \$24 million to the *Solano I-80/680/12 Connector Project*.

The NCTCC supports the proposed amendment to the TCIF Program and requests the Commission's concurrence (see attached letter).

# Memorandum

To: CHAIR AND COMMISSIONERS

CTC Meeting: March 28-29, 2012

Reference No.: 4.16  
Action

From: BIMLA G. RHINEHART  
Executive Director

Subject: **CORRIDOR MOBILITY IMPROVEMENT ACCOUNT - PROGRAM AMENDMENT  
RESOLUTION CMIA-P-1112-11**

## **ISSUE:**

Should the Commission approve the proposed Corridor Mobility Improvement Account (CMIA) Program Amendment to delete CMIA Project 68: *Solano I-80/680/12 Connector Project* and related funding totaling \$24 million from the CMIA Program and program \$10.3 million to CMIA Project 70: *I-880/I-280 Stevens Creek Interchange Improvements Project* to fund the expanded scope?

## **RECOMMENDATION:**

Commission staff recommends that the Commission approve the proposed CMIA Program Amendment to delete CMIA Project 68: *Solano I-80/680/12 Connector Project* and related funding totaling \$24 million from the CMIA Program and program \$10.3 million to CMIA Project 70: *I-880/I-280 Stevens Creek Interchange Improvements Project* to fund the expanded scope.

## **BACKGROUND:**

At its June 30, 2010 Meeting, the Commission adopted an amendment to the CMIA Program and programmed \$24 million to CMIA Project 68: *Solano I-80/680/12 Connector Project*. As reported during the CMIA Program update at the Commission's January and February, 2012 meetings, CMIA Project 68: *Solano I-80/680/12 Connector Project* has not been able to obtain a required biological opinion and is not able to begin construction within the statutory constraints of the program.

At its June 30, 2010 Meeting, the Commission adopted an amendment to the CMIA Program and programmed \$30.975 million to CMIA Project 70: *I-880/I-280 Stevens Creek Interchange Improvements Project* in accordance with Assembly Bill X3-20. During the development of the project, it was determined that an expanded scope would provide more efficient traffic operations. The Santa Clara Valley Transportation Authority has requested an additional \$10.3 million of CMIA funds to fully fund the expanded scope.

# Memorandum

To: CHAIR AND COMMISSIONERS

CTC Meeting: March 28-29, 2012

Reference No.: 4.17  
Action

From: BIMLA G. RHINEHART  
Executive Director

Subject: **CORRIDOR MOBILITY IMPROVEMENT ACCOUNT – PROJECT BASELINE  
AGREEMENT  
RESOLUTION CMIA-P-1112-12B**

## **ISSUE:**

Should the Commission approve the Corridor Mobility Improvement Account (CMIA) Project Baseline Agreement for the *Capitol Expressway/Yerba Buena Interchange Improvements Project* submitted in accordance with the Commission's CMIA Guidelines and establish this agreement as the baseline for project delivery monitoring?

## **RECOMMENDATION:**

Commission staff recommends that the Commission approve the CMIA Project Baseline Agreement for the *Capitol Expressway/Yerba Buena Interchange Improvements Project* in accordance with the Commission's CMIA Guidelines and establish this agreement as the baseline for project delivery monitoring.

## **BACKGROUND:**

In accordance with Commission's CMIA Guidelines, the Santa Clara Valley Transportation Authority, the sponsoring agency for the *Capitol Expressway/Yerba Buena Interchange Improvements Project*, has provided an executed Project Baseline Agreement to the Commission. Commission staff has reviewed this Project Baseline Agreement and has determined that it sets forth the proposed project scope, measurable expected performance benefits, delivery schedule, and project budget and funding plan; is consistent with the Commission's CMIA Guidelines; and includes the required signatures.

**POTENTIAL ALTERNATIVES FOR PROGRAMMING**  
**CORRIDOR MOBILITY IMPROVEMENT ACCOUNT**  
**PROJECT COST SAVINGS**

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

**STATUS UPDATE ON  
CORRIDOR MOBILITY ACCOUNT (CMIA) PROJECTS**

INFORMATION ON THIS ITEM WILL BE  
PROVIDED PRIOR TO THE MARCH 28-29, 2012  
CALIFORNIA TRANSPORTATION COMMISSION MEETING

**STATUS UPDATE ON STATE ROUTE 99 (SR 99) PROJECTS**

INFORMATION ON THIS ITEM WILL BE  
PROVIDED PRIOR TO THE MARCH 28-29, 2012  
CALIFORNIA TRANSPORTATION COMMISSION MEETING

**STATUS UPDATE ON TCIF PROJECT 6:**  
**TEHACHAPI TRADE CORRIDOR RAIL**  
**IMPROVEMENT PROJECT**

A VERBAL PRESENTATION ON THIS ITEM  
WILL BE MADE AT THE MARCH 28-29, 2012  
CALIFORNIA TRANSPORTATION COMMISSION MEETING

# Memorandum

To: CHAIR AND COMMISSIONERS

CTC Meeting: March 28-29, 2012

Reference No.: 2.2c.(4)  
Action

From: BIMLA G. RHINEHART  
Executive Director

Subject: **APPROVAL OF PROJECT FOR FUTURE CONSIDERATION OF FUNDING  
FINAL SUPPLEMENTAL ENVIRONMENTAL IMPACT REPORT FOR THE  
SILVA VALLEY PARKWAY INTERCHANGE PROJECT (RESOLUTION E-12-13)**

## **ISSUE:**

Should the Commission, as a Responsible Agency, accept the Final Supplemental Environmental Impact Report (FSEIR), Findings of Fact and Statement of Overriding Considerations for the Silva Valley Parkway Interchange Project in El Dorado County and approve the project for future consideration of funding?

## **RECOMMENDATION:**

Staff recommends that the Commission accept the FSEIR, Findings of Fact and Statement of Overriding Considerations and approve the Silva Valley Parkway Interchange Project for future consideration of funding.

## **BACKGROUND:**

El Dorado County Department of Transportation (County) is the CEQA lead agency for the project. The project will construct a new interchange connection to U.S. Route 50 that will include a six lane overcrossing, new signalized diagonal off-ramps, diagonal on-ramps, and loop on-ramps. The mainline will be improved to include east and west auxiliary lanes between El Dorado Hills Boulevard and the new interchange.

The project for which the FSEIR covers will result in significant unavoidable impacts to transportation/circulation and noise. Specifically, the project would result in a lower level of service on the eastbound slip on-ramp resulting in congestion impacting the ability for on-ramp traffic to merge into thru traffic; possible temporary vibration-induced annoyance to residents during hard rock blasting during construction; and temporary construction related noise in proximity to existing residential land north and south of the project site. Mitigation measures and/or alternatives to the proposed project that would substantially reduce or avoid these significant unavoidable impacts are infeasible.

The County adopted the FSEIR, Findings of Fact and a Statement of Overriding Considerations for the project on June 28, 2011. The County found that there were several benefits that outweigh the unavoidable adverse environmental effects of the project. These benefits include, but are not limited to, providing transportation facilities to accommodate planned growth as noted in the 2004 County General Plan and the El Dorado Hills Specific Plan; improve traffic circulation to Silva Valley Parkway, El Dorado Hills Boulevard Interchange, Bass Lake Road Interchange, US Highway 50, Serrano Parkway, Latrobe Road, and White Rock Road; improve the El Dorado County sustainable transportation system by augmenting the US Highway 50 HOV and ramp metering facilities; and improve safe pedestrian mobility by providing a significant north-south pedestrian facility crossing of US Highway 50. The County established a Mitigation Monitoring Program to ensure that the mitigation measures specified for the project are implemented.

On February 22, 2012 the County provided written confirmation that the preferred alternative set forth in the final environmental document is consistent with the Silva Valley Parkway Interchange Project programmed by the Commission in the SLPP program. The County also provided written confirmation of its commitment to all of the mitigation measures stipulated in the FSEIR and Mitigation Monitoring Program.

The project is estimated to cost \$60 million and will be constructed in two phases. The project is funded with SLPP (\$1 million) funds and Local (\$59 million) funds. Construction of phase one is estimated to begin in fiscal year 2012/13.

#### Attachment

- Resolution E-12-13
- Findings of Fact & Statement of Overriding Considerations
- Project Location

# CALIFORNIA TRANSPORTATION COMMISSION

## Resolution for Future Consideration of Funding 03 – El Dorado County Resolution E-12-13

- 1.1.1 **WHEREAS**, the El Dorado County Department of Transportation (County) has completed a Final Supplemental Environmental Impact Report pursuant to the California Environmental Quality Act (CEQA) and the CEQA Guidelines for the following project:
- Silva Valley Parkway Interchange Project
- 1.2 **WHEREAS**, the County has certified that the Final Supplemental Environmental Impact Report has been completed pursuant to CEQA and the State CEQA Guidelines for its implementation; and
- 1.3 **WHEREAS**, the project will construct a new interchange connection to U.S. Route 50 that will include a six lane overcrossing, new signalized off-ramps, and diagonal/ loop on-ramps in El Dorado County; and
- 1.4 **WHEREAS**, the California Transportation Commission, as a Responsible Agency, has considered the information contained in the Final Supplemental Environmental Impact Report; and
- 1.5 **WHEREAS**, Findings of Fact made pursuant to CEQA guidelines indicate that specific unavoidable significant impacts related to adverse effects upon transportation/circulation and noise 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 County adopted a Statement of Overriding Considerations for the project; and
- 1.7 **WHEREAS**, the County adopted a Mitigation Monitoring 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 Supplemental Environmental Impact Report, Findings of Fact and Statement of Overriding Considerations and approve the above referenced project to allow for future consideration of funding.

**FINDINGS OF FACT  
AND  
STATEMENTS OF OVERRIDING CONSIDERATION**

**SILVA VALLEY PARKWAY INTERCHANGE PROJECT**

**SUPPLEMENTAL ENVIRONMENTAL IMPACT REPORT**  
**SCH# 1988050215**

**Lead Agency**

**El Dorado County**

**Findings By**

**El Dorado County Board of Supervisors**

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## **1.0 INTRODUCTION**

The California Environmental Quality Act (CEQA), (PRC §21080) and the CEQA Guidelines (14 CCR §15063) state that if it has been determined that a project may or will have significant impacts on the environment then an Environmental Impact Report (EIR) must be prepared.

In 1991, an EIR was prepared by El Dorado County (County) and certified by the Board of Supervisors for construction of the U.S. 50/Silva Valley Parkway Interchange Project. The EIR was not subsequently challenged; however, the project was not constructed in the time frame originally contemplated. In 2008 when the El Dorado County Department of Transportation (DOT) identified that adequate funds to the construct the project were to become available, it analyzed what new information was necessary to make the 1991 document adequate for current conditions.

CEQA Guidelines §15162 and §15163 set forth guidelines to assist the lead agency in determining the appropriate type of environmental document to analyze a current proposal that already has a certified document. In accordance with the CEQA Guidelines, §15163:

- (a) The Lead or Responsible Agency may choose to prepare a supplement to an EIR if:
  1. Any of the conditions described in §15162 would require the preparation of a subsequent EIR, and
  2. Only minor additions or changes would be necessary to make the previous EIR adequately apply to the project in the changed situation.
- (b) The supplement to the EIR need contain only the information necessary to make the previous EIR adequate for the project as revised.
- (c) A supplement to an EIR shall be given the same kind of notice and public review as is given to a draft EIR under §15087
- (d) A supplement to an EIR may be circulated by itself without re-circulating the previous draft or final EIR.
- (e) When the agency decides whether to approve the project, the decision making body shall consider the previous EIR as revised by the supplemental EIR. A finding under §15091 shall be made for each significant effect shown in the previous EIR as revised.

Through preparation of an Initial Study for the U.S. 50/Silval Valley Parkway Interchange Project (Project), the County Department of Transportation (DOT) determined that;

1. All changes to the project which include new environmental effects or severity of effects have been determined to be minor and therefore none of the conditions described in § 15162 have occurred, and
2. Only minor modifications have occurred in the design and circumstances of the Project. These modifications include: installation of safety lighting, on-ramps to accommodate future ramp metering, HOV lanes, and California Highway Patrol enforcement areas, additional lanes added at the off-ramp intersections to improve traffic operations, and project phasing.

Therefore, only minor changes were needed to make the 1991 EIR adequately apply to the modified project. The County as Lead Agency has prepared a Supplemental EIR (SEIR) to the 1991 Silva Valley Parkway Interchange with U.S. Highway 50 EIR, (1991 EIR) consistent with CEQA Guidelines §15163.

## **1.1 Purpose and Background of Project**

The purpose of the Project, which has not changed since the 1991 EIR, is to accommodate planned growth as noted in the County's General Plan as well as the El Dorado Hills Specific Plan and to accommodate commercial and residential development within the Project area. In addition, conditions of approval for the West Valley Village Tentative Map (TM99-1359) addressed obligations and mechanisms for development and funding an interchange on Silva Valley Parkway with US 50. The 2011 Draft SEIR reanalyzed traffic patterns and concluded that the Silva Valley Interchange is necessary to mitigate level of service failures at both the El Dorado Hills Interchange and the Bass Lake Interchange. The purpose, location, and existing environmental setting for the Silva Valley Interchange Project are presented in detail in the January 2011 SEIR draft document.

## **1.2 Procedural Background**

DOT filed a Notice of Preparation (NOP) of a Supplement to the Environmental Impact Report for the Silva Valley Parkway Interchange with U.S. Highway 50 Project on May 1, 2010 with the State Clearinghouse (SCH) (SCH No. 88050215). The 30-day public comment period on the NOP ended on May 30, 2010. Comments received on the NOP were used in part to define the scope of this Draft SEIR. The NOP and copies of the comments received are included in Appendix A of the Draft SEIR.

In accordance with CEQA review requirements, the Draft SEIR was distributed for public and agency review for a 45-day period, beginning January 21, 2011 and ending March 6, 2011. The document was available for review, along with the 1991 EIR, during business hours at DOT offices, in Placerville, CA, on the DOT website, and the County Libraries in Placerville and El Dorado Hills.

The Draft SEIR Mitigation Measure NOI-1 on p. 148 previously stated "Noise producing construction activities shall be limited to between the hours of 7:00 a.m. and 7:00 p.m. Monday through Friday, and between 8:00 a.m. and 5:00 p.m. on weekends and federal holidays." Mitigation Measure NOI-1 had intended to include the provision for limited work for construction activities necessarily performed at night to avoid safety hazards and traffic congestion along the U.S. 50 mainline and Silva Valley Parkway.

In order to provide the public with the opportunity to comment on a clarification, within the Noise section, the Draft SEIR was re-circulated from May 09, 2011 to June 07, 2011. Pursuant to CEQA Guidelines §15088.5 (a), a lead agency is required to recirculate an EIR when significant new information is added to the EIR after public notice is given of the availability of the EIR for public review under §15087 but before certification. New "information" can include changes in the project or environmental setting as well as additional data or other information. New information added to an EIR is not "significant" unless the EIR is changed in a way that deprives the public of a meaningful opportunity to comment upon a substantial adverse environmental effect of the project or a feasible way to mitigate or avoid such an effect (including a feasible project alternative) that the project's proponent have declined to implement. "Significant new information" requiring recirculation is defined to include disclosures of any of the following (§15088.5 (a)[1] through [4]):

- (1) A new significant environmental impact would result from the project or from a new mitigation measure proposed to be implemented.

- (2) A substantial increase in the severity of an environmental impact would result unless mitigation measures are adopted that reduce the impact to a level of insignificance.
- (3) A feasible project alternative or mitigation measure considerably different from others previously analyzed would clearly lessen the environmental impacts of the project, but the project's proponents decline to adopt it.
- (4) The draft EIR was so fundamentally and basically inadequate and conclusory in nature that meaningful public review and comment were precluded.

If a necessary revision is limited to a few chapters or portions of an EIR, CEQA Guidelines §15088.5 (c), provides the ability for the lead agency to only recirculate the chapters or portions that have been modified. Consistent with §15088.5(c), only those applicable SEIR chapters relative to provision of night time construction activities were recirculated as follows:

1.0 Introduction

2.0 Table 1: Summary of Environmental Impacts (Noise Section Only)

3.0 Section 4.10, Noise

Consistent with CEQA §15088 and §15132, written responses to comments received during the original and recirculated DSIR distribution periods are provided within the Final SEIR.

### **1.3 Discretionary Actions**

Discretionary actions for the Project include the County's selection and implementation of the Project, acquisition of temporary construction easements, permanent right-of-way, and acquisition of and compliance with all permits necessary for construction and operation of the Project. These Findings are made by the El Dorado County Board of Supervisors pursuant to §15091 of the CEQA Guidelines.

### **1.4 General Findings**

#### **1.4.1 Terminology of Findings**

CEQA Guidelines §15091 requires that, for each significant environmental effect identified in an EIR for a proposed project, the approving agency must issue a written finding reaching one or more of three allowable conclusions.

1. Changes or alterations have been required in, or incorporated into, the project which avoid or substantially lessen the significant effect as identified in the FEIR.
2. Such changes or alterations are within the responsibility and jurisdiction of another public agency and not the agency making the finding. Such changes have been adopted by such other agency or can and should be adopted by such other agency.
3. Specific economic, social, or other considerations make infeasible the mitigation measures or project alternatives identified in the final EIR.

For purposes of these findings, the term "mitigation measure" constitutes a "change or alteration" as discussed above. The term "avoid or substantially lessen" refers to the effectiveness of one or more of the mitigation measures to reduce an otherwise significant or potentially significant environmental effect to a less-than-significant level.

### **1.4.2 Location and Custodian of Records**

Pursuant to PRC §21081.6 and California Code of Regulations, Title 14, §15091, El Dorado County DOT is custodian of documents and other material that constitute the record of proceedings upon which the County's decision is based, and such documents and other material are located at the County DOT Offices, 2850 Fairlane Court, Placerville, CA.

### **1.4.3 Certification of Final EIR**

In accordance with CEQA in adopting these findings, the Board of Supervisors considered the environmental effects as shown in the Final Supplemental EIR prior to approval. These findings represent the independent judgment and analysis of the Board of Supervisors.

These findings are based upon substantial evidence in the entire record before the Board of Supervisors. The references to the EIR set forth in the findings are for ease of reference and are not intended to provide an exhaustive list of evidence relied upon for these findings.

## **1.5 Findings for mitigation monitoring and reporting program**

A Mitigation Monitoring and Reporting Program (MMRP) was prepared for the proposed project, and was adopted with these findings, in accordance with CEQA Guidelines sections 15091(d) and 15097. DOT will use the MMRP to track compliance with applicable project mitigation measures. The MMRP will remain available for public review during the compliance period. The MMRP is attached to the Board of Supervisors Agenda Item approving this document as Attachment G. The MMRP is approved in conjunction with certification of the Supplemental EIR and adoption of these findings.

Pursuant to Section 15091(d) of the CEQA Guidelines, all feasible mitigation measures that avoid or substantially lessen the significant effects of the proposed project and that are adopted by the County become binding on the proposed project at the time of approval as requirements of the proposed project.

## **1.6 Findings Regarding Alternatives**

CEQA Guidelines §15126.6 requires discussion of a reasonable range of alternatives to a project. However, an EIR need not consider an alternative whose implementation is remote or speculative. During the preliminary engineering phase of the 1991 project, several alternatives were considered and rejected. These alternatives and the reason for their rejection are set forth in the 1991 EIR, page 19. A brief summary is as follows:

*Parclo B - Existing Undercrossing. This design would result in a weaving distance between the EDH Blvd/U.S. 50 Interchange on-ramp and the eastbound off-ramp that would not meet minimum requirements of Caltrans or the County. This short distance would create extremely hazardous conditions for motorists entering eastbound US50 from EDH Blvd and those maneuvering to exit US50 at the eastbound off-ramp. This alternative would have a substantial impact on the operation and maintenance of the PG&E substation and probably require its relocation.*

*Parclo A-B – Existing Undercrossing. This unusual Interchange includes two loop ramps on the east side of Silva Valley Parkway: a westbound loop on-ramp in the northeast quadrant and an eastbound loop off-ramp in the southeast quadrant. The capacity of this design is lower than that of either a*

*Parclo A or Parclo B design because of the larger number of conflicting movements (left turns across lanes). This Interchange design was rejected from further environmental review because it is a nonstandard configuration, it is not preferred by Caltrans, and it would not be able to accommodate the projected traffic volumes.*

*Diamond – Existing Undercrossing. The capacity of a diamond Interchange is low because of the large number of conflicting turning movements at the ramp intersections. Each intersection would require signalization. The existing undercrossing structure would constrain the storage provided for left-turn movements.*

*Parclo A – Ridge. The capacity of a Parclo A design is lower than a Parclo B design because it has more conflicting movements. The weaving distance between the westbound on-ramp and the El Dorado Hills Boulevard/U.S. 50 Interchange would be shorter than that of the proposed Parclo B at this location. In addition, the loop off-ramps would require a rapid deceleration by motorists exiting the freeway at high speeds, increasing the likelihood of accidents. This Interchange design was rejected from further environmental review because of these issues. This alternative would have a significant impact on Carson Creek on the south side of U.S. 50 and the Tong Cemetery.*

*Diamond – Ridge. In addition to the aforementioned capacity constraints, the ridge structure would also require a wider overcrossing structure to accommodate left-turn pockets. Both diamond designs were rejected from further evaluation because of their low capacity and structural constraints and requirements.*

The 1991 EIR analyzed at equal weight two build alternatives, The Ridge Design and the Undercrossing Design, as well as a No-Build Alternative. The Undercrossing Design alternative proposed to construct a similar partial cloverleaf Interchange on the current Silva Valley Parkway alignment. This design, although analyzed, was not approved by the Board. The Ridge Design was found to be the environmentally superior design in the 1991 EIR and was the alternative ultimately approved by the Board of Supervisors. (See DSEIR, Chapter 3, P. 16).

A number of factors have occurred that have prevented construction of the Interchange as approved. As a result of the delay in implementation, the project engineers have re-examined the project alternatives considered in the 1991 EIR, and have come to the same conclusions regarding alternative selection that the “Ridge Design” remains the preferred alternative.

A review of the Undercrossing Design with the Supplemental EIR revealed that it to be infeasible as it would not meet Caltrans current Interchange spacing standards and would require a design exception to locate a new Interchange closer than 1 mile from an existing Interchange. A cursory review also indicates that the additional significant and unavoidable impacts associated with the 1991 EIR evaluation of the Undercrossing Design (Temporary degradation of springs/seepage areas, substantial and unavoidable traffic detours of mainline US 50 traffic, and difficulty maintaining traffic on Silva Valley Parkway during construction) would remain so in the current document.

Additionally, the County finds that the current No Project Alternative does not meet the Project purpose of implementing roadway/circulation improvements identified in the Circulation Element of the 2004 County General Plan (El Dorado County, 2004) similar to the conclusion reached in the 1991 EIR which stated “The No-Project Alternative would result in unacceptable traffic delays”.

The project purpose has also not changed since the 1991 EIR, which is to accommodate planned growth as noted in the County's General Plan as well as the El Dorado Hills Specific Plan and to accommodate commercial and residential development of the areas surrounding the proposed Interchange. The 2011 Draft SEIR also reanalyzed traffic patterns and concluded that the Silva Valley Parkway Interchange is necessary to mitigate level of service failures at both the El Dorado Hills Blvd Interchange and the Bass Lake Road Interchange.

The County now finds that The Ridge Design is therefore the only feasible design remaining from those originally analyzed. Considering that the proposed project includes only minor modifications to the Ridge Design, no additional alternatives have been evaluated in this SEIR. Further, CEQA Guidelines §15163 (b) states "The supplement to the EIR need contain only the information necessary to make the previous EIR adequate for the project as revised." The consideration of additional alternatives is not required to make the previous EIR adequate, and therefore have not been considered in this SEIR.

The County finds that the proposed Project achieves the purpose of the Project and that no reasonable alternatives evaluated would lessen environmental effects as compared to the proposed Project while achieving the Project purpose/objectives.

## **1.7 Findings for Impacts and Mitigation Measures**

Table 1-1 of the Final SEIR summarizes each of the impacts identified in the SEIR, summarizes the mitigation measures identified for each significant and potentially significant impact, and identifies the level of significance of each impact before and after mitigation.

## **2.0 FINDINGS REGARDING LESS THAN SIGNIFICANT ENVIRONMENTAL IMPACTS**

The following impacts identified in the SEIR have been found to be less than significant, and therefore, do not require mitigation.

### **Aesthetics**

**Impact VIS-1:** Have a substantial adverse effect on a scenic vista.

**Impact VIS-2:** Substantially damage scenic resources, including but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway.

**Impact VIS-3a:** Visual disparity with the existing rural setting caused by the alteration of viewsheds and increased ambient night lighting.

**Impact VIS-4:** Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area.

### **Air Quality and Global Climate Change**

**Impact AIR-2:** Violate any air quality standard or contribute substantially to an existing or projected air quality violation.

**Impact AIR -2a:** Result in violations of either the 1-hour or 8-hour state or federal CO standards in the immediate vicinity of the proposed Interchange.

**Impact AIR -2b:** Produce higher CO concentrations at the El Dorado Hills Blvd Interchange than concentrations in the immediate vicinity of the proposed Interchange (lower than concentrations under the No-Project condition, but approaching the 8-hour 9 ppm CO standard.

**Impact AIR -2c:** Produce lower concentrations at the Bass Lake Road Interchange than CO concentrations in the immediate vicinity of the proposed Interchange.

**Impact AIR-3:** Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions, which exceed quantitative thresholds for ozone precursors)

**Impact AIR -3a:** Produce a direct increase in ozone precursors.

**Impact AIR -5:** Create objectionable odors affecting a substantial number of people.

**Impact GHG-2:** Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases.

### **Biological Resources**

**Impact BIO-1b:** Result in elimination or disturbance of annual grasslands in the project area.

**Impact BIO -1c:** Result in loss of annual grassland habitat, thereby displacing or eliminating wildlife species.

**Impact BIO -1d:** Result in elimination of purple needlegrass grassland.

**Impact BIO -1e:** Result in elimination of habitat for wildlife species associated with the purple needlegrass grassland.

**Impact BIO -1f:** Result in impacts to any special-status plant species.

**Impact BIO -4:** Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites.

**Impact BIO -6:** Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community conservation Plan, or other approved local, regional, or state habitat conservation plan.

### **Cultural Resources**

**Impact CULT-1b:** Disturbance to CA-ELD-558-H.

**Impact CULT-1d:** No adverse effects exist to the Byram House.

**Impact CULT-2:** Cause a substantial adverse change in the significance of an archaeological resource pursuant to § 15064.5.

**Impact CULT-2a:** Disturb CA-ELD-600-H.

**Impact CULT-3:** Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature.

### **Geology and Soils**

**Impact GEO-1:** Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving the rupture of a known earthquake fault.

**Impact GEO-3:** Expose people or structures to potential substantial adverse effects, including risk of loss, injury, or death involving seismic-related ground failure, including liquefaction.

**Impact GEO-4:** Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving landslides.

**Impact GEO-5:** Result in substantial soil erosion or the loss of top soil.

**Impact GEO-5a:** Modification of natural runoff patterns.

**Impact GEO-5b:** Temporarily increase erosion

**Impact GEO-6b:** Natural slope instability.

**Impact GEO-6e:** Prevention of mineral resource extraction.

**Impact GEO-7:** Be located on expansive soil, creating substantial risks to life or property.

**Impact GEO-7a:** Construction on expansive soils.

**Impact GEO-8:** Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water.

**Impact HAZ-3:** Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school.

**Impact HAZ-5:** Be located within an airport land use plan or vicinity of a private airstrip.

**Impact HAZ-6:** Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan.

**Impact HAZ-7:** Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands.

### **Hydrology and Water Quality**

**Impact HYD-1c:** Change subsurface water quality because surface water would infiltrate the soil and be cleansed prior to possible use.

**Impact HYD-2:** Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level.

**Impact HYD-3:** Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site.

**Impact HYD-3a:** Result in a minor increase in impervious surfaces with minor changes in peak flow characteristics and runoff volumes.

**Impact HYD-4:** Substantially alter the existing drainage pattern of the site or area, including through alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site.

**Impact HYD-4a:** Alter topographic features and roadways, thereby altering runoff drainage paths.

**Impact HYD-6:** Substantially degrade water quality.

**Impact HYD-6a:** Result in the alteration of the livestock value of the spring if construction activities degrade the water quality.

**Impact HYD-7:** Would the project place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map.

**Impact HYD-8:** Would the project place within 100-year flood hazard area structures, which would impede or redirect flood flows.

**Impact HYD-9:** Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam.

### **Land Use and Planning**

**Impact LU-2:** Would the project conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project adopted for the purpose of avoiding or mitigation an environmental effect?

**Impact LU-2a:** Loss of Grazing Land.

**Impact LU-2c:** Land use conflicts between the Interchange and existing low-density residential development.

**Impact LU-2e:** Removal of agricultural lands currently in Williamson Act contracts.

**Impact LU-3:** Would the project conflict with any applicable habitat conservation plan or natural community conservation plan?

### **Transportation and Traffic**

**Impact TRAF-2a:** Conflict with the improvement from LOS E (No-Project Alternative) to LOS D during the p.m. peak hour at the Latrobe Road/U.S. 50 EB Ramps intersection.

**Impact TRAF-2b:** Conflict with the improvement from LOS D (No-Project Alternative) to LOS C during a.m. peak hour at the El Dorado Hills Blvd/U.S. 50 WB Ramps intersection.

**Impact TRAF-2c:** Result in no change from LOS D (No-Project Alternative) to LOS D during the p.m. peak hour at the Bass Lake Road/U.S. 50 EB Ramps intersection.

**Impact TRAF-2d:** Conflict with the improvement from LOS F (No-Project Alternative) to LOS C during the p.m. peak hour at the White Rock Road/Latrobe Road intersection.

**Impact TRAF-2e:** Conflict with the improvement from LOS F (No Project Alternative) to LOS C during the am peak hour at the EB on-ramp of the El Dorado Hills Boulevard/U.S. 50 interchange.

**Impact TRAF-2f:** Result in no change from LOS F (No-Project Alternative) to LOS F during the p.m. peak hour at the EB on-ramp of the El Dorado Hills Blvd/U.S. 50 interchange but a substantial reduction in the V/C ratio from 2.35 to 1.06.

**Impact TRAF-2g:** Result in no change from LOS F (No-Project Alternative) to LOS F during the a.m. peak hour at the WB on-ramp of the El Dorado Hills Blvd/U.S. 50 interchange but a reduction in the V/C ratio from 1.44 to 1.24.

**Impact TRAF-2h:** Result in no change from LOS F (No-Project Alternative) to LOS F during p.m. peak hour at the WB on-ramp of the El Dorado Hills Blvd/U.S. 50 interchange.

**Impact TRAF-2i:** Conflict with the improvement from LOS F and E (No-Project Alternative) to LOS B during the a.m. and p.m. peak hour, respectively, at the WB slip off-ramp of the El Dorado Hills Blvd/U.S. 50 interchange.

**Impact TRAF-2j:** Conflict with the improvement from LOS F (No-Project Alternative) to LOS B during the a.m. and p.m. peak hour, at the WB loop off-ramp of the El Dorado Hills Blvd/U.S. 50 interchange.

**Impact TRAF-2k:** Result in no change from LOS F (No-Project Alternative) to LOS F during the a.m. and p.m. peak hours, respectively, at the WB on-ramp of the Bass Lake Road/U.S. 50 interchange.

**Impact TRAF-2l:** Result in no change from LOS F (No-Project Alternative) to LOS F on the U.S. 50 mainline in the project vicinity.

**Impact TRAF-2n:** Result in LOS F during the p.m. peak hour at the WB off-ramp of the Silva Valley Parkway/U.S. 50 interchange.

**Impact TRAF-2o:** Result in LOS E and F during the a.m. and p.m. peak hours, respectively; on the eastbound mainline of U.S. 50 between the Silva Valley Parkway and El Dorado Hills Blvd interchanges due to weaving.

**Impact TRAF-2s:** Under 2030 with project conditions, result in LOS F to during the a.m. and p.m. peak hour at the WB on-ramp of the El Dorado Hills/U.S. 50 interchange.

**Impact TRAF-3:** Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks.

**Impact TRAF-4:** Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment).

**Impact TRAF-5:** Result in inadequate emergency access?

**Impact TRAF-6:** Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities.

### **Public Services and Energy**

**Impact PS-1c:** Result in interference with the access road or encroachment on the PG&E substation property.

**Impact EN-1:** Consume excessive amounts of energy.

### **Noise**

**Impact NOI-1a:** Generate peak hour Leq noise levels in excess of 60 dBA within approximately 300 feet of the centerline of Silva Valley Parkway.

**Impact NOI-3:** Result in a substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project.

**Impact NOI-5:** Expose people residing or working in the project area to excessive noise levels within two miles of a public airport or public use airport.

**Impact NOI-6:** Expose people residing or working in the project area to excessive noise levels within the vicinity of a private airstrip.

## **3.0 FINDINGS REGARDING SIGNIFICANT AND POTENTIALLY SIGNIFICANT IMPACTS**

The following environmental impacts identified in the SEIR have been found to be significant or potentially significant in the absence of mitigation measures. The SEIR identified mitigation measures for each of these impacts that reduce each of the impacts to less than significant levels. Findings with regard to each of the significant and potentially significant impacts identified in the SEIR and the effectiveness of the mitigation measure identified for each of these impacts are:

### **Aesthetics**

**Impact VIS-3b:** Conflicts with the residential land uses planned near the Interchange.

**Mitigation Measure VIS-1:** The County shall enter into a Cooperative Agreement with Caltrans that ensures that Interchange landscaping is designed, constructed, and maintained. Landscape plans shall be prepared by a licensed Landscape Architect. Interchange landscape design shall comply with applicable Caltrans and County standards and shall be consistent with the natural landscape characteristics.

**Finding:** The County finds that Mitigation Measure VIS-1, as fully described in the Mitigation Monitoring Plan in Attachment B of the Final SEIR, would reduce Impact VIS-3b to less than significant and shall be implemented as a required element of the Project.

### **Air Quality and Global Climate Change**

**Impact AIR-1a:** Result in construction equipment powered by internal combustion engines emitting an indeterminable quantity of nitrogen oxides, hydrocarbons, particulates, sulfur dioxides, and carbon monoxide.

**Mitigation Measure AIR-1:** The prime contractor shall provide an approved plan demonstrating that heavy-duty (i.e., greater than 50 horsepower) off-road vehicles to be used in the construction project, and operated by either the prime contractor or any subcontractor, will achieve, at a minimum, a fleet-averaged 15 percent NOx reduction compared to the most recent ARB fleet average. The prime contractor shall submit a comprehensive inventory to the El Dorado County AQMD of all off-road construction equipment, equal to or greater than 50 horsepower, that will be used an aggregate of 40 or more hours (total) during the construction project. The inventory shall include the horsepower rating, engine production year, and hours of use or fuel throughput for each

piece of equipment. The inventory list shall be updated and submitted monthly throughout the duration of the construction period.

**Finding:** The County finds that Mitigation Measure AIR-1, as fully described in the Mitigation Monitoring Plan in Attachment B of the Final SEIR, would reduce Impact AIR-1a to less than significant and shall be implemented as a required element of the Project.

**Impact AIR-4a:** Result in dust being generated during construction, causing a nuisance to neighboring land owners.

**Mitigation Measure AIR-3:** The County shall require construction contractors to comply with El Dorado County APCD Rules 223, 223-1, and 223-2. Compliance shall include, but is not limited to, implementation of the following measures:

- Application of water hygroscopic materials, or non-toxic chemical stabilizers or other specified covering on material stockpiles, wrecking activity, excavation, grading, sweeping, or clearing of land;
- Installation and use of hoods, fans and filters to enclose, collect, and clean the emissions of dusty materials;
- Covering or wetting at all times when in motion of open-bodied trucks, trailers or other vehicles transporting materials, which create a nuisance by generating particulate matter in areas where the general public has access;
- Application of asphalt, oil, water or suitable chemicals on dirt roads;
- Alternate means of control as approved by the Air Pollution Control Officer.

Pursuant to Rule 223, a person shall not cause or allow the emissions of fugitive dust from any active operation, open storage pile, or disturbed surface area, such that the presence of such fugitive dust remains visible, or exceed shade darker as that designated as No. 0 on the Ringelmann Chart, or exceed 0% opacity as determined in accordance with U.S. EPA Method 9, in the atmosphere beyond the boundary line of the emission source.

**Mitigation Measure AIR-4:** Pursuant to El Dorado County APCD Rule 223-1, the County shall submit a Fugitive Dust Control Plan to the Air Pollution Control Officer prior to the start of any construction activity. Construction activities shall not commence until the Air Pollution Control Officer has approved or conditionally approved the Fugitive Dust Control Plan. The County shall provide written notification to the Air Pollution Control Officer at least 10 days prior to the initial commencement of earthmoving activities via fax or mail.

The Fugitive Dust Control Plan shall describe all fugitive dust control measures to be implemented before, during and after any dust generating activity. Fugitive Dust Control Plan shall contain all the information described in Section 223-1.5.B of Rule 223-1. The Air Pollution Control Officer shall approve, disapprove, or conditionally approve the Fugitive Dust Control Plan within 30 days of plan submittal.

Rule 223-1 requires that visible emissions shall not exceed the shade designated as No. 0 on the Ringelmann Chart, or 0% opacity as determined in accordance with U.S. EPA Method 9, at 50 feet from the point-of-origin and at the project area boundary. Visible emissions shall not exceed the shade designated as No. 1 on the Ringelmann Chart, or 20% opacity as determined in accordance with U.S. EPA Method 9 at the point-of-origin.

The construction contractor shall retain a copy of an approved Fugitive Dust Control Plan at the project site. The approved Fugitive Dust Control Plan shall remain valid until the termination of all dust generating activities.

**Mitigation Measure AIR-5:** Pursuant to El Dorado County APCD Rule 223-2, the County shall submit an Asbestos Dust Mitigation Plan to the Air Pollution Control Officer prior to the start of any construction activity. Construction activities shall not commence until the Air Pollution Control Officer has approved or conditionally approved the Asbestos Dust Mitigation Plan. The County shall provide written notification to the Air Pollution Control Officer at least 10 days prior to commencement of earthmoving activities via fax or mail.

The Asbestos Dust Mitigation Plan shall describe all dust mitigation measures to be implemented before, during and after any dust generating activity. The Asbestos Dust Mitigation Plan shall contain all the information described in Section 223-2.5.B of Rule 223-2. The Air Pollution Control Officer shall approve, disapprove, or conditionally approve the Asbestos Dust Mitigation Plan within 30 days of plan submittal.

Rule 223-2 requires that visible emissions shall not exceed the shade designated as No. 0 on the Ringelmann Chart, or 0% opacity as determined in accordance with U.S. EPA Method 9, at 25 feet from the point-of-origin and at the project area boundary. Visible emissions shall not exceed the shade designated as No. 1 on the Ringelmann Chart, or 20% opacity as determined in accordance with U.S. EPA Method 9 at the point-of-origin. The construction contractor shall retain a copy of an approved Asbestos Dust Mitigation Plan at the project site. The approved Asbestos Dust Mitigation Plan shall remain valid until the termination of all dust generating activities.

**Finding:** The County finds that Mitigation Measures AIR-3 through AIR-5, as fully described in the Mitigation Monitoring Plan in Attachment B of the Final SEIR, would reduce Impact AIR-4a to less than significant and shall be implemented as a required element of the Project.

**Impact AIR-4b:** Blasting emitting an indeterminable amount of fugitive dust into the atmosphere during construction as well as smoke from the blasting charges.

**Mitigation Measure AIR-2:** Notify local residents of blasting operations and comply with all applicable local, state, and general safety and air quality regulations.

**Finding:** The County finds that Mitigation Measure AIR-2 as fully described in the Mitigation Monitoring Plan in Attachment B of the Final SEIR, would reduce Impact AIR-4b to less than significant and shall be implemented as a required element of the Project.

**Impact GHG-1:** Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment.

**Mitigation Measure:** See Mitigation Measure AIR-1.

**Finding:** The County finds that Mitigation Measure AIR-1, as fully described in the Mitigation Monitoring Plan in Attachment B of the Final SEIR, would reduce Impact GHG-1 to less than significant and shall be implemented as a required element of the Project.

### **Biological Resources**

**Impact BIO-1a:** Result in diminished habitat for plants and wildlife.

**Mitigation Measure BIO-1:** Prepare and implement a detailed biological mitigation plan (see Mitigation Measures BIO-2 thru BIO-8).

**Finding:** The County finds that Mitigation Measure BIO-1, along with measures BIO-2 through BIO-8, as fully described in the Mitigation Monitoring Plan in Attachment B of the Final SEIR, would reduce Impact BIO-1a to less than significant and shall be implemented as a required element of the Project.

**Impact BIO-1g:** Loss of possible foraging habitat for Swainson's hawks

**Mitigation Measure BIO-2:** Construction activities shall be initiated outside of the Swainson's hawk breeding season (which begins in late February until August) to avoid disturbing active nests to the extent feasible. If construction must begin during the breeding season, the County/contractor shall retain a Qualified Biologist to conduct a preconstruction survey in accordance with current CDFG guidelines. The survey shall be conducted before grading activities and no more than 30 days before the beginning of construction. If no nests are found, no further mitigation is required.

If active nests are found, no construction activities shall take place within 0.25 mile of the nest until the young have fledged or authorization has been obtained from a Qualified Biologist with concurrence from CDFG. Weekly monitoring reports summarizing nest activities shall be submitted to the County and CDFG until the young have fledged and the nest is determined to be inactive. Trees found to contain active nests that must be removed as a result of project implementation shall be removed during the non-breeding season (late Sept. to late February).

**Finding:** The County finds that Mitigation Measure BIO-2, as fully described in the Mitigation Monitoring Plan in Attachment B of the Final SEIR, would reduce Impact BIO-1g to less than significant and shall be implemented as a required element of the Project.

**Impact BIO-1h:** Loss of possible foraging habitat for burrowing owls

**Mitigation Measure BIO-3:** Prior to grading a Qualified Biologist shall conduct preconstruction surveys (in accordance with current CDFG guidelines) of the project area and in a 250-foot wide buffer zone around the project site (excluding paved areas) to locate active burrowing owl burrows. If no burrowing owls are detected, a letter report documenting survey methods and findings will be submitted to the County and no further mitigation is required.

If active burrowing owl burrows are detected, the County shall require the following mitigation:

- Occupied burrows will not be disturbed during the nesting season (2/1 – 8/31). This shall be accomplished by establishing a 250-foot buffer around the occupied burrows. The size of the buffer may be reduced if a Qualified Biologist and CDFG determine that the reduction of the buffer would not have an adverse effect on the owls.
- If destruction of an occupied burrow is unavoidable during the nonbreeding season (9/1-1/31), passive relocation techniques approved by CDFG, such as installing on-way doors at the burrow entrance, will be used instead of trapping the owls. At least 1 week will be necessary to accomplish the passive relocation and allow the owls to acclimate to alternative burrows. After the owls have been confirmed to be absent from the burrows, the burrow entrances should be collapsed to prevent owls from re-entering the burrows.

**Finding:** The County finds that Mitigation Measure BIO-3, as fully described in the Mitigation Monitoring Plan in Attachment B of the Final SEIR, would reduce Impact BIO-1h to less than significant and shall be implemented as a required element of the Project.

**Impact BIO-1i:** Result in no loss of possible habitat for the tri-colored blackbird

**Mitigation Measure BIO-4:** Conduct a preconstruction nesting bird survey for MBTA-regulated species 30 days prior to construction activities would be necessary. If an active nest is found, subsequent surveys will be necessary to determine when the nest is no longer active. If no active nests are found, no further mitigation is expected to be required.

**Finding:** The County finds that Mitigation Measure BIO-4, as fully described in the Mitigation Monitoring Plan in Attachment B of the Final SEIR, would reduce Impact BIO-1i to less than significant and shall be implemented as a required element of the Project.

**Impact BIO-1j:** Loss of possible habitat for the red-legged frog

**Mitigation Measure BIO-5:** Retain a Qualified Biologist to conduct a habitat assessment per USFWS protocols in areas with potentially suitable habitat that will be affected.

Should no suitable CRLF habitat occur on or adjacent to the site following the habitat assessment, then no further mitigation shall be required. If CRLF habitat is determined to be present, then a presence/absence survey shall be conducted. If CRLF are not observed during the survey, then no further mitigation is expected to be necessary. If CRLF are observed, the following shall be required: obtain a no jeopardy biological opinion from the USFWS in conjunction with the Clean Water Act Permit (see BIO-11). All the terms and conditions of the BO from the USFWS shall be implemented. While at the discretion of the USFWS, the terms and conditions of the Biological will include measures to avoid and/or minimize incidental take of the species and conservation measures to ensure habitat protection.

**Finding:** The County finds that Mitigation Measure BIO-5, as fully described in the Mitigation Monitoring Plan in Attachment B of the Final SEIR, would reduce Impact BIO-1j to less than significant and shall be implemented as a required element of the Project.

**Impact BIO-1k:** Result in no loss of elderberry shrubs and, therefore, no impacts to valley elderberry longhorn beetle (VELB)

**Mitigation Measure BIO-6:** Implement elderberry mitigation per USFWS guidelines. Specifically, to minimize impacts on VELB habitat, the following measures shall be implemented consistent with USFWS's Compensation Guidelines for verified VELB habitat and prior to commencement of construction.

- A qualified biologist will identify and mark all elderberry shrubs in the study area containing stems 1.0 inch or greater. Orange construction barrier fencing will be installed at least 20 feet from the dripline of all elderberry shrubs or per USFWS that will be avoided to identify and protect the shrubs. No construction activities will be allowed within the fenced area without consent of the USFWS.
- Signs will be posted on the environmentally sensitive area fencing and maintained for the duration of construction. The signs will state, "This area is habitat of the valley elderberry longhorn beetle, a threatened species, and must not be disturbed. This species is protected by the Endangered Species Act of 1973, as amended."
- Obtain a biological opinion from the USFWS under Section 7 and in conjunction with the Clean Water Act Permit.
- Coordination with the USFWS shall be required through preparation of the BO and VELB mitigation plan to determine that one or more of the following measures will be implemented to fully mitigate for impacts to VELB:
  - A. Transplant elderberry shrubs to a conservation area in accordance with USFWS current Conservation Guidelines for Valley Elderberry Longhorn Beetle;
  - B. Replace shrubs at a ratio from 1:1 through 8:1, depending on the diameter of the stem at ground level, whether the shrub is located in riparian or upland habitat, and if the shrub has evidence of exit holes;

- C. Plant elderberry shrubs, and five seedlings and five associated native plants, in an area of at least 1,800 square feet per transplant;
  - D. Perform maintenance, implement remedial measures, and submit reports, following the requirements in the USFWS guidelines (1999); or
  - E. To compensate for loss of habitat for VELB, the County/applicant may either acquire and manage in perpetuity a local mitigation site that is approved by USFWS for the sole purpose of compensating project impacts on VELB; or participate in a local USFWS-approved mitigation bank.
- The VELB mitigation plan shall be completed and submitted to the County and USFWS prior to grading or ground-disturbing activity within 100 feet of VELB habitat or potential habitat.

**Finding:** The County finds that Mitigation Measure BIO-6, as fully described in the Mitigation Monitoring Plan in Attachment B of the Final SEIR, would reduce Impact BIO-1k to less than significant and shall be implemented as a required element of the Project.

**Impact BIO-11:** Elimination of foraging habitat for several special-status raptors.

**Mitigation Measure BIO-7:** To avoid removal of active nests, vegetation removal and trimming should be conducted during the non-breeding season (August 16–January 31). If this is not possible, the following measure will be implemented:

If construction activities are anticipated to occur mainly during the nesting season for migratory birds and raptors (generally February through August), the County/applicant will retain a qualified biologist to conduct preconstruction surveys for nesting birds for all construction activities that occur within or near suitable breeding habitat. The surveys will be conducted no more than 30 days prior to the start of construction activities and will cover all affected areas, including construction areas and staging areas where ground disturbance or vegetation clearing is required. If no active nests are detected, no additional mitigation measures are required.

If surveys indicate that migratory bird or raptor nests occur in areas where construction activities will take place, a no-disturbance buffer will be established around the nest site to avoid disturbance or destruction of the nest site until after the breeding season or until a wildlife biologist determines that the young have fledged. Generally, the buffer zones are 50–100 feet for nesting passerine birds and 300 feet for nesting raptors other than Swainson's hawks. However, the extent of these buffers will be determined through coordination with CDFG and will depend on the level of noise or construction disturbance, line of sight between the nest and the disturbance, ambient levels of noise and other disturbances, and other topographical or artificial barriers. These factors will be analyzed to make an appropriate decision on buffer distances. Active nests occurring in or near the study area will be monitored during construction by the onsite monitor. If the onsite monitor determines that birds on the nest are stressed (e.g., a bird constantly leaving an active nest or a bird not returning to the nest regularly to feed chicks), construction will be halted, and the County/ DFG contacted to determine a further course of action.

**Finding:** The County finds that Mitigation Measure BIO-7, as fully described in the Mitigation Monitoring Plan in Attachment B of the Final SEIR, would reduce Impact BIO-11 to less than significant and shall be implemented as a required element of the Project.

**Impact BIO-1m:** Although not analyzed in the 1991 EIR, the project may have a potentially significant impact on western pond turtle, as marsh and riparian habitats in the project area provide suitable habitat.

**Mitigation Measure BIO-8:** Retain a Qualified Biologist to conduct, not more than 15 days prior to construction, a preconstruction survey for adult western pond turtle(s), hatchlings and eggs, focusing on perennial marsh habitat areas and uplands within 300 feet of such potential habitat. If adult pond turtles are located in the construction area, the biologist will consult with CDFG about relocating the turtle to a suitable aquatic site outside the construction area. If an active pond turtle nest containing either pond turtle hatchlings or eggs is found, a no-disturbance buffer of 300 feet around the nest site will be established until the hatchlings have moved to a nearby aquatic site or have been relocated.

**Finding:** The County finds that Mitigation Measure BIO-8, as fully described in the Mitigation Monitoring Plan in Attachment B of the Final SEIR, would reduce Impact BIO-1m to less than significant and shall be implemented as a required element of the Project.

**Impact BIO-2:** Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, and regulations or by the California Department of Fish and Game or U.S. Fish and Wildlife Service.

**Impact BIO-2a:** Bypassing and eliminating creek channel habitat for culvert extension and new culverts.

**Mitigation Measure BIO-9:** Implement wetland/waters of the U.S. mitigation as determined by Section 404 permit and agreed upon by the Corps (See BIO-11).

**Finding:** The County finds that Mitigation Measure BIO-9, (and BIO-11) as fully described in the Mitigation Monitoring Plan in Attachment B of the Final SEIR, would reduce Impact BIO-2 and 2a to less than significant and shall be implemented as a required element of the Project.

**Impact BIO-3:** Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means.

**Impact BIO-3a:** Results in possible construction-related impacts to both creeks if debris or soils are sidecast into the channel from adjacent areas.

**Mitigation Measure BIO-10:** Protect riparian habitat and associated wetlands from construction areas according to the standards established in California Fish and Game Code 1600 and Sections 402 and 404 of the Clean Water Act. Comply with wetland/waters of the U.S. mitigation required by Section 404 of the Clean Water Act and Section 1600 of California Fish and Game Code. At a minimum, this will include replacement or restoration of disturbed habitat sufficient to achieve no net loss of function. (See also Mitigation Measures HYD-1, HYD-6 and GEO-2).

**Finding:** The County finds that Mitigation Measure BIO-10, (in conjunction with HYD-1, HYD-6 and GEO-2) as fully described in the Mitigation Monitoring Plan in Attachment B of the Final SEIR, would reduce Impact BIO-3 and 3a to less than significant and shall be implemented as a required element of the Project.

**Impact BIO-3b:** Elimination of wetlands including freshwater marsh habitat dominated by dense sedge (Ridge Design would eliminate 1.6 ac including 1.1 ac of freshwater marsh and 0.5 ac of habitat dominated by dense sedge)

**Mitigation Measure BIO-11:** The County shall require avoidance of wetlands to the extent practicable. Prior to any construction activities that could directly or indirectly impact jurisdictional wetlands within the project area, the contractor and/or County shall obtain a Section 404 permit from the Army Corps of Engineers (Corps), as needed, and mitigate for

the effects at a minimum 1:1 ratio to ensure “no-net-loss” through either wetland creation and/or restoration as agreed upon with the Corps.

The County shall be provided with evidence of fulfillment of this measure, including but not limited to proof of purchase of credits in a mitigation bank, or with a Habitat Mitigation and Monitoring Plan for creation of wetlands coupled with proof that the mitigation site will be preserved in perpetuity.

**Finding:** The County finds that Mitigation Measure BIO-11 as fully described in the Mitigation Monitoring Plan in Attachment B of the Final SEIR, would reduce Impact BIO-3b to less than significant and shall be implemented as a required element of the Project.

**Impact BIO-3c:** Loss of marsh habitat, thereby eliminating sources of water for wildlife.

**Mitigation Measure:** Please see Mitigation measure BIO-11.

**Finding:** The County finds that Mitigation Measure BIO-11 as fully described in the Mitigation Monitoring Plan in Attachment B of the Final SEIR, would reduce Impact BIO-3c to less than significant and shall be implemented as a required element of the Project.

**Impact BIO-5:** Would the project conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?

**Impact BIO-5a:** Elimination of blue oaks (Ridge Design would eliminate 59 blue oaks [51 with dbh exceeding 12 inches and 8 with a dbh range of 6-12 inches].

**Mitigation Measure BIO-12:** A certified arborist shall conduct an oak woodland canopy survey in accordance with requirements of the OWMP, which include: An Oak Woodland Canopy Report shall be prepared and submitted to the County for review and approval. The report shall contain survey methodology and results and the survey results will be used to quantify impacts and mitigation requirements (i.e., percentage of canopy that would be removed, retained, and replaced) prior to tree removal.

If possible, the retention standards stipulated in the OWMP (see Table 4.4-3) shall be adhered to. If retention requirements cannot be met, then mitigation for the total area of oak woodland canopy impacted shall occur in accordance with either Option A (On-Site Mitigation, Replanting and Replacement), Option B (Conservation Fund In-Lieu Fee), or a combination of these.

**Finding:** The County finds that Mitigation Measure BIO-12 as fully described in the Mitigation Monitoring Plan in Attachment B of the Final SEIR, would reduce Impact BIO-5 and 5a to less than significant and shall be implemented as a required element of the Project.

**Impact BIO-5b:** Result in loss or displacement of wildlife species of blue oak woodland.

**Mitigation Measure:** Please see Mitigation Measure BIO-12.

**Finding:** The County finds that Mitigation Measure BIO-12 as fully described in the Mitigation Monitoring Plan in Attachment B of the Final SEIR, would reduce Impact BIO-5b to less than significant and shall be implemented as a required element of the Project.

**Impact BIO-5c:** Result in elimination of interior live oak trees and riparian shrubs.

**Mitigation Measure:** Please see Mitigation Measures BIO-10 and BIO-12.

**Finding:** The County finds that Mitigation Measures BIO-10 and BIO-12 as fully described in the Mitigation Monitoring Plan (Attachment B of the Final SEIR), would reduce Impact BIO-5c to less than significant and shall be implemented as a required element of the Project.

**Impact BIO-5d:** Loss of interior live oak woodland habitat and subsequent elimination or displacement of wildlife species associated with this habitat.

**Mitigation Measure:** Please see Mitigation Measure BIO-12.

**Finding:** The County finds that Mitigation Measure BIO-12 as fully described in the Mitigation Monitoring Plan in Attachment B of the Final SEIR, would reduce Impact BIO-5d to less than significant and shall be implemented as a required element of the Project.

### **Cultural Resources**

**Impact CULT-1:** Cause a substantial adverse change in the significance of a historical resource as defined in § 15064.5.

**Impact CULT-1a:** Result in possible adverse impacts to unknown sites.

**Mitigation Measure CULT-1:** Before initiation of construction or ground-disturbing activities associated with the project, the project applicant(s) for all project phases shall require all construction personnel to attend a training session so they are alerted to the possibility of buried cultural resources within the project site. The general contractor and its supervisory staff shall be responsible for monitoring the construction project for disturbance of cultural resources. Should any cultural resources, such as structural features, unusual amounts of bone or shell, artifacts, human remains, or architectural remains be encountered during any development activities, work shall be suspended and the County shall be notified immediately. The project applicant(s) shall retain a County-approved qualified archaeologist who shall conduct a field investigation of the specific site and recommend mitigation deemed necessary for the protection or recovery of any cultural resource concluded by the archaeologist to represent historical resources or unique archaeological resources. The County shall be responsible for approval of recommended mitigation if it is determined by the County to be feasible in light of approved land uses. Work shall be suspended only in the immediate vicinity of the find and not across the entire project. Therefore, work may continue in other parts of the project area while evaluation and any mitigation are conducted at the location of the find.

In accordance with the California Health and Safety Code, if human remains are uncovered during construction at the project site, work within 50 feet of the remains shall be suspended immediately, and the County and the County Coroner shall be notified immediately. If the remains are determined by the County Coroner to be Native American, the NAHC shall be notified within 24 hours of that determination (Health and Safety Code Section 7050[c]), and the guidelines of the NAHC shall be adhered to in the treatment and disposition of the remains. The NAHC will then assign a Most Likely Descendant (MLD) to serve as the main point of Native American contact and consultation. Following the coroner's findings, the MLD and the archaeologist shall determine the ultimate treatment and disposition of the remains and take appropriate steps to ensure that additional human interments are not disturbed. The project applicant(s) shall be required to implement any feasible, timely-formulated mitigation deemed necessary for the protection of the burial remains. Construction work in the vicinity of the burials shall not resume until the mitigation is completed. This measure shall be included in all grading and improvement plans for all project phases.

**Finding:** The County finds that Mitigation Measure CULT-1 as fully described in the Mitigation Monitoring Plan in Attachment B of the Final SEIR, would reduce Impact CULT-1 and CULT-1a to less than significant and shall be implemented as a required element of the Project.

**Impact CULT-1c:** Result in disturbance to portions of CA-ELD-585-H including the adits, and possibly the stamp mill, Cabin and terraces, which lie near the edge of the proposed right-of-way.

**Mitigation Measure CULT-2:** Preserve CA-ELD-585-H or require additional work.

**Mitigation Measure CULT-3:** Prior to any ground disturbing activity within the vicinity of CA-ELD-585-H, place temporary construction fencing around the stamp mill/terrace and cabin features supervised by a qualified archaeologist.

**Finding:** The County finds that Mitigation Measures CULT-2 and CULT-3 as fully described in the Mitigation Monitoring Plan in Attachment B of the Final SEIR, would reduce Impact CULT-1c to less than significant and shall be implemented as a required element of the Project.

**Impact CULT-1e:** Result in possible adverse effects on the State Historical Landmark monument designating the site of the Mormon Tavern.

**Mitigation Measure CULT-4:** If impacted by construction, relocate the State Historical Landmark Monument. Approval must be sought from the State Office of Historic Preservation and the monument moved prior to construction in the vicinity.

**Finding:** The County finds that Mitigation Measure CULT-4 as fully described in the Mitigation Monitoring Plan in Attachment B of the Final SEIR, would reduce Impact CULT-1e to less than significant and shall be implemented as a required element of the Project.

**Impact CULT-1f:** In addition to the impacts identified in the 1991 EIR, the updated Cultural Resource Study prepared for the proposed project found additional cultural resources in the area. These resources and potential impacts are identified in Table 5.

**Mitigation Measure CULT-5:** Prior to any ground disturbance within the vicinity of the Tong cemetery, remote sensing such as ground-penetrating radar and/or mechanized test excavations supervised by a qualified archaeologist shall be undertaken between the cemetery and the freeway. If graves are discovered during or subsequent to the remote sensing, and cannot be avoided by construction, then the archaeologist will coordinate with El Dorado County to disinter, remove, transport and re-inter the remains. In addition, temporary construction fencing shall be placed around the cemetery to protect it from accidental damage prior to construction of the retaining wall and/or utilities. Placement of the temporary fencing and construction of the retaining wall and any above-ground or below-ground utilities shall be monitored by a qualified archaeologist.

**Mitigation Measure CULT-6:** As previous efforts through archival research and surface examination to precisely locate the Hall/Richmond cemetery have failed, physical efforts such as remote sensing and/or mechanized test excavation shall be undertaken prior to any ground disturbing activity between the freeway and the existing Tong Road. A qualified archaeologist shall be consulted to locate the grid for remote sensing, such as ground penetrating radar. If mechanized test excavations are undertaken, a qualified archaeologist shall supervise the excavations. If graves are discovered and cannot be avoided by construction, then the archaeologist will coordinate with El Dorado County to disinter, remove, transport and re-inter the remains. If graves can be avoided, but surface of cemetery must be graded or otherwise adversely affected, then cemetery and/or graves shall be marked to avoid future disturbance.

**Finding:** The County finds that Mitigation Measure CULT-5 and CULT-6 as fully described in the Mitigation Monitoring Plan in Attachment B of the Final SEIR, would reduce Impact CULT-1f to less than significant and shall be implemented as a required element of the Project.

**Impact CULT-4:** Disturb any human remains, including those interred outside of formal cemeteries.

**Impact CULT-4a:** No adverse effects to the Tong Cemetery portion of CA-ELD-585-H, because a retaining wall has been designed to protect this portion of the site.

**Mitigation Measure:** See Mitigation Measure CULT-5

**Finding:** The County finds that Mitigation Measure CULT-5 as fully described in the Mitigation Monitoring Plan in Attachment B of the Final SEIR, would reduce Impact CULT-4 and CULT-4a to less than significant and shall be implemented as a required element of the Project.

**Impact CULT-4b:** Possible disturbance to the Hall/Richmond Cemetery

**Mitigation Measure:** See Mitigation Measure CULT-6

**Finding:** The County finds that Mitigation Measure CULT-6 as fully described in the Mitigation Monitoring Plan in Attachment B of the Final SEIR, would reduce Impact CULT-4b to less than significant and shall be implemented as a required element of the Project.

### **Geology and Soils**

**Impact GEO-2:** Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving strong seismic ground shaking.

**Mitigation Measure GEO-1:** A project specific geotechnical report shall be prepared. All recommendations included in the geotechnical report shall be implemented, including recommended materials specifications.

**Finding:** The County finds that Mitigation Measure GEO-1 as fully described in the Mitigation Monitoring Plan in Attachment B of the Final SEIR, would reduce Impact GEO-2 to less than significant and shall be implemented as a required element of the Project.

**Impact GEO-5c:** Result in temporary degradation of streams.

**Mitigation Measure GEO-2:** Develop and implement a project-wide erosion control program.

**Finding:** The County finds that Mitigation Measure GEO-2 as fully described in the Mitigation Monitoring Plan in Attachment B of the Final SEIR, would reduce Impact GEO-5c to less than significant and shall be implemented as a required element of the Project.

**Impact GEO-5d:** Temporary degradation of springs/seepage areas.

**Mitigation Measure GEO-3:** Conditions listed within the 404 permit shall be applied to springs and seepage areas.

**Finding:** The County finds that Mitigation Measure GEO-3 as fully described in the Mitigation Monitoring Plan in Attachment B of the Final SEIR, would reduce Impact GEO-5d to less than significant and shall be implemented as a required element of the Project.

**Impact GEO-6a:** Substantially alter the natural landscape.

**Mitigation Measure:** Please see Mitigation Measure GEO-1

**Finding:** The County finds that Mitigation Measure GEO-1 as fully described in the Mitigation Monitoring Plan in Attachment B of the Final SEIR, would reduce Impact GEO-6a to less than significant and shall be implemented as a required element of the Project.

**Impact GEO-6c:** Man-caused slope instability.

**Mitigation Measure:** Please see Mitigation Measure GEO-1

**Finding:** The County finds that Mitigation Measure GEO-1 as fully described in the Mitigation Monitoring Plan in Attachment B of the Final SEIR, would reduce Impact GEO-6c to less than significant and shall be implemented as a required element of the Project.

**Impact GEO-6d:** Blasting effects for construction.

**Mitigation Measure GEO-4:** The proposed project shall comply with all applicable local, state, and federal safety regulations regarding blasting activities.

**Finding:** The County finds that Mitigation Measure GEO-4 as fully described in the Mitigation Monitoring Plan in Attachment B of the Final SEIR, would reduce Impact GEO-6d to less than significant and shall be implemented as a required element of the Project.

**Impact HAZ-1:** Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials.

**Mitigation Measure HAZ-1:** All recommended measures listed in the 2007 Initial Site Assessment shall be implemented.

**Mitigation Measure HAZ-2:** An NOA monitoring plan will be required prior to grading and will be prepared by the project applicant. This plan shall include:

- A geologist trained in the recognition of NOA should be intermittently present during grading operations.
- The geologist shall observe site conditions and implement special grading conditions when NOA is present.
- BMPs for fugitive dust control shall be practiced during all grading operations consistent with El Dorado County AQMD regulations.

**Mitigation Measure HAZ-3:** If NOA is present at the project site, the El Dorado Air Quality Management District NOA regulations for Road Construction and Maintenance shall be followed.

**Finding:** The County finds that Mitigation Measure HAZ-1, HAZ-2 and HAZ-3 as fully described in the Mitigation Monitoring Plan in Attachment B of the Final SEIR, would reduce Impact HAZ-1 to less than significant and shall be implemented as a required element of the Project.

**Impact HAZ-2:** Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment.

**Mitigation Measure HAZ-4:** A Spill Prevention and Containment Plan (SPCP) shall be prepared by the County/applicant prior to the commencement of any construction and grading activities. The SPCP shall identify any and all hazardous materials that will be used or stored on site, and will also identify any hazardous wastes that might be generated by the proposed project. The SPCP shall detail proper measures to handle and/or transport hazardous materials. The plan shall also present procedures to contain or initiate cleanup of any spills. The phone number of the appropriate government agency shall be contained on the plan in the event of any release of hazardous substances.

**Mitigation Measure HAZ-5:** For any previously unknown hazardous waste/material encountered during construction, Caltrans Construction Hazardous Waste Contingency Plan shall be followed (Appendix E).

**Finding:** The County finds that Mitigation Measure HAZ-4 and HAZ-5 as fully described in the Mitigation Monitoring Plan, Attachment B of the Final SEIR, would reduce Impact HAZ-2 to less than significant and shall be implemented as a required element of the Project.

**Impact HAZ-4:** Be located on a site, which is included on a list of hazardous materials sites and, as a result, create a significant hazard to the public or the environment.

**Mitigation Measure:** Please see Mitigation Measure HAZ-1

**Finding:** The County finds that Mitigation Measure HAZ-1 as fully described in the Mitigation Monitoring Plan in Attachment B of the Final SEIR, would reduce Impact HAZ-4 to less than significant and shall be implemented as a required element of the Project.

### **Hydrology and Water Quality**

**Impact HYD-1:** Violate any water quality standards or waste discharge requirements.

**Impact HYD-1a:** Increased turbidity and sediment loading from construction and grading activities.

**Impact HYD-1b:** Increased runoff containing sediment, oil, grease, and other pollutants from paved areas.

**Mitigation Measure HYD-1:** Prior to the approval of grading permits and improvement plans, the project applicant shall prepare a SWPPP consistent with the existing statewide NPDES storm water permit for general construction activity. The project applicant shall also prepare and submit the appropriate NOIs and any other necessary engineering plans and specifications for pollution prevention and control to the County and the RWQCB. The SWPPP and other appropriate plans shall identify and specify:

- The use of erosion and sediment-control BMPs, including construction techniques, that shall reduce the potential for runoff as well as other measures to be implemented during construction;
- The implementation of approved local plans, nonstormwater-management controls, permanent post construction BMPs, and inspection and maintenance responsibilities;
- The pollutants that are likely to be used during construction that could be present in stormwater drainage and nonstormwater discharges, including fuels, lubricants, and other types of materials used for equipment operation;
- Spill prevention and contingency measures, including measures to prevent or clean up spills of hazardous waste and of hazardous materials used for equipment operation, and emergency procedures for responding to spills;
- Personnel training requirements and procedures that shall be used to ensure that workers are aware of permit requirements and proper installation methods for BMPs specified in the SWPPP; and
- The appropriate personnel responsible for supervisory duties related to implementation of the SWPPP.
- BMPs identified in the SWPPP shall be in place throughout all site work and construction/demolition activities and shall be used in all subsequent site development activities. BMPs may include but not be limited to the following:
  - Implementing temporary erosion-control measures in disturbed areas to minimize discharge of sediment into nearby drainage conveyances. These measures may include silt fences, staked straw bales or wattles, sediment/silt basins and traps, geofabric, sandbag dikes, and temporary vegetation.
  - Establishing permanent vegetative cover to reduce erosion in areas disturbed by construction by slowing runoff velocities, trapping sediment, and enhancing filtration and transpiration.
  - Using drainage swales, ditches, and earth dikes to control erosion and runoff by conveying surface runoff down sloping land, intercepting and diverting runoff to a watercourse or channel, preventing sheet flow over sloped surfaces, preventing runoff accumulation at the base of a grade, and avoiding flood damage along roadways and facility infrastructure.
- All construction contractors shall retain a copy of the approved SWPPP on the construction site.

**Finding:** The County finds that Mitigation Measure HYD-1 as fully described in the Mitigation Monitoring Plan in Attachment B of the Final SEIR, would reduce Impact HYD-1, HYD-1a and HYD-1b to less than significant and shall be implemented as a required element of the Project.

**Impact HYD-4b:** Installation of numerous culverts to convey onsite drainage and streamflows over the site and ease possible flooding problems.

**Mitigation Measure HYD-2:** Size culverts in accordance with El Dorado County and Caltrans requirements.

**Finding:** The County finds that Mitigation Measure HYD-2 as fully described in the Mitigation Monitoring Plan in Attachment B of the Final SEIR, would reduce Impact HYD-4b to less than significant and shall be implemented as a required element of the Project.

**Impact HYD-4c:** Increased flow velocities as water travels through the culverts.

**Mitigation Measure HYD-3:** Install erosion control measures at outlets and implement El Dorado County Resource Conservation District (RCD) requirements.

**Finding:** The County finds that Mitigation Measure HYD-3 as fully described in the Mitigation Monitoring Plan in Attachment B of the Final SEIR, would reduce Impact HYD-4c to less than significant and shall be implemented as a required element of the Project.

**Impact HYD-4d:** Possible alteration or covering of naturally occurring seeps.

**Mitigation Measure HYD-4:** Provide adequate subgrade drains as determined necessary by a geotechnical engineer.

**Finding:** The County finds that Mitigation Measure HYD-4 as fully described in the Mitigation Monitoring Plan in Attachment B of the Final SEIR, would reduce Impact HYD-4d to less than significant and shall be implemented as a required element of the Project.

**Impact HYD-4e:** Possible alteration of the flow of water from Carson Creek spring (Ridge Design has higher possibility because of greater activity in the spring area).

**Mitigation Measure HYD-5:** Require review of the design plans by a geotechnical engineer. Minimize activity in the spring area. Implement a water quality monitoring program.

**Mitigation Measure HYD-6:** Before commencement of construction activities, a detailed hydrology plan shall be prepared by a qualified engineer retained by the project applicant. Drafts of these plans shall be submitted to the County for review and approval. This plan shall finalize the water quality improvements and further detail the structural and nonstructural BMPs proposed for the project. The plans shall include the following:

- A quantitative analysis of proposed conditions incorporating the proposed drainage design features;
- Pre-development and post-development calculations demonstrating that the proposed water quality BMPs meet or exceed requirements established by the RWQCB.

**Finding:** The County finds that Mitigation Measures HYD-5 and HYD-6 as fully described in the Mitigation Monitoring Plan in Attachment B of the Final SEIR, would reduce Impact HYD-4e to less than significant and shall be implemented as a required element of the Project.

**Impact HYD-5:** Create or contribute runoff water, which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff.

**Mitigation Measure:** Please see Mitigation Measure HYD-6

**Finding:** The County finds that Mitigation Measure HYD-6 as fully described in the Mitigation Monitoring Plan in Attachment B of the Final SEIR, would reduce Impact HYD-5 to less than significant and shall be implemented as a required element of the Project.

**Impact HYD-10:** Cause inundation by seiche, tsunami, or mudflow.

**Mitigation Measure:** Please see Mitigation Measure GEO-1

**Finding:** The County finds that Mitigation Measure GEO-1 as fully described in the Mitigation Monitoring Plan in Attachment B of the Final SEIR, would reduce Impact HYD-10 to less than significant and shall be implemented as a required element of the Project.

### **Land Use and Planning**

**Impact LU-1:** Physically divide an established community.

**Impact LU-1a:** Closure of Tong Road, which is the local access road to reach the private properties north of U.S. 50.

**Mitigation Measure LU-1:** Construct the alternative access road, provide driveways to the residential structures, and ensure that continuous access is provided during construction.

**Finding:** The County finds that Mitigation Measure LU-1 as fully described in the Mitigation Monitoring Plan in Attachment B of the Final SEIR, would reduce Impact LU-1 and LU-1a to less than significant and shall be implemented as a required element of the Project.

**Impact LU-2b:** Acquisition of private property.

**Impact LU-2d:** Possible land use conflicts with future planned land uses, although the timing of the Interchange construction is estimated to be approx. 10 years from now, when the approved El Dorado Hills Specific Plan area would be at least partially developed. – Land use conflicts with future planned land uses will no longer be a significant impact under the revised design. The County General Plan anticipates construction of an Interchange at the project's proposed location. Existing General Plan land use designations of Commercial, Medium and Low Density Residential, and Industrial uses are compatible with the new Interchange project. The proposed project will not conflict with any applicable habitat conservation plan or natural community conservation plan. Landscaping of the project site will still be required to beautify the Interchange and prevent soil erosion.

**Mitigation Measure LU-2:** Provide "just compensation" to the property owners.

In addition, mitigation measure VIS-1 is also required.

**Finding:** The County finds that Mitigation Measure LU-2 (and VIS-1) as fully described in the Mitigation Monitoring Plan in Attachment B of the Final SEIR, would reduce Impact LU-2b and 2d to less than significant and shall be implemented as a required element of the Project.

### **Transportation and Traffic**

**Impact TRAF-1:** Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit.

**Impact TRAF-1a:** Result in substantial construction impact.

**Mitigation Measure TRAF-1:** A traffic control and safety plan shall be prepared before construction begins, and shall comply with all County and Caltrans standards.

**Finding:** The County finds that Mitigation Measure TRAF-1 as fully described in the Mitigation Monitoring Plan in Attachment B of the Final SEIR, would reduce Impact TRAF-1

and TRAF-1a to less than significant and shall be implemented as a required element of the Project.

**Impact TRAF-2p:** Result in LOS F during the p.m. peak hour at the Valley View Parkway/White Rock Road intersection under 2020 with-project conditions,

**Mitigation Measure TRAF-2:** In 2020 for the Valley View Parkway/White Rock Road intersection: provide dual left turn lanes on the westbound approach. These improvements are identified in the County CIP. TIM fees are collected by the County to construct these improvements as part of this County CIP.

**Finding:** The County finds that Mitigation Measure TRAF-2 as fully described in the Mitigation Monitoring Plan in Attachment B of the Final SEIR, would reduce Impact TRAF-2p to less than significant and shall be implemented as a required element of the Project.

**Impact TRAF-2q:** Result in LOS F during the p.m. peak hour at the Valley View Parkway/White Rock Road intersection under 2030 with-project conditions,

**Mitigation Measure TRAF-3:** In 2030 for the Valley View Parkway/White Rock Road intersection: widen the northbound approach to provide a left turn, a shared left-through, and a dedicated right turn lane as well as provide dual left turn lanes on the westbound approach and a dedicated right turn on the eastbound approach. These improvements are identified in the County CIP. TIM fees are collected by the County to construct these improvements as part of this County CIP project.

**Finding:** The County finds that Mitigation Measure TRAF-3 as fully described in the Mitigation Monitoring Plan in Attachment B of the Final SEIR, would reduce Impact TRAF-2q to less than significant and shall be implemented as a required element of the Project.

**Impact TRAF-2r:** Result in LOS F at both the a.m. and p.m. peak hours at the Latrobe Road/White Rock Road intersection under 2030 with-project conditions.

**Mitigation Measure TRAF-4:** In 2030, for the Latrobe Road/White Rock Road intersection: provide a northbound right and left-turn lane and a dedicated eastbound right-turn lane. These improvements are identified in the County CIP and 2010-2030 RTP. TIM fees are collected by the County to construct these improvements as part of this County CIP project and are reasonably foreseeable as provided for in the CIP/RTP.

**Finding:** The County finds that Mitigation Measure TRAF-4 as fully described in the Mitigation Monitoring Plan in Attachment B of the Final SEIR, would reduce Impact TRAF-2r to less than significant and shall be implemented as a required element of the Project.

### **Public Services and Energy**

**Impact PS-1:** Result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any public services, including: fire protection, police protection, schools, parks, or other public facilities.

**Impact PS-1a:** Relocation of two 115-kV lines, one 60-kV transmission line, and two distribution lines (under built on the 60-kV transmission line).

**Mitigation Measure PS-1:** Relocation of public utilities will be performed in accordance with State law and regulations and the State's policies concerning utility encroachments.

**Finding:** The County finds that Mitigation Measure PS-1 as fully described in the Mitigation Monitoring Plan in Attachment B of the Final SEIR, would reduce Impact PS-1 and PS-1a to less than significant and shall be implemented as a required element of the Project.

**Impact PS-1b:** Conflict with the planned expansion of PG&E electric and gas facilities.

**Mitigation Measure PS-2:** Provide for electrical and gas line conduits in the Interchange design.

**Finding:** The County finds that Mitigation Measure PS-2 as fully described in the Mitigation Monitoring Plan in Attachment B of the Final SEIR, would reduce Impact PS-1b to less than significant and shall be implemented as a required element of the Project.

**Impact PS-1d:** Relocation of EID Water and Sewer Lines.

**Mitigation Measure PS-3:** Relocate EID Water and Sewer Lines in conflict with proposed Interchange during construction. Also Mitigation measure PS-1.

**Finding:** The County finds that Mitigation Measure PS-3 (along with PS-1) as fully described in the Mitigation Monitoring Plan in Attachment B of the Final SEIR, would reduce Impact PS-1d to less than significant and shall be implemented as a required element of the Project.

#### **4.0 FINDINGS FOR SIGNIFICANT AND UNAVOIDABLE IMPACTS**

The Supplemental EIR identified a number of potentially significant environmental impacts that may be caused in whole or in part by the proposed project. The following significant impacts of the Silva Valley Interchange Project have been determined to be unavoidable even after incorporation of all feasible mitigation measures:

##### **Transportation and Traffic**

**Impact Traf-2m:** LOS F during the p.m. peak hour at the EB slip on-ramp of the Silva Valley Interchange:

Discussion: As set forth in the DSEIR (page 128), based on traffic analysis conducted for the project, the 1991 determination of significant and unavoidable remains valid.

The current project traffic analysis assumes that in 2020, the initial phase of the interchange would be built. This includes an EB loop on-ramp in lieu of the EB diagonal ramp. The 2020 p.m. peak EB loop on-ramp is LOS D. The analysis further assumes that in 2030 the ultimate interchange will be constructed which adds the EB slip on-ramp. The 2030 p.m. peak EB loop on-ramp LOS is D, and the EB slip on-ramp is F. The 2030 EB slip on-ramp level of service F falls below the defined threshold and is considered significant.

The analysis concluded that this anticipated condition is primarily a function of eastbound mainline US 50 congestion impacting the ability for on-ramp traffic to merge into thru traffic. As adding additional capacity to eastbound mainline US 50 is geometrically constrained and economically prohibitive, no feasible alternative was identified to relieve this condition. For this reason the document concludes Impact TRAF -2m to be significant and unavoidable.

**Level of Significance before Mitigation:** Potentially Significant.

**Mitigation Measure:** No feasible mitigation measure was identified

**Level of Significance after Mitigation:** Significant and Unavoidable.

### **Noise**

**Impact NOI-2a:** Possible vibration-induced annoyance to residents or vibration-induced damage to structures on adjacent properties –

**Discussion:** Hard rock blasting will be necessary to construct portions of the project. This blasting will be required to occur at nighttime or early morning hours due to the necessity to close adjacent Silva Valley Parkway and US Highway 50 to traffic. Traffic volumes preclude closing of the roadways during normal daytime construction hours for safety and traffic congestion reasons. No vibration impacts at adjacent structures are anticipated due to distance attenuation; however, blasting will occur during early morning hours while residents are sleeping. Although distance will likely attenuate any vibration or noise impacts caused by blasting, this impact is still considered significant and unavoidable given that no feasible mitigation exists to offset potential impacts.

**Level of Significance before Mitigation:** Potentially Significant.

**Mitigation Measure:** No feasible mitigation is currently available.

**Level of Significance after Mitigation:** Significant and Unavoidable.

### **Impact NOI-4**

**Impact NOI-4a:** Temporary construction-related noise in proximity to existing residential land uses north and south of the project site –

**Discussion:** The updated noise analysis considers the noise effects of the proposed project (including re-alignment of Tong Road) on this use (receptor). In addition, construction will now occur periodically at night when required to avoid safety hazards and traffic congestion. Nighttime construction is expected to occasionally exceed the General Plan threshold of 45 L<sub>eq</sub>. Implementation of Mitigation Measures NOI-1 will be required to mitigate for construction noise to the extent feasible, however, this impact is still considered Significant and Unavoidable

**Level of Significance before Mitigation:** Potentially Significant.

**Mitigation Measure NOI-1:** To reduce construction noise impacts to the maximum extent feasible, the project sponsor shall implement the following measures:

- The project contractors shall equip all construction equipment, fixed or mobile, with properly operating and maintained mufflers consistent with manufacturers' standards;
- The project contractor shall place all stationary construction equipment so that emitted noise is directed away from sensitive receptors nearest the project site;
- For construction of the interchange, the County will prohibit the construction contractor from undertaking construction activities on Sunday, legal holidays, or between the hours of 7 p.m. and 7 a.m. on other days except when the County determines that work must be performed at night to mitigate traffic congestion or safety hazards;
- Detour routes shall conform to Caltrans and County standards; and

- The construction contractor shall locate equipment staging in areas that will create the greatest possible distance between construction-related noise sources and noise-sensitive receptors nearest the project site during all project construction per the County's standards.  
**Level of Significance after Mitigation:** Significant and Unavoidable

## **5.0 FINDINGS CONCERNING CUMULATIVE IMPACTS**

The County finds that all Project-specific impacts, would either be less than significant, would be mitigated to less-than-significant levels with implementation of mitigation measures identified in the SEIR and Mitigation Monitoring Plan, or found to be significant and unavoidable but determined to be acceptable by the statements of overriding consideration found herein. Because other development in the project vicinity would also be required to mitigate potential impacts, the proposed project, in combination with other past, present, or reasonably foreseeable future projects, would not result in significant adverse cumulative impacts.

## **6.0 FINDINGS CONCERNING GROWTH INDUCEMENT**

The County finds that the project will improve circulation in the area and will therefore facilitate development on adjacent properties. However, this project was identified and analyzed in the County's 2004 General Plan. The County finds that the Project and associated improvements have been designed to accommodate existing predicted traffic increases and is consistent with the 2004 General Plan. The County finds that the project Supplemental EIR, and General Plan EIR, adequately evaluated the project's effects on growth in the area. The County further finds that the future growth in the area would be subject to its own CEQA review and appropriate mitigation will be analyzed at that time.

## **7.0 STATEMENT OF OVERRIDING CONSIDERATION**

CEQA requires the decision-making agency to balance, as applicable, the economic, legal, social, technological or other benefits of the project against its unavoidable environmental risks when determining whether to approve the Project. If the specific economic, legal, social, technological or other benefits of the project outweigh the unavoidable adverse environmental effects, those effects may be considered "acceptable" (CEQA Guidelines §15093(a)). CEQA requires the agency to state, in writing, the specific reasons for considering a project acceptable when significant impacts are not avoided or substantially lessened. Those reasons must be based on substantial evidence in the Final SEIR or elsewhere in the administrative record (CEQA Guidelines §15093(b)).

The County of El Dorado hereby finds that the specific economic, legal, social, technological, and other benefits of the proposed Silva Valley Parkway Interchange project will outweigh the unavoidable environmental effects (Identified in Section 4.0 above) of the project for the following overriding consideration:

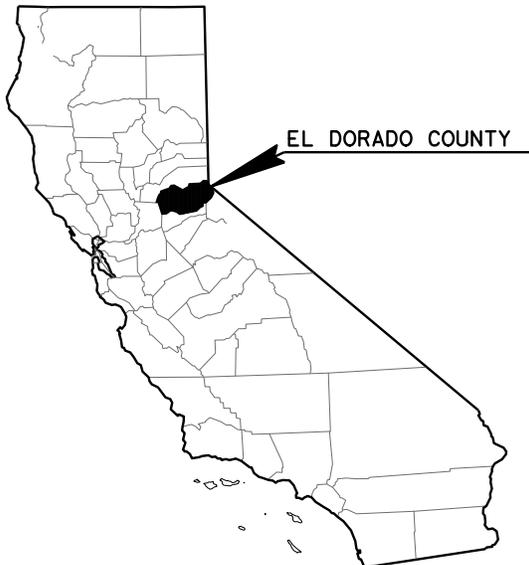
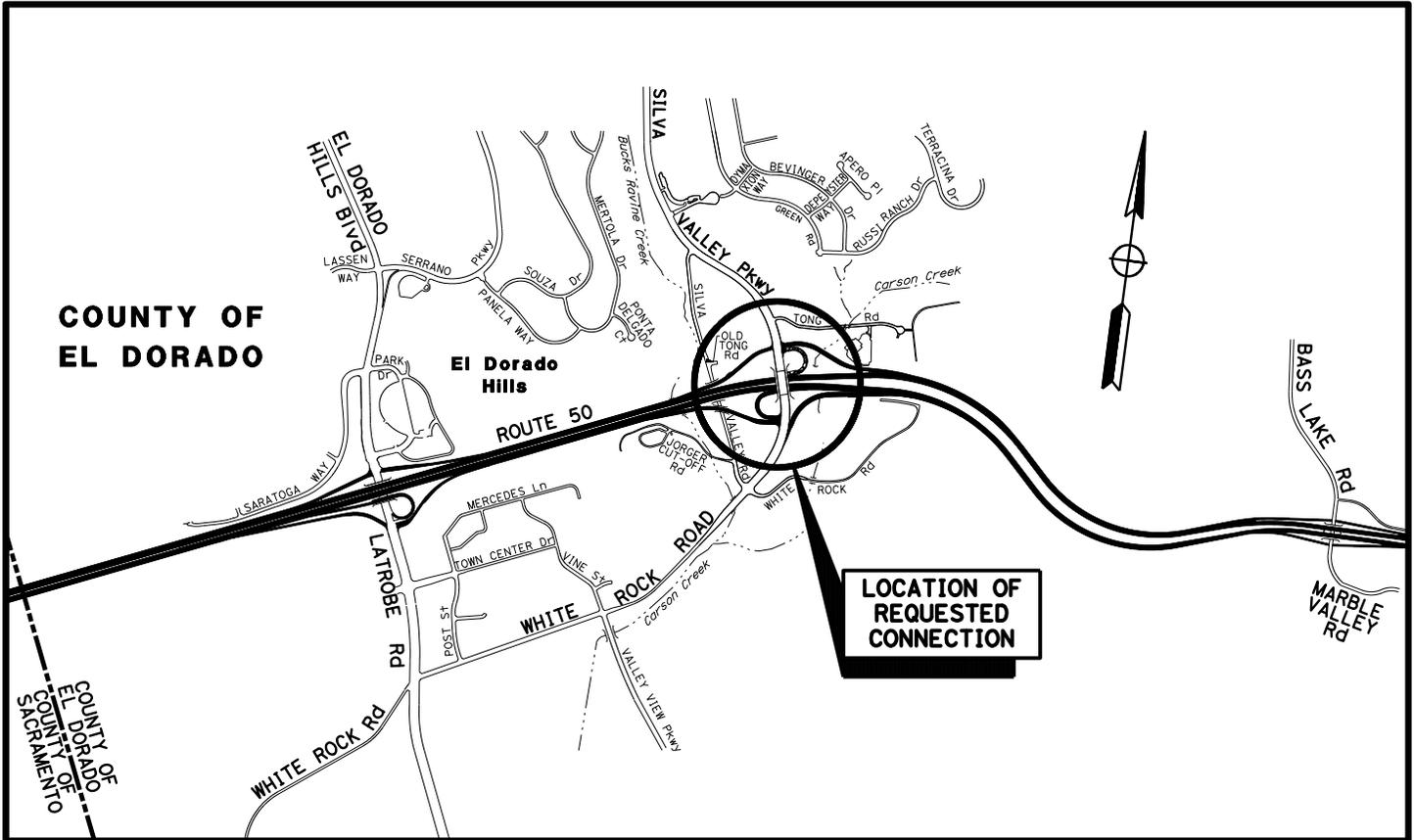
1. The Project will provide transportation facilities to accommodate planned growth as noted in the 2004 County's General Plan as well as the El Dorado Hills Specific Plan

and to accommodate commercial and residential development of the areas surrounding the proposed Interchange.

2. The Project will substantially improve traffic circulation to Silva Valley Parkway, El Dorado Hills Blvd Interchange, Bass Lake Road Interchange, US Highway 50, Serrano Parkway, Latrobe Road, White Rock Road and surrounding roadways as detailed in the traffic analysis prepared with this SEIR.
3. The Project will maintain or improve traffic circulation and levels of service to each of the 19 individual locations analyzed in the project traffic analysis as compared with the "No-Project" alternative.
4. The Project will improve the El Dorado County sustainable transportation system by augmenting the US Highway HOV and ramp metering facilities.
5. The Project will reduce the daily commute travel distance required for a substantial number of area residents and businesses.
6. The Project will implement significant portions of the General Plan Transportation Circulation Element.
7. The Project will implement significant portions of the El Dorado County Bicycle Master Plan.
8. The Project will improve safe pedestrian mobility providing a significant north-south pedestrian facility crossing of US Highway 50.
9. The construction noise related significant and unavoidable impacts will be temporary and confined to only those activities necessary for safety and traffic congestion reasons.

# VICINITY MAP

## U.S. 50 / SILVA VALLEY PARKWAY INTERCHANGE PROJECT



# Memorandum

To: CHAIR AND COMMISSIONERS  
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: March 28-29, 2012

Reference No.: 2.5f.  
Information Item

From: NORMA ORTEGA  
Chief Financial Officer

Prepared by: Steven Keck  
Division Chief  
Budgets

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

## **SUMMARY:**

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

- \$21,570,000 for nine emergency construction projects, pursuant to the authority granted under Resolution G-11 (2.5f.(1)).
- \$604,000 for one safety project, pursuant to the authority granted under Resolution G-03-10(2.5f.(3)).
- \$9,722,000 for 17 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 February 16, 2012, the Department has allocated or sub-allocated the following for Fiscal Year (FY) 2011-12:

- \$74,512,000 for 50 emergency construction projects.
- \$25,878,000 for 10 safety delegated projects.
- \$22,101,000 for 35 SHOPP Minor A projects.

## **BACKGROUND:**

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

This authority is operative whenever such an event:

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

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

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

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

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

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

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

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

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

Attachment

2.5 Highway Financial Matters

Project# Amount County Dist-Co-Rte Postmile	Location Project Description Allocation History	PPNO Program/Year Project ID Adv. Phase EA	Budget Year Item # Fund Type Program Code	Amount by Fund Type
<b>2.5f. Informational Report – Emergency G-11 Allocations (2.5f.(1))</b>				
1 \$1,500,000  Humboldt 01U-Hum-101 136.5	Near Klamath, at 0.6 mile south of the Del Norte County line. Heavy rain in November 2011 triggered a landslide above the roadway at this location. Subsequent rainfall in December 2011 resulted in more slides causing the closure of the southbound lane. Field reviews revealed the slide is approximately 250 feet wide and 300 feet tall with significant amount of unstable material. This project to remove slide debris, buttress and stabilize the slope and hillside, restore surface and subsurface drainage, and place erosion control measures.  Initial G-11 Allocation 01/23/12: \$ 1,500,000 (Additional \$10,000 was allocated for right of way purposes).	01-2353 SHOPP/11-12 0112000198 4 0B8504  Emergency	2010-11 302-0042 SHA 20.20.201.130	\$1,500,000
2 \$1,000,000  Contra Costa 04U-CC-24 5.2	In Lafayette, on eastbound Route 24 near Happy Valley Road. Heavy rain in January 2011 activated a landslide in this area causing the pavement at this location to begin to settle. May and June rain in 2011 caused additional settlement. This project is to perform temporary repairs involving the injection of grout in underground voids and around a separating drainage culvert, grinding asphalt pavement and overlaying the pavement with asphalt concrete. A permanent repair to build retaining walls is currently in the planning stages.  Initial G-11 Allocation 01/13/12: \$ 1,000,000	04-0118A SHOPP/11-12 0400021073 4 2G6504  Emergency	2010-11 302-0042 SHA 20.20.201.130	\$1,000,000
3 \$800,000  Santa Clara 04U-SCI-9 4.85	In Saratoga, at Saratoga Creek Bridge (Bridge 37-0074). On January 20, 2012, a vehicle crashed into the southbound bridge rail damaging the concrete rail and completely dislodging section of the metal rail. This project is to reconstruct the bridge rail, dispose of concrete debris containing asbestos, including measures to prevent debris from entering Saratoga Creek.  Initial G-11 Allocation 02/08/12: \$ 800,000	04-0388R SHOPP/11-12 0412000229 4 4G1704  Emergency	2010-11 302-0042 SHA 20.20.201.130	\$800,000
4 \$590,000  San Mateo 04U-SM-101 17.95	In Millbrae, at the Millbrae Avenue Overcrossing (Bridge 35-0089). On January 21, 2012, north strong wind caused the chain link fence to fall onto Millbrae Avenue. Field Inspection revealed rusted fence posts at the base and spalling concrete with exposed rebar in the railing on both sides of the bridge. This project is to replace the damaged chain link fence and repair the spalled concrete bridge railing.  Initial G-11 Allocation 02/08/12: \$ 590,000	04-0704A SHOPP/11-12 0412000383 4 4G3004  Emergency	2010-11 302-0042 SHA 20.20.201.130	\$590,000
5 \$900,000  Monterey 05U-Mon-1 21.0/21.2	Near Lucia, from 0.5 to 0.7 mile north of Limekiln Creek Bridge. On January 15, 2012, following several high intensity rain storms in a row, a pocket of accumulated rock and soil on the steep cut slope contained behind a wire mesh drapery system slid down the slope and caused the failure of the existing wire mesh system. This project is to reinstall the wire mesh and reinforce it with a cable net overlay to strengthen the overall system and enable it to withstand future rock-fall activity.  Initial G-11 Allocation 02/02/12: \$ 900,000	05-2349 SHOPP/11-12 0512000045 4 1A9604  Emergency	2010-11 302-0042 SHA 20.20.201.130	\$900,000

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
<b>2.5f. Informational Report – Emergency G-11 Allocations (2.5f.(1))</b>				
6 \$15,000,000 Los Angeles 07U-LA-60 7.77	In Montebello, at the Paramount Boulevard Overcrossing (Bridge 53-1910). On December 14, 2011, a double-tanker truck loaded with 8,800 gallons of gasoline burst into flames on eastbound Route 60 directly beneath the Overcrossing. All freeway lanes in both directions were closed. This project is to replace the fire damaged Overcrossing structure. A separate contract (07-3X7004) was allocated \$10,000,000 to demolish and remove the damaged structure.  Initial G-11 Allocation 01/25/12: \$ 15,000,000 (Additional \$1,000,000 was allocated for right of way purposes).	07-4554 SHOPP/11-12 0712000254 4 293904  Emergency	2010-11 302-0890 FTF 20.20.201.130	\$15,000,000
7 \$700,000 Riverside 08U-Riv-Var Var	In Riverside and San Bernardino Counties, on various highways at various locations. Theft of copper wires along the highway system caused the highway electrical systems for lighting, traffic signals, and changeable message signs to stop working. This project is to repair/replace damaged electrical systems, and place anti-theft measures as necessary including hardened armored access boxes, conduit wire locks, and burial of pull boxes.  Initial G-11 Allocation 02/03/12: \$ 700,000	08-0007M SHOPP/11-12 0812000208 4 0R9204  Emergency	2010-11 302-0042 SHA 20.20.201.130	\$700,000
8 \$280,000 San Bernardino 08U-SBd-10 0.0/1.2	In Montclair, from the Los Angeles County line to Central Avenue. On January 17, 2012, a fiery crash involving multiple vehicles damaged the concrete center divider at this location. This project is to remove and replace the damaged concrete barrier and conduct traffic control as necessary.  Initial G-11 Allocation 01/24/12: \$ 280,000	08-0128H SHOPP/11-12 0812000205 4 0R8904  Emergency	2010-11 302-0042 SHA 20.20.201.130	\$280,000
9 \$800,000 San Bernardino 08U-SBd-10 6.20/7.20	In Ontario, on eastbound Route 10 at Cucamonga Wash (Bridge 54-0438R). Two closure pours 4 feet wide by 97 feet long are failing in lanes #1 and #4, including a 1-foot by 3-foot hole in the bridge deck that was temporarily repaired. This project is to remove and replace a small section of the bridge and conduct traffic control as necessary.  Initial G-11 Allocation 02/03/12: \$ 800,000	08-0133M SHOPP/11-12 0812000212 4 0R9304  Emergency	2010-11 302-0042 SHA 20.20.201.130	\$800,000

Project # Amount County Dist-Co-Rte Postmile	Location Project Description Allocation History	PPNO Program/Year Prgm'd Amount Project ID Adv. Phase EA	Budget Year Item # Fund Type Program Codes	Amount by Fund Type
<b>Informational Report – SHOPP Safety-Resolution G-03-10 Delegated Allocations (2.5f.(3))</b>				
1 \$604,000 San Bernardino 08S-SBd-18 75.3/75.7	Near Lucerne Valley, at Custer Avenue. <u>Outcome/Outputs:</u> Construct left-turn lane to reduce the number and severity of collisions.  Allocation date: 01/11/2012	08-0190F SHOPP/11-12 \$862,000 0800000336 4 0K2004	2010-11 302-0042 SHA 302-0890 FTF 20.20.201.010	\$12,000 \$592,000

#	Dist	County	Route	Postmiles	Location/Description	EA	Program Code	Original Est. FM-09-06	Allocation
<b>2.5f. Informational Report – Minor Construction Program – Resolution G-05-05 Delegated Allocations (2.5f.(4))</b>									
1	01	Hum	101	Var.	Replace culverts, retaining wall and downdrains, pave inverts, and install new rock energy dissipators at nine locations.	431704	201.151	\$514,000	\$514,000

## 2.5 Highway Financial Matters

#	Dist	County	Route	Postmiles	Location/Description	EA	Program Code	Original Est. FM-09-06	Allocation
<b>2.5f. Informational Report – Minor Construction Program – Resolution G-05-05 Delegated Allocations (2.5f.(4))</b>									
2	02	Plu	36/89	Var	Install super highway advisory radio and close circuit television at various locations to provide updated traveler information and improve communication.	1E2404	201.315	\$658,000	\$570,000
3	02	Sha	299/44	24.0/24.8	Extend an existing right-turn channel and modify curb ramps at various locations to comply with American With Disabilities Act.	3E6004	201.310	\$850,000	\$1,000,000
4	02	Sis	96	Var.	Replace culverts and place new end treatments and rock slope protection.	3E0704	201.151	\$650,000	\$574,000
5	02	Tri	299	36.6/36.8	Realign and widen roadway, replace culverts, upgrade signs and replace metal beam guardrail.	3E8204	201.310	\$833,000	\$835,000
6	03	Yol	113	0.3/10.3	Upgrade curb ramps and pedestrian facilities at various locations to comply with American With Disabilities Act.	2F6704	201.361	\$800,000	\$430,000
7	04	SM	1	35.9	Install left-turn channelization lane.	3A7204	201.015	\$610,000	\$588,000
8	04	SM	280	9.6/10.5	Remove and replace asphalt concrete pavement.	2G6304	201.121	\$1,000,000	\$995,000
9	07	LA	1	32.6	Install new traffic signal and reconstruct access ramps.	4T4204	201.310	\$420,000	\$284,000
10	07	LA	Var	Var	Construct pedestrian curb ramps at various locations to comply with American With Disabilities Act.	4T4404	201.361	\$550,000	\$393,000
11	07	Ven	118	26.0/26.8	Install metal beam guardrail and upgrade existing asphalt concrete dike.	4T4304	201.015	\$620,000	\$457,000
12	08	Riv	10	135.0/ 144.3	Replace failing septic tank and pumps with new sewage treatment system at 17.5 miles west of Blythe at Wiley's Well Safety Roadside Rest Area.	0L5904	201.250	\$550,000	\$653,000
13	10	Sta	Var.	Var.	Install detectable warning devices and construct concrete sidewalk, driveway, curb ramps and gutter to comply With American with Disabilities Act.	0U4804	201.378	\$363,000	\$360,000
14	11	SD	8	11.2/15.5	Construct and rehabilitate drainage systems in the Cities of La Mesa and El Cajon.	405004	201.151	\$400,000	\$306,000
15	11	SD	Var.	Var.	Construct and reconstruct existing curb ramps and sidewalks and install pavement markings and stripes at 43 Park and Ride locations to comply with American With Disabilities Act.	406004	201.378	\$900,000	\$900,000
16	12	Ora	57	13.4/14.8	Install and upgrade 24 curb ramps and pedestrian facilities to comply with American With Disabilities Act.	0M1604	201.361	\$790,000	\$467,000
17	12	Ora	405	0.3/7.8	Upgrade and install 36 curb ramps, sidewalk and pedestrian push buttons to comply with American With Disabilities Act standards.	0M1404	201.361	\$668,000	\$396,000

# Memorandum

To: CHAIR AND COMMISSIONERS  
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: March 28-29, 2012

Reference No.: 3.1  
Information Item

From: NORMA ORTEGA  
Chief Financial Officer

Prepared by: Rachel Falsetti  
Division Chief  
Transportation Programming

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

## **SUMMARY:**

Since the February 2012 report to the California Transportation Commission (Commission), the California Department of Transportation (Department) has amended 9 new capital projects into the 2010 State Highway Operation and Protection Program (SHOPP), as summarized in the attachment. The Department maintains annual reservations to fund anticipated safety, emergency, and other high priority projects that need to be amended into the 2010 SHOPP. The amendments noted below will be funded from the Major Damage, Permanent Restoration, Safety Improvements Reservation and Hazardous Waste Mitigation Reservation.

2010 SHOPP Summary of New Projects by Category	No.	FY 2011/12 (\$1,000)	FY 2012/13 (\$1,000)	FY 2013/14 (\$1,000)
Emergency Response	7	\$5,185	\$575	
Collision Reduction	1		\$4,000	
Mandates	1		\$430	
Total Amendments	9	\$5,185	\$5005	

## **BACKGROUND:**

In each even numbered year, the Department prepares 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 9 new capital projects amended into the 2010 SHOPP.

The "List of New 2010 SHOPP Capital Project Amendments" provides specific project information.

Attachment

**List of New 2010 SHOPP Capital Project Amendments**

This list provides an overview of projects the Department has amended into the 2010 SHOPP since the February 2012 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.
Emergency Response						
10H-521  2349	5-Mon-1 21.0/21.2  1A960 05 1200 0045	Near Lucia, north of Limekiln Creek Bridge. Reinforce rock-fall wire mesh system.	\$900 (C)	11/12	PA & ED PS & E RW Sup Con Sup <u>Total</u> \$23 \$90 \$0 \$135 \$248	201.130 Assembly: 27 Senate: 15 Congress: 17 1 Location
10H-522  0133M	8-SBd-10 6.2/7.2  0R930 08 1200 0212	In Ontario, on eastbound Route 10 at Cucamonga Wash Bridge No. 54-0438R. Replace bridge closure pour area.	\$800 (C)	11/12	PA & ED PS & E RW Sup Con Sup <u>Total</u> \$10 \$10 \$0 \$40 \$60	201.130 Assembly: 61, 62 Senate: 32 Congress: 41, 42 1 Location
10H-523  0007M	8-SBd-Var Var  0R920 08 1200 0208	In San Bernardino and Riverside counties on various highways at various locations. Repair electrical systems.	\$700 (C)	11/12	PA & ED PS & E RW Sup Con Sup <u>Total</u> \$10 \$0 \$0 \$60 \$70	201.130 Assembly: 64, 65 Senate: 31, 32, 37 Congress: 41, 45 15 Locations
10H-524  2350	5-SB-101 54.7/55.3  1A970 05 1200 0046	Near Buellton, at Nojoqui Creek Bridge No. 51-75 R/L. Replace bridge railings.	\$1,395 (C)	11/12	PA & ED PS & E RW Sup Con Sup <u>Total</u> \$50 \$150 \$10 \$300 \$510	201.131 Assembly: 35 Senate: 18 Congress: 22 2 Locations
10H-529  0704A	4-SM-101 17.9  4G300 04 1200 0383	In Millbrae, at Millbrae Avenue Overcrossing Bridge No. 35-0089. Repair bridge fence and railing.	\$590 (C)	11/12	PA & ED PS & E RW Sup Con Sup <u>Total</u> \$0 \$0 \$0 \$180 \$180	201.130 Assembly: 19 Senate: 8 Congress: 12 1 Location
10H-530  0388R	4-SCI-9 4.9  4G170 04 1200 0229	In Saratoga, at Saratoga Creek Bridge No. 37-0074. Repair bridge rail.	\$800 (C)	11/12	PA & ED PS & E RW Sup Con Sup <u>Total</u> \$0 \$0 \$0 \$245 \$245	201.130 Assembly: 21 Senate: 11 Congress: 14 1 Location
10H-531  0589Q	4-SF-101 4.1/4.2  4G160 04 1200 0226	In the city of San Francisco, from 15 <sup>th</sup> Street to 16 <sup>th</sup> Street. Reconstruct bridge railing and deck.	\$5 (R/W) \$570 (C)	12/13	PA & ED PS & E RW Sup Con Sup <u>Total</u> \$40 \$144 \$10 \$173 \$363	201.131 Assembly: 13 Senate: 3 Congress: 12 1 Location

Amend # PPNO	Dist-Co-Rte PM EA Project ID	Project Location and Description of Work	R/W Cost Const. Cost (\$1,000)	FY	Support Costs (\$1,000)		Program Code Leg. /Congr. Dists. Perf. Meas.
Collision Reduction							
10H-532  3421E	12-Ora-55 Var  0M360 12 1200 0025	In Costa Mesa from 19 <sup>th</sup> Street to Bay Street; also in Santa Ana from 4 <sup>th</sup> Street to 17 <sup>th</sup> Street. Construct permanent concrete median barrier.	\$4,000 (C)	12/13	PA & ED PS & E RW Sup Con Sup Total	\$0 \$1,040 \$0 \$860 \$1,900	201.010 Assembly: 69, 70, 71 Senate: 33, 34, 35 Congress: 45, 47 23 Collisions reduced
Mandates							
10H-525  0123	10-SJ L5721  0N830 10 0000 0171	In Stockton, at the Stockton Yard Maintenance Station. Install hazardous waste remediation system.	\$430 (C)	12/13	PA & ED PS & E RW Sup Con Sup Total	\$0 \$184 \$3 \$93 \$280	201.330 Assembly: 17 Senate: 5 Congress: 11 1 Location

# Memorandum

To: CHAIR AND COMMISSIONERS  
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: March 28-29, 2012

Reference No.: 3.2a.  
Information Item

From: NORMA ORTEGA  
Chief Financial Officer

Prepared by: Rachel Falsetti  
Division Chief  
Transportation Programming

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

## **SUMMARY:**

The California Department of Transportation (Department) is presenting this item to provide the status of construction contract award for projects on the State Highway System allocated in Fiscal Year (FY) 2010-11 and FY 2011-12.

In FY 2010-11, the California Transportation Commission (Commission) voted 322 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 March 2, 2012, 316 projects totaling \$1.81 billion have been awarded. Contracts for four projects have not yet been awarded, while funding for two projects have lapsed.

In FY 2011-12, the Commission has voted 185 state-administered STIP, SHOPP, and Proposition 1B projects on the State Highway System. As of March 2, 2012, 130 projects totaling \$1.48 billion have been awarded.

## **BACKGROUND:**

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

**FY 2010-11 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 2010	81	\$903,256	80	1	\$782,445	0	57	71
September 2010	10	\$20,652	10	0	\$26,245	0	4	8
November 2010	27	\$124,226	27	0	\$114,306	0	16	22
January 2011	39	\$473,732	39	0	\$480,902	0	23	34
March 2011	53	\$100,728	53	0	\$96,209	0	46	52
May 2011	54	\$67,952	54	0	\$66,244	0	40	50
June 2011	58	\$805,270	53	1	\$244,808	4	41	46
<b>TOTAL</b>	<b>322</b>	<b>\$2,495,816</b>	<b>316</b>	<b>2</b>	<b>\$1,811,159</b>	<b>4</b>	<b>227</b>	<b>283</b>

- 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 2010-11 table includes projects with financial contribution only, Department delegated safety, and emergency projects.

**FY 2011-12 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 2011	90	\$1,864,282	85	1	\$1,289,880	4	43	80
September 2011	18	\$76,605	16	0	\$65,631	2	12	16
October 2011	18	\$166,249	11	0	\$74,451	7	9	11
December 2011	22	\$265,082	12	0	\$28,447	10	12	12
January 2012	28	\$274,056	4	0	\$12,815	24	4	4
February 2012	9	\$155,085	2	0	\$11,500	7	2	2
<b>TOTAL</b>	<b>185</b>	<b>\$2,801,359</b>	<b>130</b>	<b>1</b>	<b>\$1,482,724</b>	<b>54</b>	<b>82</b>	<b>125</b>

- 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 2011-12 table includes projects with financial contribution only, Department delegated safety, and emergency projects.

**FY 2010-11 Project Allocation Status**

<b>Dist-PPNO</b>	<b>Project EA</b>	<b>County-Route</b>	<b>Description</b>	<b>Allocation Date</b>	<b>Award Deadline</b>	<b>Allocation Amount</b>	<b>Project Status</b>
04-0104*	4A070	ALA-580	In and near the city of Livermore, construct Truck Climbing Lane,	22-Jun-11	30-Jun-12 <sup>(1)</sup>	\$48,959	Delay to award due to Department of Fish and Game permit.
04-0137B*	4S260	ALA-580	rehabilitate pavement and construct retaining walls.	22-Jun-11	30-Jun-12 <sup>(1)</sup>	\$12,920	
07-3037**	22830	LA-710	At the Port of Long Beach, at the terminus of the I-710 freeway.	22-Jun-11	30-Jun-12 <sup>(1)</sup>	\$299,795	Delay to award due to evaluation and approval of Alternative Technical Concepts (ATCs).
07-4425**	28860	LA-710	Replace existing bridge.	22-Jun-11	30-Jun-12 <sup>(1)</sup>	\$170,205	

\* The two voted projects are combined for construction purposes.  
 \*\* Same project voted with multiple funding source.  
 (1) Extended deadline approved on January 25, 2012 (Waiver-12-04).

**FY 2011-12 Project Allocation Status**

<b>Dist-PPNO</b>	<b>Project EA</b>	<b>County-Route</b>	<b>Description</b>	<b>Allocation Date</b>	<b>Award Deadline</b>	<b>Allocation Amount</b>	<b>Project Status</b>
04-0081G	29761	ALA-84	Widen exist Hwy and Br; construct an access Br and retaining walls.	10-Aug-11	31-Dec-12	\$17,050	Bids opened 2/22/12. Pending award.
07-4137	20211	LA-710	Pave roadway with long life pavement and widen roadway and bridges.	10-Aug-11	28-Feb-12	\$190,222	Bids opened 2/9/12. Concurrent time extension is being requested.
08-0188Y	39471	SBD-18	Landscape mitigation project.	10-Aug-11	28-Feb-12	\$100	The Department received no bids for this project. Concurrent time extension is being requested.
12-4506B	0H029	ORA-91	Replace concrete pavement.	10-Aug-11	28-Feb-12	\$21,457	Bids opened 2/16/12. Concurrent time extension is being requested.
07-4233	27980	LA-10	Construct maintenance vehicle pullout.	15-Sep-11	31-Mar-12	\$1,500	Bids opened 12/1/11. Pending award.
11-0884	29840	SD-54	Install concrete barrier.	15-Sep-11	31-Mar-12	\$1,619	Bids opened 12/15/11. Pending award.
03-3454	2A920	PLA-89	Rehabilitate Pavement and Drainage System.	27-Oct-11	30-Apr-12	\$40,413	Project advertised on 11/21/2011. Bid opening date 3/14/12.
03-4895	33382	PLA-65	Construct Southbound Lanes with Hot Mix Asphalt. (CMIA)	27-Oct-11	31-Dec-12	\$17,750	Project advertised on 2/21/12. Bid opening date 4/11/12.
04-0483K	2A260	SCL-152	Realign roadway and signalize intersection.	27-Oct-11	30-Apr-12	\$3,066	Bids opened 1/25/12. Pending award.
04-2177A	2E230	CC-VAR	Replace approach slabs and joint seals, and treat bridge deck.	27-Oct-11	30-Apr-12	\$1,702	Bids opened 1/31/12. Pending award.
04-2140Q	4A923	SM-82	Install traffic operation system infrastructure.	27-Oct-11	30-Apr-12	\$10,200	Advertise date 3/5/12. Bid opening date 4/3/12.
08-0134J	38434	SBD-10	Widen ramps, install ramp metering and highway planting	27-Oct-11	30-Apr-12	\$9,794	Bids opened 2/2/12. Pending award.
09-0601	23770	MNO-395	Construct roadway realignment and retaining walls.	27-Oct-11	30-Apr-12	\$9,091	Bids opened 12/14/11. Pending award.

# Memorandum

To: CHAIR AND COMMISSIONERS  
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: March 28-29, 2012

Reference No.: 3.2b  
Information Item

From: NORMA ORTEGA  
Chief Financial Officer

Prepared by: Denix D. Anbiah  
Division Chief  
Local Assistance

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

## **SUMMARY:**

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

In FY 2010-11, the Commission allocated \$94,213,000 to construct 71 locally-administered STIP projects. As of February 23, 2012, 58 projects totaling \$84,261,000 have been awarded and time extension requests have been approved for 11 projects. These 11 projects are on track for award by the deadlines indicated in their approved extension requests. Two projects (PPNO 01-4097P and PPNO 12-2135M) have lapsed.

In FY 2011-12, the Commission allocated \$30,681,000 to construct 22 locally-administered STIP projects. As of February 23, 2012, one project for \$1,700,000 has been awarded and time extension requests have been approved for two projects. These and remaining 19 projects are on track for award.

## **BACKGROUND:**

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

**FY 2010-11 Allocations**

Month Allocated	No. Projects Voted	Voted Projects \$ X 1000	No. Projects Awarded	No. Projects Lapse	No. Projects Pending Award	No. Projects Awarded within 4 months	No. Projects Awarded within 6 months
July 2010	19	\$57,002	18	1	0	2	10
August 2010	0	\$0	0	0	0	0	0
September 2010	2	\$795	2	0	0	0	2
October 2010	0	\$0	0	0	0	0	0
November 2010	3	\$3,284	3	0	0	0	2
December 2010	0	\$0	0	0	0	0	0
January 2011	3	\$7,878	2	0	1	0	0
February 2011	0	\$0	0	0	0	0	0
March 2011	11	\$4,960	9	1	1	1	8
May 2011	8	\$4,994	8	0	0	2	6
June 2011	25	\$13,453	16	0	9	0	15
<b>TOTAL</b>	<b>71</b>	<b>\$94,213</b>	<b>58</b>	<b>2</b>	<b>11</b>	<b>5</b>	<b>43</b>

**FY 2011-12 Allocations**

Month Allocated	No. Projects Voted	Voted Projects \$ X 1000	No. Projects Awarded	No. Projects Lapse	No. Projects Pending Award	No. Projects Awarded within 4 months	No. Projects Awarded within 6 months
July 2011	0	\$0	0	0	0	0	0
August 2011	5	\$19,418	1	0	4	0	1
September 2011	2	\$1,007	0	0	2	0	0
October 2011	1	\$501	0	0	1	0	0
December 2011	7	\$4,666	0	0	7	0	0
January 2012	7	\$5,089	0	0	7	0	0
<b>TOTAL</b>	<b>22</b>	<b>\$30,681</b>	<b>1</b>	<b>0</b>	<b>21</b>	<b>0</b>	<b>1</b>

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
San Mateo City/County Association of Governments	San Mateo County Smart Corridors	04-2140F	20-Jan-11	31-Mar-13 <sup>(1)</sup>	\$5,270,000	The project will be awarded by the extended deadline.
City of Vallejo	Downtown Vallejo Pedestrian Enhancement	04-5152J	24-Mar-11	30-Jun-12 <sup>(4)</sup>	\$412,000	The project will be awarded by the extended deadline.
Tehama County	Lake California Drive Bikeway	02-2428	23-Jun-11	30-Jun-12 <sup>(2)</sup>	\$276,000	The project will be awarded by the extended deadline.
City of Dorris	Dorris Centennial Welcome Plaza	02-2476	23-Jun-11	30-Jun-12 <sup>(2)</sup>	\$92,000	The project will be awarded by the extended deadline.
City of Kingsburg	Sierra Avenue Median	06-B002J	23-Jun-11	30-Jun-12 <sup>(4)</sup>	\$339,000	The project will be awarded by the extended deadline.
City of Lindsay	Government Center Plaza	06-D022	23-Jun-11	31-Aug-13 <sup>(3)</sup>	\$199,000	The project will be awarded by the extended deadline.
City of Lindsay	Tulare Road Pedestrian Safety Bollards	06-6567	23-Jun-11	31-Aug-13 <sup>(3)</sup>	\$167,000	The project will be awarded by the extended deadline.
City of El Centro	Landscaping Beautification	11-0588C	23-Jun-11	30-Sep-12 <sup>(4)</sup>	\$551,000	The project will be awarded by the extended deadline.
City of Brea	East Birch Street Median Enhancements Phase 1	12-2135O	22-Jun-11	30-Jun-12 <sup>(4)</sup>	\$500,000	The project will be awarded by the extended deadline.
City of Brea	East Birch Street Median Enhancements Phase 2	12-2135P	22-Jun-11	30-Jun-12 <sup>(4)</sup>	\$500,000	The project will be awarded by the extended deadline.
City of Newport Beach	Bristol Street North Landscape Improvements	12-2135R	22-Jun-11	30-Jun-12 <sup>(2)</sup>	\$347,000	The project will be awarded by the extended deadline.
City of Dublin	Alamo Canal Regional Trail	04-2100H	10-Aug-11	29-Feb-12	\$1,021,000	The project will be awarded by the deadline.
Tulare County	Road 80 Widening (Phase 3) project	06-6414A	10-Aug-11	31-May-12 <sup>(5)</sup>	\$16,280,000	The project will be awarded by the extended deadline.
Calaveras Council of Government	Mokelumne Hill Town Hall and Sidewalk Enhancement	10-0016A	10-Aug-11	29-Feb-12	\$131,000	The project will be awarded by the deadline.
City of Santa Ana	Pacific Electric Bicycle Trail project	12-2135T	10-Aug-11	30-Apr-12 <sup>(5)</sup>	\$286,000	The project will be awarded by the extended deadline.
Humboldt County Santa Ana	Humboldt Hill Rehabilitation project	01-2088	15-Sep-11	31-Mar-12	\$898,000	The project will be awarded by the deadline.
City of Willows	Gateway Monument Signs Phase 2 project	03-1318	15-Sep-11	31-Mar-12	\$109,000	The project will be awarded by the deadline.
City of Milpitas	Escuela Parkway Pedestrian and Bike Enhancement	04-2255F	27-Oct-11	30-Apr-12	\$501,000	The project will be awarded by the deadline.
<b>Grand Total</b>					<b>\$27,879,000</b>	

- (1) This extended deadline was approved in June 2011 (Waiver-11-42).
- (2) This extended deadline was approved in December 2011 (Waiver-11-61).
- (3) This extended deadline was approved in January 2012 (Waiver-12-02).
- (4) This extended deadline was approved in January 2012 (Waiver-12-06).
- (5) This extended deadline was approved in February 2012 (Waiver-12-07).

# Memorandum

To: CHAIR AND COMMISSIONERS  
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: March 28-29, 2012

Reference No.: 3.3  
Information Item

From: NORMA ORTEGA  
Chief Financial Officer

Prepared By: Laura Quintana  
Program Manager  
Recovery Act

Subject: **UPDATE ON IMPLEMENTATION OF RECOVERY ACT OF 2009**

## **SUMMARY:**

The California Department of Transportation (Department) is implementing the American Recovery and Reinvestment Act of 2009 (Recovery Act) and has committed to report to the California Transportation Commission (Commission) as to the status of the implementation. This includes reporting on the amount of Recovery Act funds certified, obligated and awarded for state and local highway and transit projects to date. Attached is the current status report for state and regional agency projects as of January 31, 2012 or noted on attachments.

## **BACKGROUND:**

The Recovery Act is a job and economic stimulus bill intended to help restart the nation's economy and stimulate employment during the worst economic downturn in over 70 years. In drafting this bill, President Obama and Congress recognized that investment in transportation infrastructure is one of the ways to create and sustain jobs, stimulate economic development, and leave a legacy to support the financial well-being of the generations to come. Nationally, the bill provides more than \$48 billion for transportation infrastructure and the state transportation departments and stakeholders were tasked to quickly move forward with mobility projects that bring real value to the local, state, and national economy.

The Recovery Act apportions, in formula programs, approximately \$2.57 billion for highways, local streets and roads in California. These funds are segregated by federal and state law to provide approximately \$1.6 billion to the regions (including \$48 million for Transportation Enhancement) and \$964 million to the state (including \$29 million for Transportation Enhancement). As of the September 30, 2010 obligation deadline, all remaining apportionments were obligated on 982 federally eligible projects.

California has received apportionments for transit formula grants in the amount of \$1.068 billion for urban (Section 5307), non-urban (Section 5311) and fixed guideway (Section 5309) projects. As of the September 30, 2010 deadline, all apportionments have been obligated to eligible transit projects.

The Recovery Act also provides \$8 billion nationally for Capital Assistance for High Speed Rail Corridors. In late January of 2010, the Federal Railroad Administration announced that the San Diego-Los Angeles-San Luis Obispo (Surf liner), Oakland-Sacramento (Capital) corridors and the statewide upgrade of emissions control for locomotives received approximately \$165 million in funding for specific projects. The rail funds remain available until September 30, 2012. The Department has obligated approximately \$165 million for ten projects.

The Department was also awarded \$951,431, by the US Environmental Protection Agency, from the National Clean Diesel Grant Program to retrofit 55 non-road engines with emission control devices. The Department also received \$1.4 million for On the Job Training Supportive Services (OJTSS) for nine projects; the Federal Highway Administration and the Department determined five projects do not meet the requirements of the OJTSS Grant Program and as of June 30, 2011, four projects were de-obligated and the fifth is pending de-obligation. In addition, California airports have directly received approximately \$84.4 million in aviation grants for 22 projects.

The Recovery Act provides \$1.5 billion available nationally under the Transportation Investment Generating Economic Recovery (TIGER) program for competitive discretionary grants for highway, public transportation, rail, and port infrastructure projects. On February 17, 2010, California received awards for four projects that total \$130 million in TIGER funds, which leverage \$1.76 billion in total funds. These projects and TIGER awards recipients are the Doyle Drive Replacement project in the city of San Francisco, \$46 million; the State Route 905 project near Otay Mesa in San Diego County, \$20.2 million; the Alameda Corridor East – Colton Crossing project, \$33.8 million; and the Green Trade Corridor Marine Highway project at the Ports of Oakland, Stockton and West Sacramento, \$30 million. As of December 2010, funds for the three TIGER projects that flow through the Department have been obligated as follows: \$33.8 million was obligated for the Alameda Corridor East project (Colton Crossing); \$46 million was obligated for the Doyle Drive Replacement Project; and of the \$20.2 million obligated for the State Route 905 project near Otay Mesa in San Diego County, approximately, \$2.3 million has been de-obligated due to a favorable bid environment.

The Department adjusted the obligation amount for 6 projects by \$1.6 million. These “upward cost adjustments” are allowed by FHWA to cover cost increases for Recovery Act funded projects. The Department is able to use up to the State’s share or ceiling amount of \$2.3 million, provided there funds available due to de-obligations of Recovery Act funds. The majority of the funds de-obligated is savings due to projects being closed, and it is anticipated that additional funds will be de-obligated as more projects are closed out.

Attachments

### Recovery Act - Highways Program

January 31, 2012																	
Appropriation <sup>1</sup>		Obligations								Awards <sup>3</sup>			Outlays <sup>5</sup>		Closed	Forecast of Inactive Obligations <sup>6</sup>	
		Recovery Dollars	Appropriation Source	Projects <sup>(2A)</sup>	Recovery Dollars <sup>2</sup> 9/30/2010	Projects Deobligated	Deobligations	Total Recovery Dollars	Obligation Adjustments <sup>2B</sup>	Adjusted Total Recovery Dollars	Projects	Recovery Dollars	Total Leveraged Dollars <sup>4</sup>	Projects	Recovery Dollars	Projects	Projects
<b>State<sup>9</sup></b>	<b>\$972,275,620</b>	<b>State Highway System Projects</b>															
		State	94	\$708,151,180	7	1,334,992	\$706,816,188		\$706,816,188	94	\$706,816,188	\$831,177,838	94	\$584,589,825	6	1	\$ 521,475
		State (Locally Administered) <sup>11</sup>	5	\$9,577,570		-	\$9,577,570	\$70,181	\$9,647,751	5	\$9,647,751	\$12,741,189	5	\$6,930,654			
		State & Region (State \$) <sup>7</sup>	7	\$252,357,702			\$252,357,702		\$252,357,702	7	\$252,357,702	\$1,373,524,251	7	\$425,417,448			
		State & Region (Region \$) <sup>7</sup>		\$319,848,189		-	\$319,848,189	\$469,712	\$320,317,901		\$320,317,901						
		Region (State Administered, Region \$)	16	\$303,410,205	1	\$84,000	\$303,326,205		\$303,326,205	16	\$303,326,205	\$387,771,208	16	\$219,176,576			
		Region <sup>8</sup> (Region \$)	20	\$78,501,879	1	\$0	\$78,501,879		\$78,501,879	20	\$78,501,879	\$167,667,373	20	\$61,745,035	1		
		<b>Subtotal</b>	<b>142</b>	<b>\$1,671,846,725</b>	<b>9</b>	<b>\$1,418,992</b>	<b>\$1,670,427,733</b>	<b>\$539,893</b>	<b>\$1,670,967,626</b>	<b>142</b>	<b>\$1,670,967,626</b>	<b>\$2,772,881,859</b>	<b>142</b>	<b>\$1,297,859,538</b>	<b>7</b>	<b>1</b>	<b>\$521,475</b>
<b>Region<sup>9</sup></b>	<b>\$1,597,292,700</b>	<b>Local Highway System Projects<sup>8</sup></b>															
		Region	837	\$865,277,740	226	\$10,360,950	\$854,916,790	\$1,067,178	\$855,983,968	835	\$855,983,968	\$1,079,555,308	832	\$745,130,957	466	4	\$9,401,012
		State & Region (Region \$)	2	\$1,478,800			\$1,478,800		\$1,478,800	2	\$1,478,800	\$3,516,730	2	\$2,501,170			
		State & Region (State \$)		\$1,023,185			\$1,023,185		\$1,023,185								
		State	1	\$1,200,000			\$1,200,000		\$1,200,000	1	\$1,200,000	\$1,200,000	1	\$1,200,000			
		<b>Subtotal</b>	<b>840</b>	<b>\$868,979,725</b>	<b>226</b>	<b>\$10,360,950</b>	<b>\$858,618,775</b>	<b>\$1,067,178</b>	<b>\$859,685,953</b>	<b>838</b>	<b>\$859,685,953</b>	<b>\$1,084,272,038</b>	<b>835</b>	<b>\$748,832,127</b>	<b>466</b>	<b>4</b>	<b>\$9,401,012</b>
<b>Flex<sup>10</sup></b>	<b>(\$28,741,870)</b>																
<b>Total</b>	<b>\$2,540,826,450</b>	<b>Total</b>	<b>982</b>	<b>\$2,540,826,450</b>	<b>235</b>	<b>\$11,779,942</b>	<b>\$2,529,046,508</b>	<b>\$1,607,071</b>	<b>\$2,530,653,579</b>	<b>980</b>	<b>\$2,530,653,579</b>	<b>\$3,857,153,897</b>	<b>977</b>	<b>\$ 2,046,691,665</b>	<b>473</b>	<b>5</b>	<b>\$9,922,487</b>
		<b>Total State Obligation</b>		<b>\$972,309,637</b>													
		<b>Total Region Obligation</b>		<b>\$1,568,516,813</b>													

<sup>1</sup> Total funds apportioned to state by FHWA and as distributed by California law AB 3X-20 (\$2,569,568,320)

<sup>2</sup> Obligations as of September 30, 2010

<sup>2A</sup> Includes number of projects obligated as of September 30, 2010 deadline to obligate funds. Two projects were withdrawn after this date

<sup>2B</sup> Increase in Obligation amounts as allowed by Upward Cost Adjustments. California's ceiling is \$2.3 million provided funds are available due to deobligations

<sup>3</sup> Construction contracts awarded-assumes obligation amount

<sup>4</sup> Total Leveraged Dollars include all fund sources

<sup>5</sup> Outlays are eligible project expenditures reimbursed by FHWA

<sup>6</sup> Forecast of Inactive Obligations are projects at risk of deobligation if expenditures are not reimbursed by FHWA within 90 days. The at risk day is based on the obligation amount and date, last reimbursed expenditure date Projects will be removed from this summary once the reimbursement is made by the FHWA. Data as of February 29, 2012. Projects for: Caltrans, Placer County, Inglewood, San Jose and Anaheim

<sup>7</sup> Projects administered by Caltrans, Region, or Local agency

<sup>8</sup> Projects administered by Region or Local agency

<sup>9</sup> Original appropriation is shown as provided by FHWA & AB 3X-20. At the request of the Regions, the appropriation is reduced by FHWA Flex Funds transferred to FTA for transit projects

<sup>10</sup> FHWA Funds transferred by Regions from FHWA to FTA for transit projects

<sup>11</sup> Transportation Enhancement funds made available for eligible projects on the state highway system

<sup>12</sup> Deobligations due to project savings, project close out, or projects withdrawn (2) after September 30, 2010

## Recovery Act Program - Non Highway Programs January 31, 2012

Reference No.: 3.3  
March 28-29, 2012  
Attachment 2

TIGER (Discretionary) - USDOT						
Nationally Available Grants		\$1,500,000,000				
Project	TIGER Awards	Total Leveraged Dollars	Obligations by CT	Outlays	Deobligations	Forecast of Inactive Obligations <sup>9</sup>
Doyle Drive Replacement (US-101)	\$46,000,000	\$1,045,000,000	\$46,000,000	\$16,647,835		
Otay Mesa POE (805/905 Interchange)	\$20,200,000	\$198,300,000	\$20,200,000	\$13,117,923	\$2,293,686	
Alameda Corridor East - Colton Crossing	\$33,800,000	\$449,000,000	\$33,800,000	\$1,000,000		
CA Green Trade Corridor Marine Highway <sup>8</sup>	\$30,000,000	\$69,300,000				
<b>Total</b>	<b>\$130,000,000</b>	<b>\$1,761,600,000</b>	<b>\$100,000,000</b>	<b>\$30,765,758</b>	<b>\$2,293,686</b>	

NATIONAL CLEAN DIESEL GRANT PROGRAM (Discretionary) - USEPA			
Division of Equipment Grant from US EPA for Engine Emission Retrofit			
Non-Road Engines	Awarded Amount	Encumbrances	Outlays
55	\$951,431	\$951,431	\$815,258

HIGH SPEED & INTERCITY PASSENGER RAIL (Discretionary) - FRA							
Nationally Available Grants <sup>5</sup>		\$ 8,000,000,000					
Track	Applications	Requested Recovery Dollars	Projects Awarded	Awarded Amount	Projects Obligated	Obligations	Outlays
1	38	\$1,149,322,000	10	\$164,905,755	10	\$164,905,755	\$4,578,414
<b>Total</b>	<b>38</b>	<b>\$1,149,322,000</b>	<b>10</b>	<b>\$164,905,755</b>	<b>10</b>	<b>\$164,905,755</b>	<b>\$4,578,414</b>

AVIATION (Discretionary) - FAA			
Nationally Available Grants		\$1,300,000,000	
Projects	Awarded Amount <sup>4</sup>	Obligations	Outlays
22	\$84,408,537	<i>Grants awarded by FAA directly to airports</i>	

ON-THE-JOB TRAINING / SUPPORTIVE SERVICES (Discretionary) - FHWA <sup>7</sup>						
Projects	Awarded Amount	Obligations by CT	Projects Deobligated	Deobligations	Adjusted Obligations	Outlays
9	\$1,440,979	\$1,440,979	4	\$459,840	\$981,139	\$231,740

FEDERAL TRANSIT (Formula Distribution) - FTA				
Program	Projects	Recovery Dollars <sup>1</sup>	Obligations by CT <sup>2</sup>	Outlays
5307 <sup>3</sup>		\$968,313,640		
5307 Flex <sup>6</sup>		\$26,764,736		
5309 <sup>3</sup>		\$66,171,889		
5309 Flex <sup>6</sup>		\$3,200,000		
5311	136	\$33,963,166	\$33,963,166	\$27,357,064
5311 Flex <sup>6</sup>	2	\$1,977,134	\$1,977,134	\$1,977,134
<b>Total</b>	<b>138</b>	<b>\$1,100,390,565</b>	<b>\$35,940,300</b>	<b>\$29,334,198</b>

<sup>1</sup> Total funds apportioned to state by FTA.

<sup>2</sup> Commitment by FTA to reimburse eligible project expenditures

<sup>3</sup> Grants awarded by FTA directly to transit agencies

<sup>4</sup> Grants awarded by FAA directly to airports. Reflect most current award amounts

<sup>5</sup> FRA allocates funds to specific projects

<sup>6</sup> FHWA Funds transferred by regions from FHWA to FTA for transit projects. Amount total \$28,741,870

<sup>7</sup> On-the-Job Training - Support Services Grant for training centers

<sup>8</sup> Grant funding does not flow through the Department

<sup>9</sup> Forecast of Inactive Obligations are projects at risk of deobligation if expenditures are not reimbursed by FHWA within 90 days. The at risk day is based on the obligation amount and date, last reimbursed expenditure date. Projects will be removed from this summary once the reimbursement is made by the FHWA - no projects at risk as of February 29, 2012

# Memorandum

To: CHAIR AND COMMISSIONERS  
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: March 28-29, 2012

Reference No.: 3.13  
Information Item

From: NORMA ORTEGA  
Chief Financial Officer

Prepared by: Denix D. Anbiah  
Division Chief  
Local Assistance

Subject: **QUARTERLY REPORT OF AB 1012 "USE IT OR LOSE IT" PROVISION FOR FEDERAL FISCAL YEAR 2010 UNOBLIGATED CMAQ AND RSTP FUNDS**

## **SUMMARY:**

As of December 31, 2011, the Regional Surface Transportation Program (RSTP) amount subject to reprogramming is about \$20.7 million. In addition, the Congestion Mitigation and Air Quality Program (CMAQ) amount subject to reprogramming is \$420,935. These amounts are expected to be obligated by September 30, 2012.

## **BACKGROUND:**

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

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

The annual notice to the Regions, under AB 1012 "Use It or Lose It" provisions for Federal Fiscal Year (FFY) 2010 (October 1, 2009 through September 30, 2010), was released on November 15, 2011. With this notification, the total FFY 2010 funds identified as subject to reprogramming under the provisions of AB 1012 were approximately \$17 million. This included approximately \$16.9 million of RSTP funds and approximately \$300,000 of CMAQ funds. As of December 31, 2011, the RSTP amount has increased to about \$20.7 million due to project deobligations, and the CMAQ amount has increased to almost \$425,000.

The California Department of Transportation (Department) is responsible for monitoring and reporting unobligated balances. Each month, the Department provides notification to the Regions of the unobligated CMAQ and RSTP balances that have one year remaining under the AB 1012 guidelines.

No CMAQ or RSTP apportionments have been reprogrammed by the Commission. Beginning in FFY 2000, and continuing through FFY 2011, the Regions have delivered enough projects to obligate a minimum of 100 percent of the available OA.

Attachments

Apportionment Status Report  
CMAQ and RSTP  
(as of December 31, 2011)

Reference No.: 3.13  
March 28-29, 2012  
Attachment 1

AB 1012  
Balances entering the 3rd Year  
(from FFY 2010\*)  
Regional Report Summary

\*Previously referred to as Cycle 13

Region	CMAQ Unobligated 12/31/2011 Delivery Balance <sup>1</sup>	CMAQ Amount Subject to AB 1012 Reprogramming 11/01/2012 <sup>2</sup>	RSTP Unobligated 12/31/2011 Delivery Balance <sup>1</sup>	RSTP Amount Subject to AB 1012 Reprogramming 11/01/2012 <sup>2</sup>
Butte	2,353,940	-	3,262,962	-
Fresno	19,243,181	-	28,564,500	6,282,459
Kern	16,285,519	-	17,728,136	-
Kings	1,613,326	-	2,078,586	-
Los Angeles	193,393,330	-	274,117,377	8,809,383
Madera	1,911,307	-	1,974,771	-
Merced	3,183,012	-	3,379,882	-
Monterey	143,490	143,490	7,665,016	-
Orange	53,246,699	-	66,197,999	-
Riverside	35,933,346	-	21,778,766	-
S. F. Bay Area (MTC)	84,473,232	-	130,766,722	-
Sacramento (SACOG)	25,699,941	-	32,322,337	-
San Benito	-	-	859,647	-
San Bernardino	36,697,287	-	44,326,659	-
San Diego	31,045,662	-	44,642,866	-
San Joaquin	9,649,228	-	11,408,723	-
San Luis Obispo	-	-	4,921,773	-
Santa Barbara	-	-	7,993,008	-
Santa Cruz	-	-	4,127,576	-
Stanislaus	9,760,526	-	10,774,220	-
Tahoe	1,295,386	-	740,404	-
Tulare	7,939,730	-	5,961,681	-
Ventura	12,951,875	-	26,615,974	5,624,052
Rural Counties & SCAG	5,666,888	277,445	22,109,257	-
<b>TOTAL</b>	<b>552,486,905</b>	<b>420,935</b>	<b>774,318,840</b>	<b>20,715,894</b>

**Balances now include:**

\* October 2011 -- Revised "Advance" FFY 2012 Apportionments.

**Footnotes:**

<sup>1</sup> Indicates all apportionments not yet obligated.

<sup>2</sup> Totals reflect balances in the third year.

The regional balances are no longer based on the Department's Local Assistance accounting system. As of July 1, 2010, the regional balances are based on the Department's new accounting system; the Department's Federal Aid Data System; and/or FHWA FMIS transaction information. There may be a delay between the FHWA authorization and the recording of the transaction in the Department's monthly reporting.

Apportionment Status Report  
CMAQ and RSTP  
(as of December 31, 2011)

Reference No.: 3.13  
March 28-29, 2012  
Attachment 2

AB 1012  
Balances entering the 3rd Year  
(from FFY 2010\*)  
Rural Report Summary

\*Previously referred to as Cycle 13

Region	CMAQ Unobligated 12/31/2011 Delivery Balance <sup>1</sup>	CMAQ Amount Subject to AB 1012 Reprogramming 11/01/2012 <sup>2</sup>	RSTP Unobligated 12/31/2011 Delivery Balance <sup>1</sup>	RSTP Amount Subject to AB 1012 Reprogramming 11/01/2012 <sup>2</sup>
<b>Rural County Information:</b>				
Alpine	-	-	132,836	-
Amador <sup>3,4</sup>	537,851	105,525	564,126	-
Calaveras <sup>3,4</sup>	554,209	-	651,612	-
Colusa	-	-	303,654	-
Del Norte	-	-	444,196	-
El Dorado	-	-	1,686,689	-
Glenn	-	-	427,176	-
Humboldt	-	-	2,043,070	-
Imperial (SCAG) <sup>3</sup>	2,092,174	-	3,188,952	-
Inyo	-	-	681,834	-
Lake	-	-	941,600	-
Lassen	-	-	535,381	-
Mariposa <sup>3</sup>	350,107	-	275,362	-
Mendocino	-	-	1,393,048	-
Modoc	-	-	300,089	-
Mono	-	-	232,574	-
Nevada <sup>3</sup>	1,361,663	-	1,479,325	-
Placer	-	-	1,013,074	-
Plumas	-	-	334,399	-
Shasta	-	-	2,636,331	-
Sierra	-	-	132,831	-
Siskiyou	-	-	675,161	-
Tehama	-	-	904,944	-
Trinity	-	-	255,027	-
Tuolumne <sup>3,4</sup>	770,883	171,920	875,965	-
<b>Rural Combined Totals:</b>	<b>5,666,888</b>	<b>277,445</b>	<b>22,109,257</b>	<b>-</b>

**Balances now include:**

\* October 2011 -- Revised "Advance" FFY 2012 Apportionments.

**Footnotes:**

<sup>1</sup> Indicates all apportionments not yet obligated.

<sup>2</sup> Totals reflect balances in the third year.

<sup>3</sup> Beginning in FFY 2006, these rural regions are now receiving CMAQ apportionments.

<sup>4</sup> MOU (June 2008) between Amador (ACTC); Calaveras (CCOG); and Tuolumne (TCTC) -- \$133,221 of CMAQ apportionment from ACTC to CCOG for FFY 2011-12; and \$132,101 of CMAQ apportionment from TCTC to CCOG for FFY 2011-12 (this FFY 2012 transfer not yet applied; pending receipt of full FFY 2012 apportionments from FHWA). Repayment will offset the CMAQ amounts subject to reprogramming for ACTC (\$105,525) and TCTC (\$132,101).

# Memorandum

To: CHAIR AND COMMISSIONERS  
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: March 28-29, 2012

Reference No.: 3.14  
Information Item

From: Norma Ortega  
Chief Financial Officer

Prepared by: Denix D. Anbiah  
Division Chief  
Local Assistance

Subject: **QUARTERLY REPORT ON LOCAL ASSISTANCE LUMP SUM ALLOCATION FOR PERIOD ENDING DECEMBER 31, 2011**

## **SUMMARY:**

For Federal Fiscal Year (FFY) 2012, the California Transportation Commission (Commission) allocated approximately \$842 million to the Department of Transportation (Department). Of the \$842 million allocated and administered by the Department, approximately \$128 million is state funds and \$713 million is federal funds.

As of December 31, 2011, about \$22 million, or 3 percent, of the \$842 million has been sub-allocated to 68 local projects. The majority of the sub-allocations (approximately \$18 million) are for 61 projects in the following categories:

- Regional Surface Transportation Program (RSTP) - 4 projects, \$3 million
- Congestion Mitigation and Air Quality Program (CMAQ) - 10 projects, \$1 million
- High Priority Projects/Demonstration Projects/Emergency Relief - 7 projects, \$3 million
- Highway Bridge Program - 18 projects, \$7 million
- Highway Safety Improvement Program (HSIP) - 22 projects, \$4 million

The remaining \$4 million was sub-allocated for 7 projects in other categories (as referenced with an asterisk on the attachment).

## **BACKGROUND:**

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

**Local Assistance Lump Sum Allocation Status for FFY 2011:**

As of December 31, 2011, the end of the first quarter of FFY 2012, approximately \$22 million, or 3 percent of the \$842 million allocated, has been sub-allocated for 68 projects. Some programs have low sub-allocations; however, this is not unusual during the first quarter of the federal fiscal year. In comparison to the Local Assistance delivery report of federal formula funds for the period ending December 31, 2010, the Department had only sub-allocated \$113 million or 10 percent of the federal lump sum for FFY 2011. The Surface Transportation Program State Match and Exchange should occur after Congress authorizes the remaining federal expenditures for FFY 2012.

Freeway Service Patrol, Railroad Grade Crossing Protection, Railroad Grade Crossing Maintenance, and Railroad Grade Separation currently have no sub-allocations. These programs are not sub-allocated until the Department receives applicant projects, which does not occur until later in the federal fiscal year.

The sub-allocations for the federal Bridge Inspection Program exceed a 10 percent overrun of the Commission's June 2011 lump sum allocation. This program is a sub-program of the federal Highway Bridge Program (HBP). According to federal regulations, bridge sub-programs must stay within the HBP total budget, which includes the Bridge Inspection Program, Local Bridge Seismic Retrofit, and the HBP budgets. Sub-allocations have not exceeded the total budget.

Consistent with historical trends, the Department anticipates using all funds allocated by the Commission for FFY 2012.

Attachment

## LOCAL ASSISTANCE FUNDS

Period Ending  
December 31, 2011

(Dollars in Thousands)

Reference No.: 3.14

Attachment

Fund Description	Commission Allocation			Total Sub-Allocations			Allocation Balance			Percent Sub-Allocated	Number of Projects
	State	Federal	Total	State	Federal	Total	State	Federal	Total	Total	Total
<b>Local Administered &amp; Miscellaneous Programs</b>											
Regional Surface Transportation Program		207,821	207,821		3,068	3,068	0	204,753	204,753	1%	4
Surface Transportation Program State Match and Exchange	57,849		57,849	0		0 *	57,849	0	57,849	0%	1
Congestion Mitigation & Air Quality Program		215,062	215,062		1,192	1,192	0	213,870	213,870	1%	10
Freeway Service Patrol	25,479		25,479	0		0 *	25,479	0	25,479	0%	0
High Priority and Discretionary Projects		104,085	104,085		2,973	2,973	0	101,112	101,112	3%	7
Miscellaneous	3,000	850	3,850	0	0	0 *	3,000	850	3,850	0%	0
<b>Bridge Programs</b>											
Bridge Inspection	735	1,320	2,055		2,439	2,439 *	735	(1,119)	(384)	119%	1
Highway Bridge Program		53,581	53,581	0	6,629	6,629	0	46,952	46,952	12%	18
Local Bridge Seismic Retrofit		84,823	84,823		1,089	1,089 *	0	83,734	83,734	1%	2
<b>Rail Programs</b>											
Railroad Grade Crossing Protection		5,858	5,858		0	0 *	0	5,858	5,858	0%	0
Railroad Grade Crossing Maintenance	2,000		2,000	0		0 *	2,000	0	2,000	0%	0
Railroad Grade Separation	15,000		15,000	0		0 *	15,000	0	15,000	0%	0
<b>Safety Programs</b>											
Highway Safety Improvement Program		25,276	25,276		3,638	3,638	0	21,638	21,638	14%	22
High Risk Rural Roads		4,113	4,113		572	572 *	0	3,541	3,541	14%	2
Safe Routes to School	24,250	10,476	34,726	0	71	71	24,250	10,405	34,655	0%	1
<b>Total Local Assistance Subvention Funds</b>	<b>128,313</b>	<b>713,265</b>	<b>841,578</b>	<b>0</b>	<b>21,671</b>	<b>21,671</b>	<b>128,313</b>	<b>691,594</b>	<b>819,907</b>	<b>3%</b>	<b>68</b>
Federal Transit Administration (FTA) Transfers				0	0	0	0	0	0	0%	0
<b>Total Local Assistance Including FTA Transfers</b>	<b>128,313</b>	<b>713,265</b>	<b>841,578</b>	<b>0</b>	<b>21,671</b>	<b>21,671</b>	<b>128,313</b>	<b>691,594</b>	<b>819,907</b>	<b>3%</b>	<b>68</b>

**Assumptions:**

\* Allocations for state funds reflect the June 2011 Commission meeting vote, Item 2.5h.

\* Allocations for federal funds reflect the September 2011 Commission meeting vote, Item 2.5h.

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

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

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

# Memorandum

To: CHAIR AND COMMISSIONERS

CTC Meeting: March 28-29, 2012

Reference No.: 2.2c. (1)  
Action

From: BIMLA G. RHINEHART  
Executive Director

Subject: **APPROVAL OF PROJECT FOR FUTURE CONSIDERATION OF FUNDING  
MITIGATED NEGATIVE DECLARATION FOR THE 99W AT THOMES CREEK BRIDGE  
REPLACEMENT PROJECT (RESOLUTION E-12-14)**

## **ISSUE:**

Should the Commission, as a Responsible Agency, accept the Mitigated Negative Declaration (MND) for the 99W at Thomes Creek Bridge Replacement Project (project) in Tehama County and approve the project for future consideration of funding?

## **RECOMMENDATION:**

Staff recommends that the Commission accept the MND and approve the project for future consideration of funding.

## **BACKGROUND:**

Tehama County Public Works (County) is the CEQA lead agency for the project. On March 20, 2012 the County adopted the MND and found that the project would not have a significant effect on the environment after mitigation.

Impacts that require mitigation measures to be reduced to a less than significant level relate to air quality, biological resources, cultural resources, geology/soils, hazards and hazardous material, hydrology/water quality, noise, and transportation/traffic. Mitigation measures include, but are not limited to, establishing a buffer zone of 100-feet or greater around elderberry shrubs; refueling equipment at designated construction staging areas; implementing temporary erosion and runoff control measures during construction; and minimizing the extent of construction staging areas to minimize the amount of land disturbed at one time.

On March 20, 2012 the County confirmed that the preferred alternative set forth in the final environmental document is consistent with the project scope of work programmed by the Commission.

The project is estimated to cost \$12,624,000 and is programmed with State (\$1,398,000) funds, Federal (\$11,176,000) funds, and Local (\$50,000) funds. Construction is estimated to begin in fiscal year 2013/14.

Attachment

- Resolution E-12-14
- Project Location

# CALIFORNIA TRANSPORTATION COMMISSION

## Resolution for Future Consideration of Funding 02 – Tehama County Resolution E-12-14

- 1.1 **WHEREAS**, Tehama County Public Works (County) has completed a Mitigated Negative Declaration pursuant to the California Environmental Quality Act (CEQA) and the CEQA Guidelines for the following project:
  - 99W at Thomes Creek Bridge Replacement Project
- 1.2 **WHEREAS**, the County has certified that the Mitigated Negative Declaration has been completed pursuant to CEQA and the State CEQA Guidelines for its implementation; and
- 1.3 **WHEREAS**, the project will construct a new bridge over Thomes Creek in Tehama County; and
- 1.4 **WHEREAS**, the California Transportation Commission, as a Responsible Agency, has considered the information contained in the Mitigated Negative Declaration; and
- 1.5 **WHEREAS**, the County found that all significant or potentially significant impacts can be reduced by mitigation measures to a less than significant level; and
- 1.6 **WHEREAS**, the County adopted the Mitigated Negative Declaration; and
- 1.7 **WHEREAS**, the County adopted a Mitigation Monitoring Reporting Program for the project.
- 2.1 **NOW, THEREFORE, BE IT RESOLVED** that the California Transportation Commission does hereby accept the Mitigated Negative Declaration and approve the above referenced project to allow for future consideration of funding.



# Memorandum

To: CHAIR AND COMMISSIONERS  
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: March 28-29, 2012

Reference No.: 2.2c.(2)  
Action Item

From: NORMA ORTEGA  
Chief Financial Officer

Prepared by: Jay Norvell  
Division Chief  
Environmental Analysis

Subject: **APPROVAL OF PROJECTS FOR FUTURE CONSIDERATION OF FUNDING  
AND NEW PUBLIC ROAD CONNECTION**

## **RECOMMENDATION:**

The California Department of Transportation (Department) recommends that the California Transportation Commission (Commission), as a responsible agency, approve the attached Resolutions E-12-09, E-12-10, and E-12-11.

## **ISSUE:**

### **03-ED-49, PM 3.76/3.92 RESOLUTION E-12-09**

The attached resolution proposes to approve for future consideration of funding the following project for which a Mitigated Negative Declaration (MND) has been completed:

- Route 49 in El Dorado County. Construct roadway improvements along a portion of SR 49 near the town of El Dorado. (PPNO 3119)

This project in El Dorado County will improve safety by replacing a compound curve with a single radius curve, widening the lanes and shoulders, and removing trees to improve sight distance along State Route 49. The project is programmed in the 2010 State Highway Operation and Protection Program (SHOPP). The total estimated project cost is \$2,601,000 for capital and support. Construction is estimated to begin in Fiscal Year 2012-13. The scope, as described for the preferred alternative, is consistent with the project scope programmed by the Commission in the 2010 SHOPP.

A copy of the MND has been provided to Commission staff. The project will result in no significant impacts to the environment. Avoidance and minimization measures would reduce any potential effects on visual resources by replanting trees and shrubs removed by construction activities. As a result, an MND was completed for this project.

Attachment 1

**ISSUE:**

**04-ALA-262, PM R0.0/R0.5, 04-ALA-880, PM R0.0/ 2.9, 04-SCL-880, PM 8.2/10.5  
RESOLUTION E-12-10**

The attached resolution proposes to approve for future consideration of funding the following project for which a Negative Declaration (ND) has been completed:

- Routes 262 and 880 in Alameda and Santa Clara Counties. Roadway improvements including bridge replacements and high-occupancy-vehicle lanes in each direction on a portion of SR 880 and SR 262 in and near the cities of Milpitas and Fremont. (PPNO 0016V)

This project in Alameda County will replace Union Pacific Railroad bridges over Route 262, widen Route 262 between Kato Road and Warm Springs Boulevard, and construct ramps to Kato Road in Fremont, as the final phase of the overall Route 262/Warren Avenue/I-880 Interchange Reconstruction and I-880 Widening Project. This is a State Route 84 Local Alternative Transportation Improvement Project (LATIP) approved by the California Transportation Commission at the January 2010 meeting. The project is fully funded with federal and local funds. The project is concurrently requesting advanced funding at the March meeting. The request is consistent with Assembly Bill 1462, which allows a local agency to advance projects in the LATIP with local funds, to be repaid with revenues from excess lands when funds become available. The total estimated project cost is \$52,800,000 for capital and support. Construction is estimated to begin in Fiscal Year 2011-12.

A copy of the ND has been provided to Commission staff. The project will result in no significant impacts to the environment. Avoidance and minimization measures would reduce any potential effects on biological resources and hazardous waste. As a result, an ND was completed for this project.

Attachment 2

**ISSUE:**

**08-SBD-15, PM 9.82/11.94  
RESOLUTION E-12-11**

The attached resolution proposes to approve for future consideration of funding the following project for which a Mitigated Negative Declaration (MND) has been completed:

- Route 15 in San Bernardino County. Construct intersection improvements on Route 15 at Duncan Canyon Road in the city of Fontana. (PPNO 0168Q)

This project in San Bernardino County will construct a new interchange on Interstate 15 at the existing Duncan Canyon Road overcrossing in the City of Fontana. The project is programmed in the State-Local Partnership Program (SLPP). The project is fully funded with SLPP and local funds. Construction is estimated to begin in Fiscal Year 2011-12. The total estimated project

cost is \$31,752,000 for capital and support. The scope, as described for the preferred alternative, is consistent with the project scope programmed by the Commission in the SLPP.

A copy of the MND has been provided to Commission staff. The project will result in no significant impacts to the environment. Potential effects on biological resources and water quality would be reduced by proposed avoidance and mitigation measures. As a result, an MND was completed for this project.

Attachment 3

**CALIFORNIA TRANSPORTATION COMMISSION**

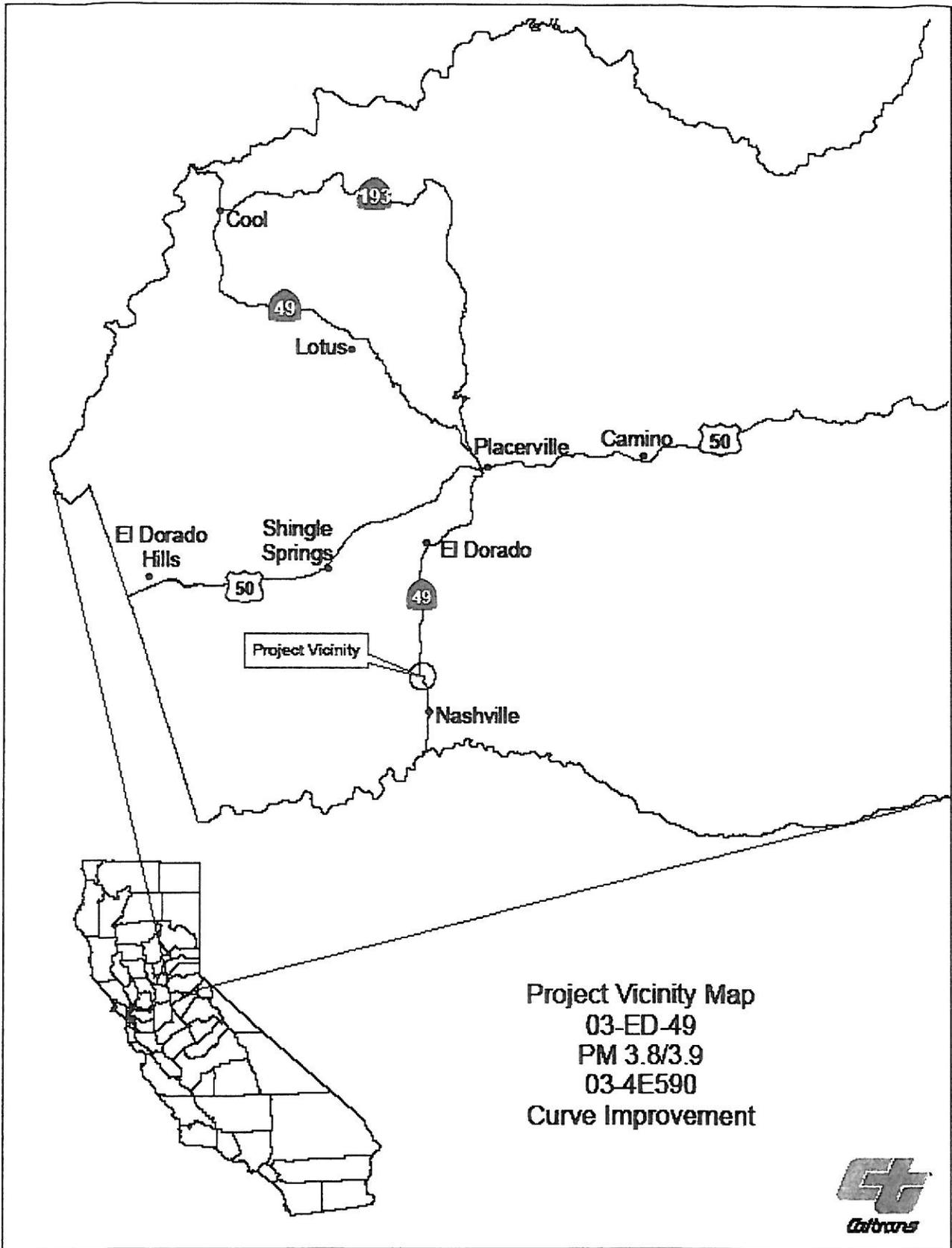
**Resolution for Future Consideration of Funding**

**03-ED-49, PM 3.76/3.92**

**Resolution E-12-09**

- 1.1** **WHEREAS**, the California Department of Transportation (Department) has completed a Mitigated Negative Declaration pursuant to the California Environmental Quality Act (CEQA) and the CEQA Guidelines for the following project:
- Route 49 in El Dorado County. Construct roadway improvements along a portion of SR 49 near the town of El Dorado. (PPNO 3119)
- 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.

# EXHIBIT 1



**CALIFORNIA TRANSPORTATION COMMISSION**

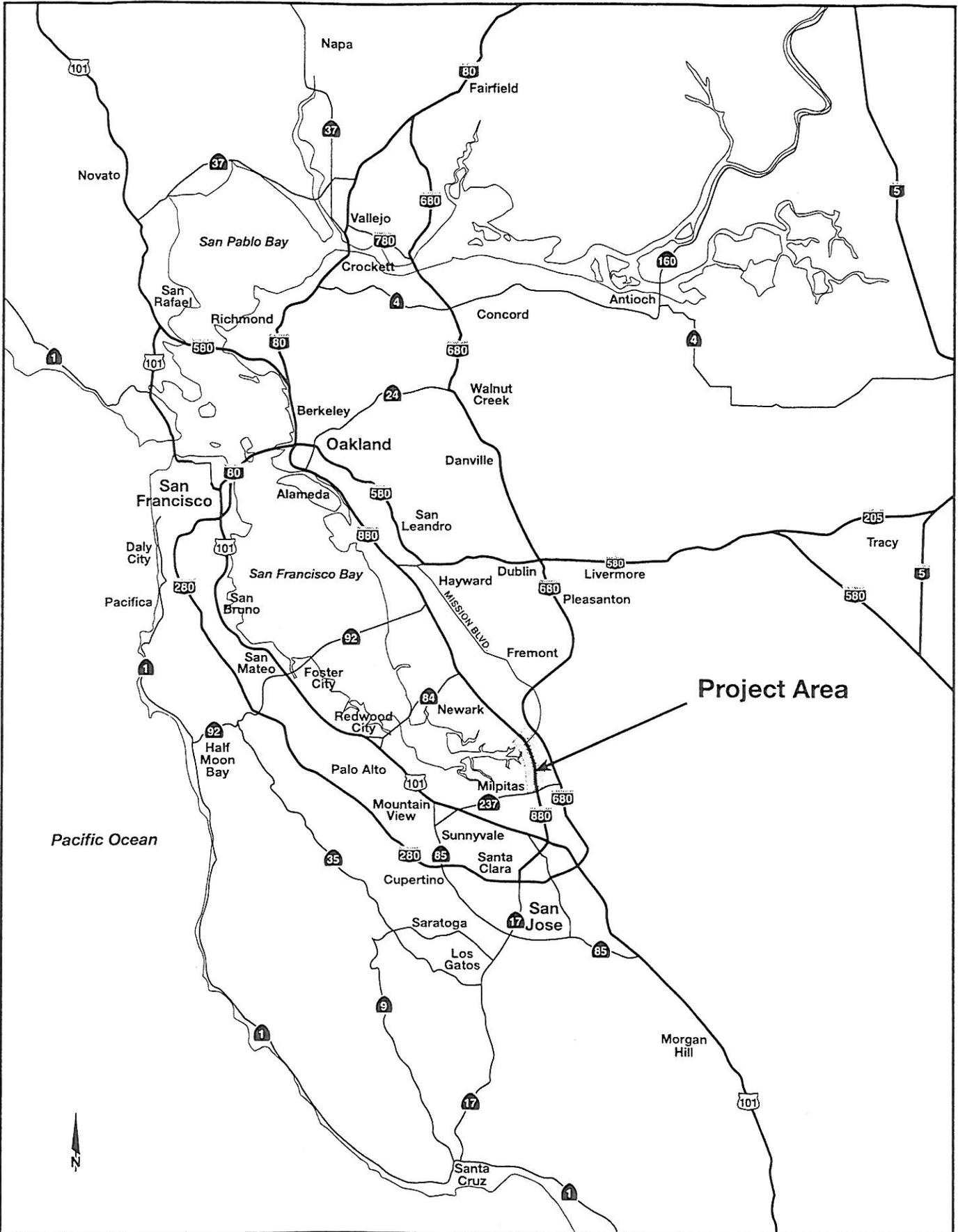
**Resolution for Future Consideration of Funding**

**04-ALA-262, PM R0.0/0.5, 04-ALA-880, PM R0.0/2.9, 04-SCL-880, PM 8.2/10.5**

**Resolution E-12-10**

- 1.1** **WHEREAS**, the California Department of Transportation (Department) has completed a Negative Declaration pursuant to the California Environmental Quality Act (CEQA) and the CEQA Guidelines for the following project:
- Routes 262 and 880 in Alameda and Santa Clara Counties. Roadway improvements including bridge replacements and high-occupancy-vehicle lanes in each direction on a portion of SR 880 and SR 262 in and near the cities of Milpitas and Fremont. (PPNO 0016V)
- 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.

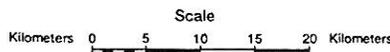
# EXHIBIT 2



Project Area

Pacific Ocean

**Caltrans**  
**Metric**  
Route 262/Warren Avenue/I-880  
Interchange Reconstruction and  
I-880 Widening Project



Project Location Map

Figure 1

**CALIFORNIA TRANSPORTATION COMMISSION**

**Resolution for Future Consideration of Funding**

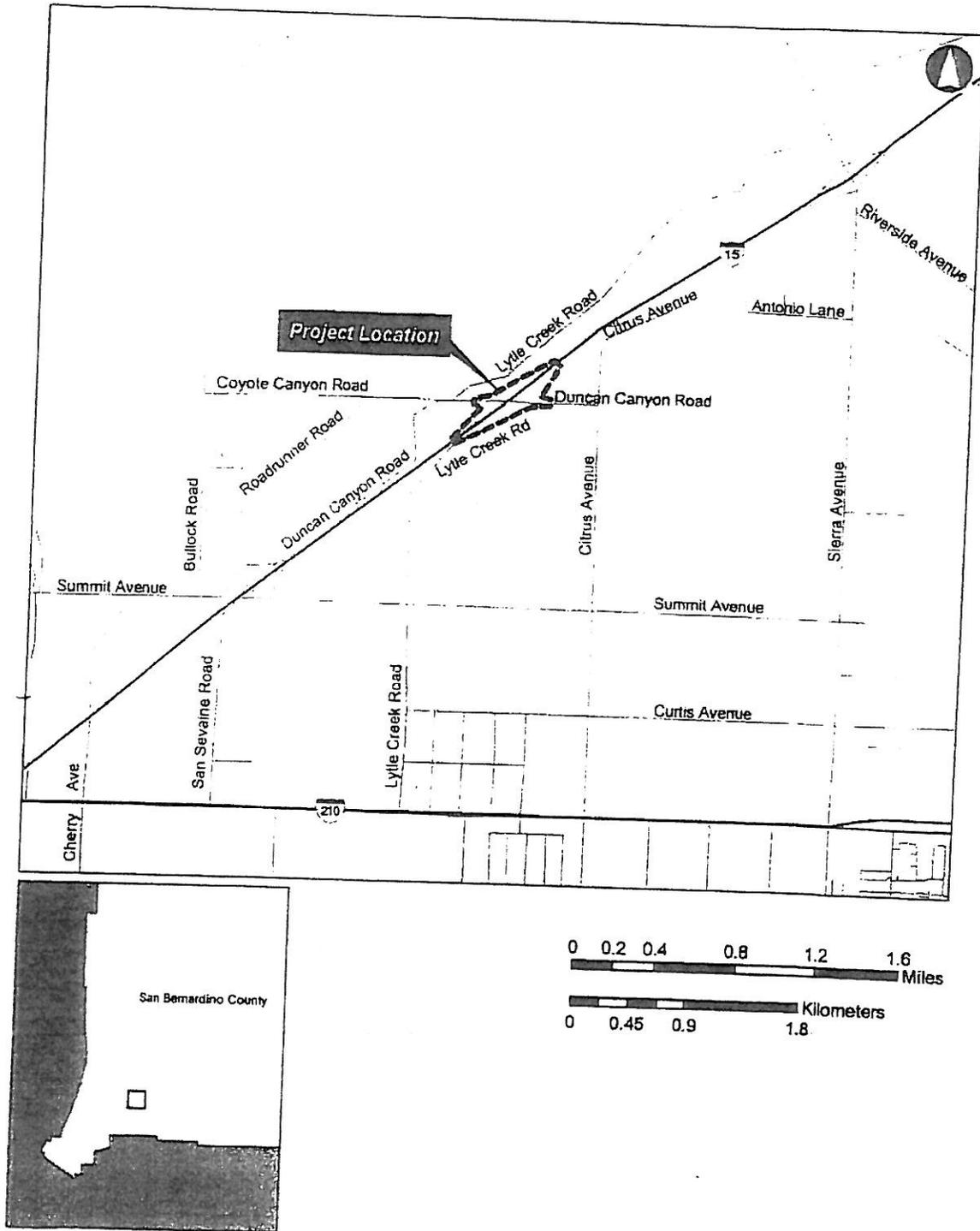
**08-SBd-15, PM 9.82/11.94**

**Resolution E-12-11**

- 1.1** **WHEREAS**, the California Department of Transportation (Department) has completed a Mitigated Negative Declaration pursuant to the California Environmental Quality Act (CEQA) and the CEQA Guidelines for the following project:
- Route 15 in San Bernardino County. Construct intersection improvements on Route 15 at Duncan Canyon Road in the city of Fontana. (PPNO 0168Q)
- 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.

## I-15/Duncan Canyon Road Interchange

### Vicinity Map



# Memorandum

To: CHAIR AND COMMISSIONERS  
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: March 28-29, 2012

Reference No.: 2.2c.(3)  
Action Item

From: NORMA ORTEGA  
Chief Financial Officer

Prepared by: Jay Norvell  
Division Chief  
Environmental Analysis

Subject: **APPROVAL OF PROJECT FOR FUTURE CONSIDERATION OF FUNDING**  
**05-SB-101, PM 83.1/83.9**  
**RESOLUTION E-12-12**

## **RECOMMENDATION:**

The California Department of Transportation (Department) recommends that the California Transportation Commission (Commission), as a responsible agency, approve the attached Resolutions E-12-12.

## **ISSUE:**

The attached resolution proposes to approve for consideration of funding the following project for which a Final Environmental Impact Report (FEIR) has been completed:

- Route 101 in Santa Barbara County. Roadway improvements including road extensions and interchange reconfiguration on SR 101 in and near the city of Santa Maria. (PPNO 4638)

This project in Santa Barbara County will extend the roadway east to west approximately 1.6 miles and construct an interchange just south of the City of Santa Maria. The project is not fully funded. It is expected that the necessary funding will be come from the Santa Barbara County's formula State-Local Partnership Program shares. The project is programmed in the 2010 State Transportation Improvement Program (STIP). The total project cost is \$24,430,000 for capital and support. Depending on the availability of funding, construction is estimated to begin in Fiscal Year 2011-12. The scope, as described for the preferred alternative, is consistent with the project scope programmed by the Commission in the 2010 STIP.

A copy of the FEIR has been provided to Commission staff. Resources that may be impacted by the project include; land use, farmlands, biological resources, and wetlands. Potential impacts associated with the project can all be mitigated to below significance through proposed mitigation measures. As a result, a FEIR was prepared for the project.

Attachments

## **CALIFORNIA TRANSPORTATION COMMISSION**

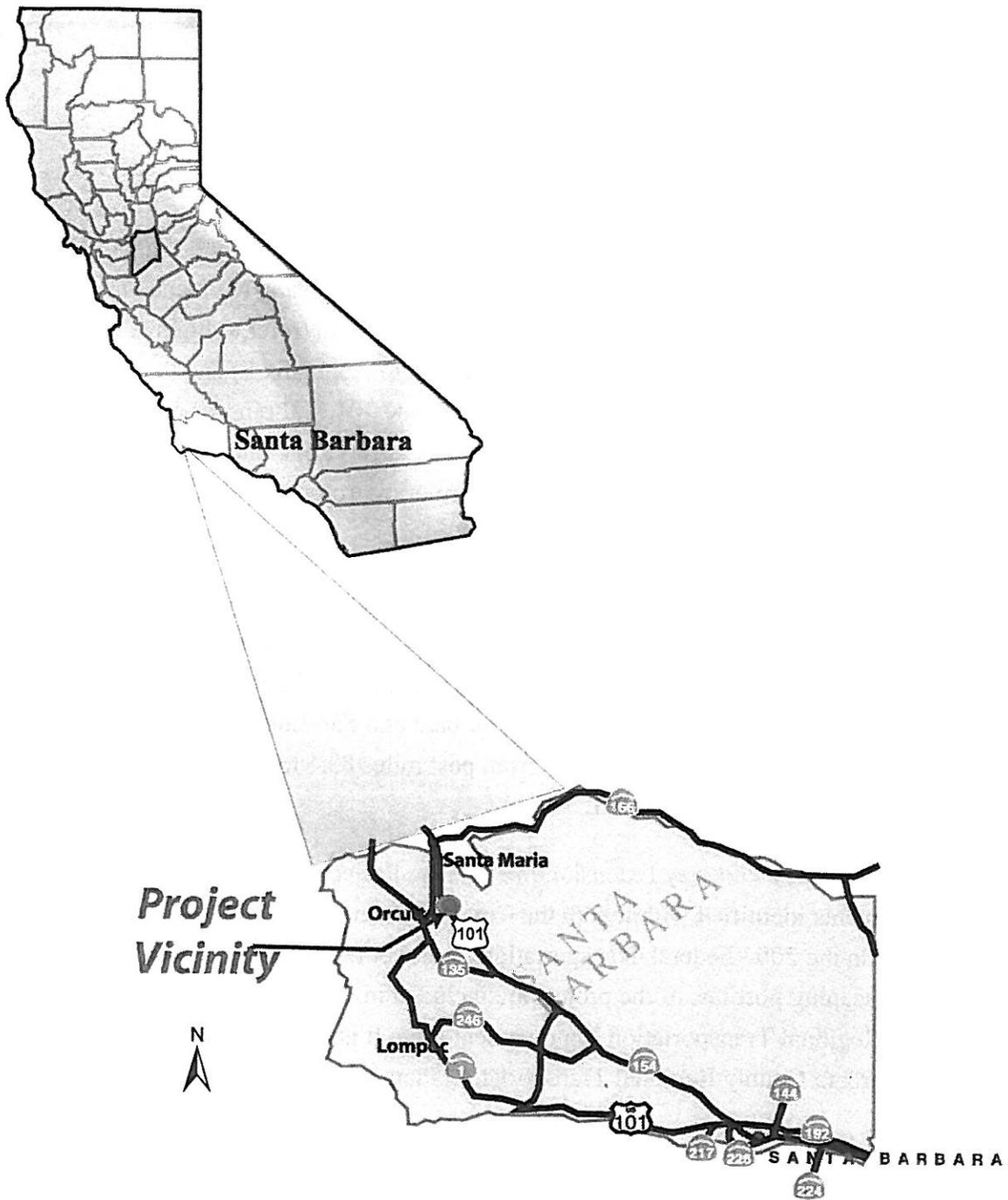
### **Resolution for Future Consideration of Funding**

**05-SB-101, PM 83.1/83.9**

**Resolution E-12-12**

- 1.1** **WHEREAS**, the City of Santa Maria (City) has completed an Environmental Impact Report pursuant to the California Environmental Quality Act (CEQA) and the CEQA Guidelines for the following project:

  - Route 101 in Santa Barbara County. Roadway improvements including road extensions and interchange reconfiguration on SR 101 in and near the city of Santa Maria. (PPNO 4638)
- 1.2** **WHEREAS**, the City has certified that the Environmental Impact Report has been completed pursuant to CEQA and the State CEQA Guidelines for its implementation; and
- 1.3** **WHEREAS**, the California Transportation Commission, as a responsible agency, has considered the information contained in the Environmental Impact Report; and
- 1.4** **WHEREAS**, a Statement of Overriding Considerations was prepared; and
- 1.5** **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: Caltrans, July 2002

Project Vicinity

Figure 1

**EXHIBIT A**  
**CEQA FINDINGS**

**PROPOSED PROJECT**  
**UNION VALLEY PARKWAY EXTENSION**  
**GP-2008-04, E-2008-053**

- A. Findings that with regard to certain project and cumulative effects, changes or alterations have been required in, or incorporated into, the project which mitigate or avoid the significant effects on the environment.**

**1. LAND USE**

- a. **Impact LU-1.** Development of the proposed project could potentially create both short- and long-term land use compatibility conflicts with adjacent agricultural, residential, and institutional uses. The Locally Preferred Alignment would result in noise, and air quality impacts, in addition to the removal of mature vegetation, including a stand of eucalyptus trees, which would result in aesthetic impacts. These impacts and the avoidance, minimization, and/or mitigation measures that would reduce land use compatibility conflicts with surrounding uses below a level of significance for the project are fully discussed in Final EIR Sections 2.1.7, *Visual/Aesthetics*, 2.2.4, *Air Quality*, and 2.2.5, *Noise and Vibration*, respectively. A Visual Impact Study prepared in June 2008 by Rincon Consultants, Inc.'s Richard Daulton, a Planning Manager with 12 years of environmental planning experience, identified several mitigation measures that will reduce the visual impacts of the project. In the professional opinion of Mr. Daulton, all of the adverse visual impacts of the proposed project will be mitigated to insignificance by implementation of these measures. An Air Quality Study prepared in October 2008 by Rincon Consultants, Inc.'s Richard Daulton, and reviewed by Caltrans Transportation Engineer Wayne Mills, who has 22 years of air quality study experience, identified several mitigation measures that will reduce the construction air quality impacts of the project. In the professional opinion of Mr. Daulton and Mr. Mills, all of the adverse air quality impacts of the proposed project will be mitigated to insignificance by implementation of these measures. A Noise Study prepared in October 2008 by Rincon Consultants, Inc.'s Duane Vander Pluym, a Principal Environmental Scientist with 29 years of noise study experience, and reviewed by Caltrans Transportation Engineer Wayne Mills, who has 22 years of noise study experience, identified several mitigation measures that will reduce the construction noise impacts of the project. In the professional opinion of Mr. Vander Pluym and Mr. Mills, all of the adverse construction noise impacts of the proposed project will be mitigated to insignificance by implementation of these measures.

- b. **Impact LU-2.** Implementation of the proposed project and interchange could potentially affect oil or gas lines, which could result in exposure to hazards. An Initial Site Assessment prepared in June 2003 by Rincon Consultants, Inc.'s Scott English, a Registered Environmental Assessor with 15 years of hazardous materials assessment experience, and reviewed by Caltrans Transportation Engineer James Tkatch, who has 18 years experience in hazardous waste management, identified mitigation that will reduce the oil and gas line impacts of the project. In the professional opinion of Mr. English and Mr. Tkatch, all of the adverse oil and gas line impacts of the proposed project will be mitigated to insignificance by implementation of these measures. Refer to mitigation measure LU-2(b), in Final EIR Section 3.3.2, *Land Use*

## 2. CULTURAL RESOURCES

- a. **Project Impact.** Extensive and intensive archaeological surveys were conducted within the boundaries of the archaeological area of potential effect. The archaeological resources investigation was designed to locate previously recorded sites, survey the project vicinity for previously undiscovered historic and prehistoric archaeological sites, and collect archival information from various facilities. None of the research or surveys identified the presence of archaeological resources in the archaeological area of potential effect for the project. No further archaeological work is necessary at this time, unless plans for the build alternatives change to include unsurveyed areas. Although unlikely, if archaeological resources are encountered during construction, work will be discontinued in the area of the find until the material can be evaluated by a qualified archaeologist. If the find is deemed significant, further evaluation, analysis, report preparation, and curation of resources will be required. Mitigation measures CR-1 (a and b) in Final EIR Section 3.3.4 - Cultural Resources address potential cultural resource impacts that could occur as a result of implementation of any of the build alternatives and would reduce impacts to a less than significant level. Archaeological Survey Reports prepared in April 2000 by Joyce Gerber, a Senior Scientist with 27 years of cultural resources experience and in June 2008 by Applied Earthworks, Inc.'s Barry Price, a Principal Scientist with 32 years of cultural resources experience, and reviewed by Caltrans Associate Environmental Planner Paula Juelke-Carr, who has 25 years of cultural study experience, identified the mitigation measures listed above, which will reduce the archaeological impacts of the project. In the professional opinion of Ms. Gerber, Mr. Price and Ms. Juelke-Carr, all of the adverse archaeological impacts of the proposed project will be mitigated to insignificance by implementation of these measures.

### 3. VISUAL/AESTHETICS

- a. **Impact AES-1.** Implementation of the proposed project and interchange would alter public views of the study area through the removal of existing vegetation, and introduction of pavement, light, and glare sources, and other improvements. Soundwalls constructed within the study area would impact visual resources by creating a monolithic effect. This is a significant but mitigable impact. A detailed evaluation of the significant but mitigable aesthetic effects of each of the project is provided in Final EIR Section 2.1.7, *Visual/Aesthetics*. With the implementation of mitigation measures AES-1(a through c) in Final EIR Section 3.3.3, *Aesthetics*, visual effects of the project would be mitigated to a less than significant level and would be consistent with the City of Santa Maria policies pertaining to the protection of visual resources. A visual impact study prepared in June 2008 by Rincon Consultants, Inc.'s Richard Daulton, a Planning Manager with 12 years of environmental planning experience, identified the mitigation measures listed above, which will reduce the visual impacts of the project. In the professional opinion of Mr. Daulton, all of the adverse visual impacts of the proposed project will be mitigated to insignificance by implementation of these measures.

### 4. WATER QUALITY AND STORM WATER RUNOFF

- a. **Impact HWQ-1.** Implementation of the proposed project and interchange could reduce the quality of surface water flowing to offsite drainage channels. A detailed evaluation of the significant but mitigable effects of each of the build alternatives related to water quality is provided in Final EIR Section 2.2.1, *Water Quality and Storm Water Runoff*. Mitigation measures HWQ-2 (a through c), in Section 3.3.5, *Hydrology and Water Quality*, of the EIR would reduce the level of this impact to a less than significant level. The EIR/EA hydrology and water quality assessment prepared in February 2009 by Rincon Consultants, Inc.'s Planning Manager Richard Daulton, who has 12 years of environmental planning experience, and a Water Quality Study prepared in February 2004 by Caltrans Engineering Geologist Isaac Leyva, who has 20 years of experience in environmental and geotechnical design, identified the mitigation measures listed above, which will reduce the water quality impacts of the project. In the professional opinion of Mr. Daulton and Mr. Leyva, all of the adverse water quality impacts of the proposed project will be mitigated to insignificance by implementation of these measures.

### 5. GEOLOGY/SOILS/SEISMIC/TOPOGRAPHY

- a. **Impact GS-1.** There is a potential for liquefaction of soils beneath the proposed project west of State Route 135. A detailed evaluation of the significant but mitigable effects of the Locally Preferred Alignment alternative related to liquefaction hazards is provided in Final EIR Section 2.2.2, *Geology/Soils/Seismic/Topography*. Mitigation measure GS-1(a) in

Section 3.3.6, *Geology and Soils*, of the Final EIR would reduce this impact to a less than significant level. The EIR/EA hydrology and geologic hazards assessment prepared in February 2009 by Rincon Consultants, Inc.'s Planning Manager Richard Daulton, who has 12 years of environmental planning experience identified the above mitigation measures that will reduce the liquefaction impacts of the project. In the professional opinion of Mr. Daulton, all of the adverse liquefaction impacts of the proposed project will be mitigated to insignificance by implementation of these measures.

## 6. HAZARDOUS WASTE/MATERIALS

- a. **Impact HM-1.** The Initial Site Assessment for the proposed project identified a sand-tar mixture and tank bottoms within the study area. Improper handling of these materials and/or discovery of unanticipated contamination during construction could expose construction workers to adverse health conditions. A detailed evaluation of the significant but mitigable effects related to hazardous materials is provided in Section 2.2.3, *Hazardous Waste/Materials*. Mitigation measures HM-3(a and b) in Section 3.3.7 *Hazards and Hazardous Materials* on the Final EIR would reduce this impact to a less than significant level. An Initial Site Assessment prepared in June 2003 by Rincon Consultants, Inc.'s Scott English, a Registered Environmental Assessor with 15 years of hazardous materials assessment experience, and reviewed by Caltrans Transportation Engineer James Tkatch, who has 18 years experience in hazardous waste management, identified the above mitigation measures that will reduce the hazardous materials exposure impacts of the project. In the professional opinion of Mr. English and Mr. Tkatch, all of the adverse hazardous materials exposure impacts of the proposed project will be mitigated to insignificance by implementation of these measures.

## 7. NOISE AND VIBRATION (CONSTRUCTION)

- a. **Impact N-1.** Development of the proposed project would create temporary short-term noise levels that could affect nearby residences and other sensitive receptors. Mitigation measure N-1(a) in Section 3.3.8, *Noise*, of the Final EIR is recommended to reduce construction noise impacts along the Union Valley Parkway corridor and interchange area to less than significant levels. A Noise Study prepared in October 2008 by Rincon Consultants, Inc.'s Duane Vander Pluym, a Principal Environmental Scientist with 29 years of noise study experience, and reviewed by Caltrans Transportation Engineer Wayne Mills, who has 22 years of noise study experience, identified several mitigation measures that will reduce the construction noise impacts of the project. In the professional opinion of Mr. Vander Pluym and Mr. Mills, all of the adverse construction noise impacts of the proposed project will be mitigated to insignificance by implementation of this measure.

## 8. BIOLOGICAL ENVIRONMENT

### *Natural Communities*

- a. **Impact BIO-1.** Implementation of the proposed project and interchange would affect special concern natural communities. The Locally Preferred Alignment Alternative would permanently and temporarily affect a total of 1.67 acres of coast live oak woodland, 8.96 acres of eucalyptus woodland, 1.70 acres of wetland, and 11.31 acres of central dune scrub habitat. Mitigation measures BIO-1(a) and BIO-3(a) in Final EIR Section 3.3.10 *Natural Communities/Woodlands* are required to minimize project impacts to natural communities. Implementation of these mitigation measures would reduce impacts on the project site to a less than significant level. The Natural Environment Study prepared in June 2008 by Rincon Consultants, Inc.'s Susan Christopher, Ph.D, a Senior Biologist with 13 years of biological resources experience, identified the above mitigation measures, which will reduce the impacts of the project on special concern natural communities. In the professional opinion of Ms. Christopher, all of the adverse special concern natural communities impacts of the proposed project will be mitigated to insignificance by implementation of these measures.

### *Wetlands and Other Waters*

- a. **Impact BIO-2.** Implementation of the proposed project would result in temporary and permanent losses of wetland habitat in the study area. This habitat would satisfy Corps requirements for jurisdiction as a tributary to Waters of the U.S., and is a wetland habitat under the Cowardin Classification System as recognized by the County of Santa Barbara. A detailed evaluation of the significant but mitigable effects of the project on wetlands and other waters is provided in Final EIR Section 2.3.2, *Wetlands and Other Waters*. Mitigation measure BIO-2(a) in Final EIR Section 3.3.11 *Biological Resources—Wetlands* of the EIR is required to reduce the impact to wetlands to a less than significant level. The Natural Environment Study prepared in June 2008 by Rincon Consultants, Inc.'s Susan Christopher, Ph.D, a Senior Biologist with 13 years of biological resources experience, identified this mitigation measure as one that will reduce the impacts of the project on wetlands. In the professional opinion of Ms. Christopher, all of the wetlands impacts of the proposed project will be mitigated to insignificance by implementation of this measure.

### *Plant Species*

- a. **Impact BIO-4.** Implementation of the project would reduce the amount of a rare plant species that occurs within the study area. A detailed evaluation of the significant but mitigable effects of the project on rare plant species is provided in Final EIR Section 2.3.3, *Plant Species*. As described there, a population of curly-leaved monardella (*Monardella undulata*), which is a

California Native Plant Society List 4.2 plant species, would be directly affected by the project. The project would permanently affect a 0.08-acre occurrence of curly-leaved monardella. Implementation of the avoidance, minimization, and mitigation measure BIO-4(a) in Section 3.3.13 *Biological Resources—Plant Species*) would reduce impacts to plant species that are rare and/or species of special concern to a less than significant level. The Natural Environment Study prepared in June 2008 by Rincon Consultants, Inc.'s Susan Christopher, Ph.D, a Senior Biologist with 13 years of biological resources experience, identified mitigation that will reduce the impacts of the project on rare plant species. In the professional opinion of Ms. Christopher, all of the rare plant impacts of the proposed project will be mitigated to insignificance by implementation of this measure.

### ***Animal Species***

- a. **Impact BIO-5.** Implementation of the proposed project could affect animal species that are rare and/or species of special concern that are known to use or potentially use habitats within the potential alignments. A total of approximately 15.20 acres of potential nesting and roosting (eucalyptus, ornamental and oak woodland) habitat for birds occurs on the Locally Preferred Alignment Alternative and could be disturbed by project construction and operations. In addition, 6.11 acres of central (Lucian) coastal scrub, 11.31 acres of central dune scrub, and 27.59 acres of non-native grassland, which can be used by species such as the horned lark, loggerhead shrike, and various special-status mammal and reptile species, would be affected. The California legless lizard, California horned lizard, southern Pacific pond turtle, two-striped garter snake, and American badger have the potential to use habitats within this alignment. Compensatory mitigation for eucalyptus woodland, oak woodland, and other plant communities of special concern, which is described in Final EIR Section 2.3.1, *Natural Communities* would benefit several special-status animal species. Implementation of mitigation measures BIO-5(a through h) in Final EIR Section 3.3.14 *Biological Resources—Animal Species* would reduce impacts to wildlife species that are rare and/or a species of special concern and their habitat to a less than significant level. The Natural Environment Study prepared in June 2008 by Rincon Consultants, Inc.'s Susan Christopher, Ph.D, a Senior Biologist with 13 years of biological resources experience, identified several mitigation measures that will reduce the impacts of the project on rare animal species. In the professional opinion of Ms. Christopher, all of the rare animal impacts of the proposed project will be mitigated to insignificance by implementation of the above measures.

### ***Threatened and Endangered Animal Species***

- a. **Impact BIO-6.** Implementation of the project could affect threatened and endangered animal species, such as California red-legged frog and California tiger salamander that are known to use or potentially use habitats within the potential alignments. A detailed evaluation of the effects of each of the build alternatives on Threatened or Endangered species is provided in Final EIR Section 2.3.5, *Threatened and Endangered Species*. Mitigation Measures BIO-6(a-c) in Final EIR Section 3.3.15, Biological Resources – Threatened and Endangered Species, would reduce this impact to a less than significant level. The Biological Assessment prepared in June 2008 by Rincon Consultants, Inc.'s Susan Christopher, Ph.D, a Senior Biologist with 13 years of biological resources experience, identified several mitigation measures that will reduce the impacts of the project on threatened and endangered species. In the professional opinion of Ms. Christopher, all of the threatened and endangered species impacts of the proposed project will be mitigated to insignificance by implementation of the above measures.

In addition, through issuance of a Biological Opinion, take authorization of California red-legged frogs and California tiger salamander pursuant to Section 7 of the federal Endangered Species Act was issued by the U.S. Fish and Wildlife Service on December 17, 2008. With compliance with the Biological Opinion and implementation of required mitigation measures, impacts on threatened and endangered animal species would be reduced to a less than significant level, in the opinion of the Fish and Wildlife Service.

It should be noted that the Final EIR for the Santa Maria Airport Business Park Specific Plan concluded that impacts of the plan on threatened and endangered species, including California tiger salamander and California red-legged frog, were significant and unavoidable because although a program of mitigation measures were proposed, it was not certain that they will reduce potential impacts to a less than significant level, since the City has no control over the outcome of the state and federal permitting process. The conclusion for the Union Valley Parkway project differs because a Biological Opinion has been issued by USFWS prior to certification of the EIR, and because the Union Valley Parkway EIR evaluates a project-specific infrastructure proposal with a high level of certainty with regard to compliance with the conditions of the Biological Opinion, rather than a long-term Specific Plan at a programmatic level of detail, where compliance is more difficult to assure.

### ***Invasive Species***

- a. **Impact BIO-7.** Landscaping associated with implementation of the proposed project and interchange could potentially introduce invasive

plant species. To eliminate invasive species, a qualified biologist would review the landscape palette before implementation. However, the potential introduction of invasive species would require mitigation to reduce impacts to a less than significant level. This is a significant but mitigable, impact. A detailed evaluation of the significant but mitigable effects of each of the build alternatives on invasive species is provided in Final EIR Section 2.3.6, *Invasive Species*. Implementation of mitigation measure BIO-7(a) in Final EIR Section 3.3.16, *Biological Resources — Invasive Species*, would reduce impacts to a less than significant level. The Natural Environment Study prepared in June 2008 by Rincon Consultants, Inc.'s Susan Christopher, Ph.D, a Senior Biologist with 13 years of biological resources experience, identified mitigation measures that will reduce the impacts of the project related to invasive species. In the professional opinion of Ms. Christopher, all of the invasive species impacts of the proposed project will be mitigated to insignificance by implementation of the above measure.

- B. Findings that with regard to certain project and cumulative effects, those changes or alterations which mitigate those effects, are within the responsibility and jurisdiction of another public agency and have been, or can and should be, adopted by that other agency.**

There are no changes or alterations which mitigate certain project and cumulative effects that are within the responsibility and jurisdiction of another public agency that have been, or can and should be, adopted by that other agency.

- C. Findings that with regard to certain project and cumulative effects, specific economic, legal, social, technological, or other considerations, including considerations for the provision of employment opportunities for highly trained workers, make infeasible the mitigation measures or alternatives identified in the environmental impact report.**

The FEIR identified one (1) significant, unavoidable, adverse project and/or cumulative related environmental impact associated with the proposed project that cannot be mitigated to levels of insignificance by the adoption of mitigation measures. The City Council finds that this impact will be mitigated to the maximum extent feasible as follows:

**1. OPERATIONAL NOISE (ALL BUILD ALTERNATIVES)**

- a. Impact N-2.** Traffic traveling on the proposed project and interchange would generate noise level increases that would exceed 12 decibels at homes and private recreational areas in the study area. This increase is significant according to a noise threshold established by the California Department of Transportation because the change is detectable by the human ear. However, exterior noise levels in certain areas projected to experience a 12 decibel increase, including at Receptors 3 and 4, west of California Boulevard, would not exceed the City's exterior residential noise level standard of 60 decibels with the project. Since noise mitigation would

) not be feasible (as set out below) in certain noise-impacted locations, this is a significant and unavoidable impact.

Final EIR Table 3-4 summarizes the existing and post-project noise conditions at representative noise sensitive receptors for the Locally-Preferred Alternative.

Noise abatement is not proposed in certain locations, such as residential and private recreational receptors in the Foxenwood Subdivision, west of California Boulevard, because the implementation of noise barriers would not be feasible in these locations, or is unnecessary to reduce impacts.

) Receptors 3, 4 and 5 are located west of California Boulevard, as illustrated on Final EIR Figures 22A through 22D. Final EIR Tables 2-17 through 2-20 summarize the existing and future noise levels at these locations. As stated, sound barriers would be necessary to reduce future noise increases to acceptable levels at Receptors 3 and 4. However, constructing such walls would far exceed the economic parameters for reasonableness developed by Caltrans in its *Traffic Noise Analysis Protocol*. In order to achieve a noise reduction discernable to the human ear, sound barriers at Receptors 3 and 4 would need to be 16 feet tall. As shown on Table 2-22, a 17,600 square foot soundwall at this location would have an estimated cost of \$633,600, while the reasonable cost allowance was only \$377,000. In addition, the construction of sound walls at Receptors 3 and 4 would not be feasible in accordance with CEQA. Section 15364 of the CEQA Guidelines defines "feasible" as "capable of being accomplished in a successful manner within a reasonable period of time, taking into account economic, environmental, legal, social and technological factors." It is also important to state that noise levels at these receptors with the project would not degrade below City outdoor noise standards for residential uses, which is 60 decibels. In addition, construction of these walls is unnecessary to meet the standards for ambient noise set in the City's general plan, a legal document, as the level that is socially acceptable for residential use. Consequently, construction of these sound walls would be infeasible within the meaning of Section 15364.

**D. Findings that with regard to certain project and cumulative effects, those effects found to be less than significant and no mitigation measures are required.**

**1. AGRICULTURAL RESOURCES**

- a. **Project Impact.** The Union Valley Parkway extension portion of the project would not occur on lands designated for agriculture. However, up to approximately 16 acres of right-of-way in the proposed Union Valley Parkway/Highway 101 interchange area would be taken from land zoned for agricultural or resource management. None of the 16 acres of right-of-way to be converted from agriculture to highway use contain prime soils.

These agricultural areas are located at the extreme western perimeter of larger agricultural areas. The conversion of this relatively small area of agricultural land would not compromise the sustainability of, fragment, or restrict access to other adjacent agricultural operations. In addition, no Williamson Act contract lands would be affected through implementation of any of the build alternatives, as no such land is located in the project area. Consequently, the project would create no significant impact on agricultural resources.

- b. **Cumulative Impact.** Cumulative development throughout the greater Santa Barbara County and City of Santa Maria area would gradually convert prime agricultural areas. The project would incrementally contribute to this change. Individual development projects in the region would have the potential to create compatibility conflicts between historic agricultural uses and new urban development. Such conflicts are expected to be addressed on a case-by-case basis. As discussed above, the proposed project would not result in significant impacts to agricultural resources. From a cumulative perspective, implementation of the proposed project would contribute to a less than significant cumulative impact because the project would not convert areas containing prime agricultural soils, or lands under Williamson Act contract to urban use, nor would the project facilitate the conversion of any such land in the County.

## 2. HYDROLOGY AND FLOODPLAIN

- a. **Project Impact.** The project area is in Flood Zone C, an area of no flood hazard. The project did not show a predicted increase in the base flood elevation, and does not include development that conflicts with the function of the natural floodplain. Due to design features aimed at retaining water within the vicinity, drainage facilities outside the project area would not be indirectly affected. Therefore, the project would result in no significant impacts related to flooding.

## 3. PALEONTOLOGY

- a. **Project Impact.** The project area is entirely underlain by Quaternary Dune Sand, which has no potential to contain paleontological resources (Worts, 1951). Therefore, the impact is less than significant.

## 4. RECREATION

- a. The proposed project and interchange would not include the implementation of residential land uses that would increase demand for parks and recreational facilities. No impacts to such facilities or services would result. In addition, in the Locally Preferred Alignment, the proposed improvements would be designed to avoid encroachment onto any parklands, including Pioneer Park. Furthermore, the proposed project

would include sidewalks, multi-use paths, and bike lanes, and would therefore improve recreational trail opportunities in the area.

## 5. UTILITIES

- a. **Project Impact U-1.** The Proposed project and interchange would not necessitate additional wastewater or storm drainage improvements, beyond those described as part of the project. No additional impacts related to utility services or infrastructure would result.
- b. **Project Impact U-2.** The Proposed project and interchange would generate short-term construction solid waste that would not exceed the capacity of existing landfills serving the area. Solid waste generated during construction of the project would be disposed of at the Santa Maria Regional Landfill. This landfill maintains a remaining capacity of 1,238,000 cubic yards and a permitted throughput of 740 tons per day of solid waste, which would be sufficient to accommodate project-generated solid waste. Less than significant impacts would result.

## 6. TRANSPORTATION/TRAFFIC

- a. **Project and Cumulative Impact.** The proposed project and interchange would result in roadway and intersection operations that meet or exceed the City and County Level of Service standards with the project. Therefore, the project will have a less than significant [or no] adverse impact on traffic. Operational impacts at specific roadway segments and intersections are described in detail in Final EIR Section 2.1.6, *Traffic and Transportation/ Pedestrian and Bikeway Facilities*.

## 7. AIR QUALITY

- a. **Project Impact.** A discussion of the regional and project conformity with the Clean Air Act is provided in Final EIR Section 2.2.4, *Air Quality*. As described in that section, regional air quality impacts have previously been analyzed and found to not be significant. In fact, long-term impacts of the proposed project/Interchange Project would be beneficial related to air quality. The project would improve regional circulation, with resulting reductions in air contaminant emissions, and would therefore result in beneficial cumulative impacts on air quality.
- b. **Cumulative Impact.** The project would not contribute cumulatively to long-term air quality impacts in the air basin for three reasons: 1) construction impacts are of short-term duration; 2) there is no expected generation of travel demand or other direct sources of air pollutants; and 3) air quality is expected to improve via the improvement of traffic congestion in the vicinity.

## 8. MINERAL RESOURCES

- a. **Project Impact.** The project would not have a significant effect on the demand for aggregate resources because according to staff there is estimated to be a sufficient amount of aggregate resources to meet local demand for the next 50 years. Similarly, the project would not have a significant effect on the demand for petroleum resources because petroleum is considered a worldwide, national, and statewide resource, which is beyond the scope of local governments to effectively manage or control. This is a less than significant impact.

## 9. HAZARDOUS AIR TRAFFIC

- a. **Project Impact.** Implementation of the proposed project and interchange would not impede air traffic or expose people to significant impacts related to airport safety. The project would not construct occupied structures along the corridor, and would feature a low vertical profile that would not influence air traffic patterns. This is a less than significant impact.

## 10. PHYSICAL DIVISION OF ESTABLISHED COMMUNITIES

- a. **Project Impact.** The proposed project would be located north and east of the Foxenwood Estates residential subdivision, and would not cross or divide this subdivision or physically separate it from any adjacent subdivisions. In addition, the State Route 101/Union Valley Parkway interchange portion of the project would be located adjacent to the Creekside and Edgewood residential subdivisions, but would not cross or divide these neighborhoods. The project would be located north and east of the Foxenwood Estates residential subdivision, and would not cross or divide this subdivision or physically separate it from any adjacent subdivisions. In addition, the project would provide improved access to community facilities in the area, such as Pioneer Park and the County Government Center.

## 11. GROWTH INDUCEMENT

- a. **Project Impact.** An interchange and road extension project can induce growth by removing existing constraints to growth (such as, eliminating congestion) or by directly promoting growth (for example, providing access to previously inaccessible commercial or residential development sites). The relationship between the proposed project and growth in the Santa Maria and Orcutt areas is expected to be one of accommodating planned growth, rather than growth inducement. For the last 40 years, this major east-west route has been shown on every planning effort for the County and the City. Over the years, the City and County have reserved right-of-way for the proposed Union Valley Parkway as development has occurred along the route. As projects have been built in Orcutt, segments of this road have been constructed. Overall growth pressure in the region is

expected to decline due to the downturn in the local real estate market and the substantial decrease in the City's and County's Regional Housing Needs Allocation for housing production compared to the previous General Plan Housing Element update cycle.

## 12. PUBLIC SERVICES

- a. **Project and Cumulative Impact.** The project and other cumulative projects in the vicinity would use a portion of the City's water supply surplus, but a substantial water supply surplus would remain subsequent to implementation of cumulative projects; therefore, the project would not result in a significant cumulative water supply impact. The project would not require individual sewage disposal systems, or generate sewage or operational solid waste. No communication facilities are needed for, or would be disrupted by, the project and no electrical service or gas supplies are needed. Roadway extension improvements would reduce traffic congestion in the long term and improve overall vehicle access and response times, which would be a long-term beneficial impact. No impacts to emergency services personnel, equipment, or facilities are anticipated.

**EXHIBIT C**  
**STATEMENT OF OVERRIDING CONSIDERATIONS**  
**PROPOSED PROJECT**  
**UNION VALLEY PARKWAY EXTENSION**  
**GP-200804, E-2008 053**

**Statement of Overriding Considerations**

**Overriding Economic, Social, Planning and Other Considerations**

The City Council of the City of Santa Maria hereby finds and determines that specific economic, legal, social, technological and other considerations related to the proposed Project outweigh the unavoidable adverse environmental effects identified in the Final EIR and discussed above, including any effects not mitigated because of the infeasibility of mitigation measures, and the adverse environmental effects are acceptable. This Statement of Overriding Considerations provides evidence to support finding that the adverse environmental effects from the Project which cannot feasibly be avoided or substantially lessened are acceptable.

The City Council further finds and determines that, balancing the discussion below and evidence in the entire record before the City against the adverse environmental effect of operational noise in the neighborhood of Union Valley Parkway, which cannot feasibly be avoided or substantially lessened, the unavoidable and unmitigatable adverse environmental effect of operational noise in the neighborhood of Union Valley Parkway is acceptable. The summarized reasons for this finding are:

- a. Noise will increase for some residents in the neighborhood of the Parkway, but will not degrade below Santa Maria general plan standards for residential use. A soundwall will be constructed between California Boulevard and Foxenwood Lane to further reduce noise exposure for adjacent residences. The City proposes to build a shorter wall to provide privacy and security for those residents who desire such a wall for reasons other than noise mitigation between California Blvd and South Blosser Road. Traffic congestion will decrease and traffic flow will improve on a local and regional basis. Traffic safety will increase for areas frequented by children.
- b. Biking and pedestrian opportunities will increase and, with implementation of the locally preferred alternative, existing opportunities to quietly enjoy Pioneer Park will be preserved.
- c. Access and circulation will be provided for the recently approved Santa Maria Business Park. Over time, this Park is projected to provide thousands of jobs for area residents, including high-paying jobs in clean industries.
- d. Habitat for local wildlife, including species of special concern and endangered species, will be preserved and enhanced through implementation of programs approved by the Fish and Wildlife Service.

## 1. Social, Planning and Circulation Benefits

The proposed project will benefit the City of Santa Maria by implementing a primary arterial roadway planned in City of Santa Maria General Plan Circulation Element. Therefore, the project will help to achieve the following City of Santa Maria General-Plan Goals, Policies and Objectives:

- To provide and maintain a comprehensive transportation system that provides for the safe and efficient transport of people and goods throughout the City. (*GOAL C.1. Comprehensive Transportation System, Circulation Element*)
- The City shall maintain an acceptable peak-hour level of service on all arterials and collectors and at signalized intersections. Service Level "D" on all roadways and at all signalized intersections shall be the level maintained. (*POLICY C.1.a Acceptable Levels of Service, Circulation Element*)
- Require appropriate right-of-way dedications and building setbacks of all new developments to facilitate construction of roadways shown on the Circulation Plan Map (Figure C.2), including protection of right-of-way for future roadways. (*POLICY C.2.a Preservation of road right of way, Circulation Element*)
- Provide safe, efficient and convenient streets for the use of pedestrians and cyclists throughout the City, and where possible, provide separate bikeway access to major destinations (e.g., schools, parks, and commercial and employment centers) to assure safety. (Policy C.6.c.2, *Safe Streets for Bicycles*)
- Insure that all urban services and infrastructure are planned and provided for in a timely manner and sufficient land is reserved for this provision. (*POLICY L.U.2 Infrastructure Timing, Land Use Element*)

### Substantial Evidence:

- A study dated October 2008 by Associated Transportation Engineers concludes that without the proposed project and other public roadway and intersection improvements, several key regional roadways would degrade to Level of Service D, E, or F within the 20-year horizon period. The Foster Road/State Route 135 intersection would degrade to Level of Service D by the end of 2008, the State Route 101/Santa Maria Way interchange would degrade to Level of Service D in 2010, and the State Route 101/Clark Avenue interchange would degrade to Level of Service D in the 2011 to 2014 period. In addition, Lakeview Road and Foster Road would require widening to accommodate projected traffic volumes. Without the project, future development envisioned in the City of Santa Maria General Plan, Santa Maria Airport Business Park Specific Plan, Richards Specific Plan, or Orcutt Community Plan could not be accommodated within the circulation system. With implementation of the project, City roadways and intersections in the area would operate at an acceptable level of service through the General Plan buildout period.

- The project would improve access between the Santa Maria Public Airport, surrounding community, and Highway 101. As shown in the traffic study dated October 2008 prepared by Associated Transportation Engineers, the project would transfer through trips to the regional highway system by providing east/west access between State Route 135 and Highway 101, and between State Route 135 and Blosser Road. This would facilitate through-trip access to the regional highway system by travelers from Santa Maria to the north and the community of Orcutt to the south.
- The City has received public testimony that east-west traffic circulation for the region extending south to Clark Avenue is already highly congested; consequently, implementation of the project will address and alleviate traffic service problems on a regional basis.
- The traffic study prepared in October 2008 by Associated Transportation Engineers indicates that the proposed project and interchange will reduce traffic on parallel routes, including Lakeview Road, Foster Road, and Clark Avenue, and will reduce loading at the interchanges north and south of the Union Valley Parkway/U.S. Highway 101 interchange. As discussed in the No Action Alternative traffic analysis, traffic would be higher on Lakeview Road under the No Action Alternative when compared to the Locally-Preferred Alignment. The Locally-Preferred Alignment is forecast to reduce traffic on Lakeview Road by 3,400 ADT compared to the No Action Alternative. Volumes will be lower at the Lakeview/SR 135 and Lakeview/Bradley intersections with the Locally-Preferred Alignment and their operations would improve. These improvements would help to address safety concerns raised by members of the public who experience delays and congestion at Lakeview intersections and have requested action to improve conditions for school children in the area.
- The Proposed project is intended to satisfy regional Congestion Management Program objectives. Financial penalties (such as loss of Section 2105 funds and inability to program new Regional Surface Transportation Program/Congestion Management Air Quality funds in future programming cycles) occur if a local agency either does not participate or does not properly implement the Congestion Management Program (California Government Code Section 65089.5). Exceeding the Congestion Management Program Level of Service standard would trigger the need for the affected agency/agencies to develop a Congestion Management Program deficiency plan specific to the problem location, which would result in costs related to developing the deficiency plan and garnering the funds to implement the identified improvements in the plan (California Government Code Title 7, Section 65089).
- The proposed project would improve emergency access and response times for emergency services providers in the area by improving traffic flow and reducing average vehicle hours traveled in the area (refer to

Section 2.1.6, *Traffic and Transportation/Pedestrian and Bicycle Facilities, of the EIR/EA*).

- The proposed project includes sidewalks, multi-use paths, and bike lanes, and would therefore improve pedestrian and bicycle circulation in the area. In addition, the proposed alternative transportation infrastructure would serve to implement a portion of a planned regional bikeway and pedestrian system, including a bike path along Union Valley Parkway from State Route 101 to Blosser Road (refer to Section 2.1.6, *Traffic and Transportation/Pedestrian and Bicycle Facilities, of the EIR/EA*).

## 2. Economic Benefits

The proposed project will benefit the City of Santa Maria by increasing economic activity. The proposed project in the locally preferred alternative will serve the Santa Maria Airport Business Park. Evidence presented to the City Council during hearings on the Airport Business Park Specific plan projected that this economic activity will increase both in the Santa Maria Airport Business Park and also in connection with operation of the airport and other retail activities. Therefore, the project will help to achieve the following City of Santa Maria General-Plan Goals, Policies and Objectives:

- Maintain and improve the existing character of the community as the industrial and commercial retail center for northern Santa Barbara County and southern San Luis Obispo County. (*Goal L.U.1, Community Character, Land Use Element*)
- Continue to promote industrial park, and recreational development in the vicinity of Santa Maria Airport. Within the industrial parks, prohibit intensive retail commercial, general offices, medical offices, and consumer oriented general business. (*Objective L.U.10g, Land Use Element*)

### Substantial Evidence:

- The project will improve access to and from the Santa Maria Airport Specific Plan area, which contains 132 acres of land zoned light manufacturing, and which can be developed into a variety of business uses including commercial, airport service, community facilities and commercial/professional office. Based on the 2007 North County Real Estate and Economic Outlook, the Santa Maria Airport District estimates the Specific Plan area will contribute 4,373 new jobs in its first 10 years of operation. Most of these new jobs are projected to occur in light manufacturing, with an average salary of \$45,832 annually. At full buildout, the District estimates that 6,439 new employees will be working in the Specific Plan area. Annual salaries of these employees are estimated to range between \$36,260 (transportation-warehousing), \$45,832 (manufacturing – durable) and \$74,391 (management).
- During construction, the proposed project will create a variety of construction jobs in Santa Maria.

### 3. Legal Benefits

The proposed project will benefit the City of Santa Maria legally by creating permanent protections and habitat enhancements for threatened and endangered species, as required by state and federal law, and as further supported by the City of Santa Maria General Plan. In addition, the Project will help to achieve the following City of Santa Maria General Plan Goals, Policies and Objectives:

- Preserve natural biological resources and expand the Santa Maria Urban Forest. (*Goal 3 - Biological Resources, Conservation and Open Space Elements, Resources Management Element*)
- Protect and preserve biological resources, and expand the urban forest within the Planning Area in order to enhance the quality of life in the Santa Maria Valley. (*Policy 3 - Biological Resources, Conservation and Open Space Elements, Resources Management Element*)
- Ensure that all development near sensitive habitats avoids significant impacts to these areas. (*Objective 3.1.a - Plant and Animal Taxa and Habitats, Biological Resources, Conservation and Open Space Elements, Resources Management Element*)
- Provide adequate conservation open space areas for natural resource protection, wildlife habitat, water resource areas, urban forests, and mineral resources. (*Objective 7.1.c - Conservation Open Space, Conservation and Open Space Elements, Resources Management Element*)
- Provide open space areas to preserve and buffer environmentally sensitive areas from urban uses. (*Objective 7.1.d - Preservation of Open Space, Conservation and Open Space Elements, Resources Management Element*)

#### Substantial evidence:

- In consultation with the United States Fish and Wildlife Service, the project will set aside 49.1 acres via a permanent conservation easement for conservation/open space to provide and restore upland and dispersal habitat for California tiger salamander, a federally endangered species, and California red-legged frog, a federally threatened species (refer to Biological Opinion 1-8-08-F-39).
- As part of implementing the proposed project, the City will perform mitigation measures to protect, replace and monitor trees per Santa Maria Municipal Code, and implement protective measures and reasonable and prudent measures specified in the Biological Opinion issued by the U.S. Fish and Wildlife Service in December 2008. In addition, the City will perform mitigation measures to enhance wildlife habitat for nesting and roosting birds, Monarch butterflies, badgers, western spadefoot toads, legless and horned lizards, southwest pond turtles, two-striped garter snakes and turkey vultures. The City will also install plants onsite that are regarded as native and not invasive or exotic pests by the California Exotic Pest Plant Council and the California Invasive Plant Council.

# Memorandum

To: CHAIR AND COMMISSIONERS  
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: March 28-29, 2012

Reference No.: 2.3c.  
Action Item

From: NORMA ORTEGA  
Chief Financial Officer

Prepared by: Terry L. Abbott  
Chief Division of Design

Subject: **RELINQUISHMENT RESOLUTIONS**

## **RECOMMENDATION:**

The California Department of Transportation recommends the California Transportation Commission (Commission) approve the relinquishment resolutions, summarized below, that will transfer highway facilities no longer needed for the State Highway System to the local agency identified in the summary.

## **ISSUE:**

It has been determined that each facility in the specific relinquishment resolutions summarized below is not essential to the proper functioning of the State Highway System and may be disposed of by relinquishment. Upon the recording of the approved relinquishment resolutions in the county where the facilities are located, all rights, title and interest of the State in and to the facilities to be relinquished will be transferred to the local agencies identified in the summary. The facilities are safe and drivable. The local authorities have been advised of the pending relinquishments a minimum of 90 days prior to the Commission meeting pursuant to Section 73 of the Streets and Highways Code. Any exceptions or unusual circumstances are described in the individual summaries.

## **RESOLUTIONS:**

Resolution R-3829 – 12-ORA-39-PM 12.9/15.1  
(Request No. 120051) – 2 Segments

Relinquishes right of way in the city of Buena Park on Route 39 from the south city limits to Route 5, under terms and conditions as stated in the relinquishment agreement dated February 27, 2012, determined to be in the best interest of the State. Authorized by Chapter 536, Statutes of 2011, which amended Section 339 of the Streets and Highways Code.

Resolution R-3830 – 06-KER-33-PM 59.68/60.00  
(Request No. 86484) – 3 Segments

Relinquishes right of way in the county of Kern on Route 33 from State Route 46 to 0.4 mile southeasterly thereof, consisting of superseded highway right of way and collateral facilities. The County, by cooperative agreement dated December 1, 2009, waived the 90-day notice requirement and agreed to accept title upon relinquishment by the State.

Resolution R-3831 – 06-KER-58-PM 45.96/50.61  
(Request No. 86050) – 3 Segments

Relinquishes right of way in the county of Kern on Route 58 from the Bakersfield city limits west of Allen Road to Mohawk Street, under terms and conditions as stated in the relinquishment agreement dated February 14, 2012, determined to be in the best interest of the State. Authorized by Chapter 491, Statutes of 2010, which amended Section 358 of the Streets and Highways Code.

Resolution R-3832– 06-KER-58-PM 47.60/49.53  
(Request No. 86412) – 6 Segments

Relinquishes right of way in the city of Bakersfield on Route 58 from Verdugo Lane to the Bakersfield city limits west of Patton Way, under terms and conditions as stated in the relinquishment agreement dated February 15, 2012, determined to be in the best interest of the State. Authorized by Chapter 491, Statutes of 2010, which amended Section 358 of the Streets and Highways Code.

Resolution R-3833 – 07-LA-19-PM 4.0/5.5  
(Request No. 1248) – 1 Segment

Relinquishes right of way in the city of Lakewood on Route 19 between the city limits of Long Beach and Bellflower, under terms and conditions as stated in the relinquishment agreement dated March 1, 2012, determined to be in the best interest of the State. Authorized by Chapter 499, Statutes of 2010, which amended Section 319 of the Streets and Highways Code.

# Memorandum

To: CHAIR AND COMMISSIONERS  
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: March 28-29, 2012

Reference No.: 2.3d.  
Action Item

From: NORMA ORTEGA  
Chief Financial Officer

Prepared by: Terry L. Abbott  
Chief Division of Design

Subject: **VACATION RESOLUTIONS**

## **RECOMMENDATION:**

The California Department of Transportation recommends the California Transportation Commission approve the vacation resolution 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 county 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 individual summaries.

## **RESOLUTION:**

Resolution No. A884 – 10-TUO-49-PM 23.3  
(Request No. 16503) - 2 Segments

Vacates right of way in the county of Tuolumne along Route 49 at Poppy Hills Drive, consisting of highway right of way no longer needed for State highway purposes. The County of Tuolumne was given a 90-day notice of intent to vacate, without protesting such action.

Resolution No. A887 – 06-KER-33-PM 59.48/60.57  
(Request No. 86485) - 3 Segments

Vacates right of way in the county of Kern along Route 33 between 0.5 mile southeasterly and 0.5 mile northwesterly of Route 46, consisting of superseded highway right of way no longer needed for State highway purposes. The County of Kern was given a 90-day notice of intent to vacate, without protesting such action.

Resolution No. A888 – 11-SD-76-PM 17.9/18.7  
(Request No. V31132) - 2 Segments

Vacates right of way in the county of San Diego along Route 76 between Pankey Road and 0.8 mile easterly thereof, consisting of superseded highway right of way no longer needed for State highway purposes. The County of San Diego was given a 90-day notice of intent to vacate, without protesting such action.

# Memorandum

To: CHAIR AND COMMISSIONERS  
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: March 28-29, 2012

Reference No: 2.4b.  
Action Item

From: NORMA ORTEGA  
Chief Financial Officer

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

Subject: **RESOLUTIONS OF NECESSITY**

## **RECOMMENDATION:**

The California Department of Transportation (Department) recommends the California Transportation Commission (Commission) adopt Resolutions of Necessity (Resolution) C-20766 through C-20775, C-20777 through C-20797, C-20799 through C-20807, and C-20809 through C-20814 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. This 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 have 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-20766 - Ballantree Estates Homeowners Association

05-Mon-101-PM 101.2 - Parcel 11510-1 - EA 315809.

Right of Way Certification (RWC) Date: 04/02/12; Ready to List (RTL) Date: 04/02/12.

Expressway - partial conversion of expressway to freeway and construction of new interchange at San Juan Road. Authorizes condemnation for extinguishment of private road and utility easement and extinguishment of abutter's rights of access. Located in the community of Aromas near San Juan Road and Highway 101. Assessor's Parcel Number (APN) 141-131-019.

C-20767 - Villagomez Farms, Inc., a California Corporation

06-Fre-180-PM R116.30 - Parcel 86660 - EA 342529.

RWC Date: 12/01/12; RTL Date: 12/15/12. Expressway - two-lane conventional highway to four-lane expressway. Authorizes condemnation of permanent easement for highway construction. Located in the town of Sanger near State Route (SR) 180 and the southwest corner of Quality Avenue. APN 314-070-80.

C-20768 - Union Pacific Railroad Company, a Delaware Corporation

06-Mad-99-PM 7.52 - Parcel 86520-1 - EA 471009.

RWC Date: 05/01/12; RTL Date: 05/01/12. Freeway - Avenue 12 Interchange - modify interchange. Authorizes condemnation of a permanent easement and right of way for an overhead bridge structure and extinguishment of abutter's rights of access to and from overhead bridge structure. Located near the city of Madera on SR 99 at the Avenue 12 overcrossing. APN Undetermined.

C-20769 - Beal Properties, Inc. a Corporation

06-Mad-99-PM 7.49 - Parcel 86528-1, 2 - EA 471009.

RWC Date: 05/01/12; RTL Date: 05/01/12. Freeway - Avenue 12 Interchange - modify interchange. Authorizes condemnation of land in fee for a State highway and underlying fee. Located in the city of Madera at the southwest corner of Avenue 12 and Woodward Way. APN 047-101-002.

C-20770 - Joan L. Riley, Trustee

06-Mad-99-PM 7.49 - Parcel 86529-1, 2 - EA 471009.

RWC Date: 05/01/12; RTL Date: 05/01/12. Freeway - Avenue 12 Interchange - modify interchange. Authorizes condemnation of land in fee for a State highway, underlying fee, and extinguishment of abutter's rights of access. Located in the city of Madera at the southeast corner of Avenue 12 and Woodward Way. APN 047-101-003.

C-20771 - Robert S. Bray, Jr., Trustee, et ux.

06-Mad-99-PM 7.49 - Parcel 86530-1, 2, 3 - EA 471009.

RWC Date: 05/01/12; RTL Date: 05/01/12. Freeway - Avenue 12 Interchange - modify interchange. Authorizes condemnation of land in fee for a State highway, underlying fee, and extinguishment of abutter's rights of access. Located in the city of Madera at 28615 Green Court. APN 047-101-004.

C-20772 - Beal Properties, Inc. a Corporation

06-Mad-99-PM 7.49 - Parcel 86531-1, 2 - EA 471009.

RWC Date: 05/01/12; RTL Date: 05/01/12. Freeway - Avenue 12 Interchange - modify interchange. Authorizes condemnation of land in fee for a State highway and underlying fee. Located in the city of Madera at the southeast corner of Woodward Way and Green Court. APNs 047-101-007, -008.

C-20773 - Mayfair Nurseries, Inc., a California Corporation

06-Mad-99-PM 7.49 - Parcel 86534-1 - EA 471009.

RWC Date: 05/01/12; RTL Date: 05/01/12. Freeway - Avenue 12 Interchange - modify interchange. Authorizes condemnation of land in fee for a State highway. Located in the city of Madera at 28692 Avenue 12. APN 047-101-012.

C-20774 - Kalpinder S. Brar

06-Mad-99-PM 7.49 - Parcel 86535-1, 2 - EA 471009.

RWC Date: 05/01/12; RTL Date: 05/01/12. Freeway - Avenue 12 Interchange - modify interchange. Authorizes condemnation of land in fee for a State highway and underlying fee. Located in the city of Madera at 28650 Avenue 12. APN 047-101-013.

C-20775 - Golden Doaba Enterprises, LLC

06-Mad-99-PM 7.59 - Parcel 86545-1 - EA 471009.

RWC Date: 05/01/12; RTL Date: 05/01/12. Freeway - Avenue 12 Interchange - modify interchange. Authorizes condemnation of land in fee for a State highway. Located in the city of Madera at 12199 Golden State Boulevard. APN 047-050-050.

C-20777 - Frank G. Sisto, Trustee

06-Tul-216-PM 2.4 - Parcel 86496-1, 2 - EA 430709.

RWC Date: 04/01/12; RTL Date: 04/15/12. Conventional highway - widen and realign Houston Avenue. Authorizes condemnation of land in fee for a State highway and underlying fee. Located in the city of Visalia at the southwest corner of Houston Avenue and McAluff Street. APN 103-280-075.

C-20778 - Burgundy House Apartments, et al.

06-Tul-216-PM 2.09 - Parcel 86708-1 - EA 430709.

RWC Date: 04/01/12; RTL Date: 04/15/12. Conventional highway - Widen and realign Houston Avenue. Authorizes condemnation of a temporary easement for highway construction. Located in the city of Visalia at the southeast corner of Lovers Lane and Houston Lane. APNs 103-180-051, -052.

C-20779 - Samuel A. Cabraloff and Mary K. Cabraloff, Co-Trustees of the Cabraloff Family Trust

07-LA-5-PM 4.5 - Parcel 78977-1, 2 - EA 215949.

RWC Date: 03/09/12; RTL Date: 03/23/12. Freeway - widen Interstate 5 (I-5) to add high occupancy vehicle (HOV) and mixed-flow lanes. Authorizes condemnation of land in fee for a State highway and a temporary easement for construction purposes. Located in the city of Norwalk at 12109 Adoree Street. APN 8047-005-012.

C-20780 - Norwalk Steakhouse Inc., a California Corporation

07-LA-5-PM 4.4 - Parcel 79045-1; 80075-1, 2, 3 - EA 215949.

RWC Date: 03/09/12; RTL Date: 03/23/12. Freeway - widen I-5 to add HOV and mixed-flow lanes. Authorizes condemnation of land in fee for a State highway and temporary easements for construction purposes. Located in the city of Norwalk at 12850 Norwalk Boulevard.

APNs 8047-007-187, -188.

C-20781 - Capricorn Realty, Inc., a California Corporation, et al.

07-LA-5-PM 3.6 - Parcel 79048-1, 2, 01-01 - EA 215939.

RWC Date: 03/09/12; RTL Date: 03/23/12. Freeway - widen I-5 to HOV and mixed-flow lanes. Authorizes condemnation of land in fee for a State highway, a temporary easement for construction purposes, and land in fee which is a remnant and would be of little market value.

Located in the city of Norwalk at 12551 Rosecrans Avenue. APNs 8056-011-016, -017.

C-20782 - City of Burbank, a body politic

07-LA-5-PM 28.8 - Parcel 79773-1 - EA 121849.

RWC Date: 06/25/09; RTL Date: 06/25/09 (under construction). Freeway - construct HOV lanes. Authorizes condemnation of a permanent aerial easement and right of way for an overhead bridge structure, and extinguishment of abutter's rights of access to and from the bridge structure.

Located in the city of Burbank at 500 South Flower Street. APN 2451-005-901.

C-20783 - Rosecrans 2004, LLC, a California Limited Liability Company

07-LA-5-PM 3.6 - Parcel 79900-1, 2 - EA 215939.

RWC Date: 03/09/12; RTL Date: 03/23/12. Freeway - widen I-5 to add HOV and mixed-flow lanes. Authorizes condemnation of a permanent easement for highway purposes, extinguishment of abutter's rights of access, and a temporary easement for construction purposes. Located in the city of Santa Fe Springs at 12624 Rosecrans Avenue. APN 8082-001-020.

C-20784 - Isidro Sanchez, et ux.

07-LA-5-PM 6.0 - Parcel 79995-1, 2, 3, 4, 01-01 - EA 215959.

RWC Date: 01/04/13; RTL Date: 01/18/13. Freeway - widen I-5 to add HOV and mixed-flow lanes. Authorizes condemnation of land in fee for a State highway, extinguishment of abutter's rights of access, a permanent easement for footing purposes, a permanent easement for utility purposes to be conveyed to Southern California Edison, a temporary easement for construction purposes, and land in fee which is a remnant and would be of little market value. Located in the city of Norwalk at 11438 Cresson Street. APN 8018-001-008.

C-20785 - Doctors Hospital of West Covina, Inc.

07-LA-10-PM 34.0 - Parcel 79813-1, 2 - EA 1170U9.

RWC Date: 05/04/12; RTL Date: 05/17/12. Freeway - construct HOV lanes and soundwalls.

Authorizes condemnation of land in fee for a State highway, extinguishment of abutter's rights of access, and a temporary easement for construction purposes. Located in the city of West Covina at 725 South Orange Avenue. APN 8474-001-012.

C-20786 - Peter L. Tsamous and Helen Tsamous, Trustees of The Tsamous Family Living Trust dated 6-29-91

08-SBd-10-PM 26.31 - Parcel 21740-1 - EA 448129.

RWC Date: 07/01/13; RTL Date: 08/01/13. Freeway - Reconstruct interchange at Interstate 10 (I-10) and Tippecanoe Avenue. Authorizes condemnation of land in fee for a State highway. Located in the city of San Bernardino at 1973 South Tippecanoe Avenue. APN 0281-161-042.

C-20787 - Baldev S. Patel, et ux.

08-SBd-10-PM 26.43 - Parcel 21744-1 - EA 448129.

RWC Date: 07/01/13; RTL Date: 08/01/13. Freeway - Reconstruct interchange at I-10 and Tippecanoe Avenue. Authorizes condemnation of land in fee for a State highway. Located in the city of San Bernardino at 1235 East Rosewood Street. APN 0281-161-38.

C-20788 - Grover C. Wimberly III

08-SBd-10-PM 26.34 - Parcel 21762-1 - EA 448129.

RWC Date: 07/01/13; RTL Date: 08/01/13. Freeway - Reconstruct interchange at I-10 and Tippecanoe Avenue. Authorizes condemnation of land in fee for a State highway. Located in the city of San Bernardino at 1165 East Laurelwood Drive. APN 0281-152-02.

C-20789 - Juan Carlos Hernandez

08-SBd-10-PM 26.35 - Parcel 21763-1, 2 - EA 448129.

RWC Date: 07/01/13; RTL Date: 08/01/13. Freeway - Reconstruct interchange at I-10 and Tippecanoe Avenue. Authorizes condemnation of land in fee for a State highway and a temporary easement for construction purposes. Located in the city of San Bernardino at 1857 Tippecanoe Avenue. APN 0281-151-49.

C-20790 - Michael Joseph Egelhoff, Sr., et ux.

08-SBd-10-PM 26.40 - Parcel 21777-1, 2, 01-01 - EA 448129.

RWC Date: 07/01/13; RTL Date: 08/01/13. Freeway - Reconstruct interchange at I-10 and Tippecanoe Avenue. Authorizes condemnation of land in fee for a State highway and land in fee which is a remnant and would be of little market value. Located in the city of San Bernardino at 1213 East Laurelwood Drive. APN 0281-152-07.

C-20791 - Patrick Hsu, et ux.

08-SBd-10-PM 26.42 - Parcel 21785-1, 2, 3 - EA 448129.

RWC Date: 07/01/13; RTL Date: 08/01/13. Freeway - Reconstruct interchange at I-10 and Tippecanoe Avenue. Authorizes condemnation of land in fee for a State highway and temporary easements for construction purposes. Located in the city of San Bernardino on the south side of Coulston Street, east of Tippecanoe Avenue. APNs 0281-133-07, -08.

C-20792 - James E. Ott and Barbara J. Ott, Trustees

08-SBd-10-PM 26.44 - Parcel 21790-1, 01-01 - EA 448129.

RWC Date: 07/01/13; RTL Date: 08/01/13. Freeway - Reconstruct interchange at I-10 and Tippecanoe Avenue. Authorizes condemnation of land in fee for a State highway and land in fee which is a remnant and would be of little market value. Located in the city of San Bernardino at 1248 East Rosewood Drive. APN 0281-152-28.

C-20793 - Victoriano Palomino, et ux.

08-SBd-10-PM 26.53 - Parcel 21798-1, 01-01 - EA 448129.

RWC Date: 07/01/13; RTL Date: 08/01/13. Freeway - Reconstruct interchange at I-10 and Tippecanoe Avenue. Authorizes condemnation of land in fee for a State highway and land in fee which is a remnant and would be of little market value. Located in the city of San Bernardino at 1940 and 1944 Ferree Street. APN 0281-152-20.

C-20794 - ICO Fund VI, LLC, a Delaware limited liability company

08-SBd-10-PM 26.65 - Parcel 21799-1 - EA 448129.

RWC Date: 07/01/13; RTL Date: 08/01/13. Freeway - Reconstruct interchange at I-10 and Tippecanoe Avenue. Authorizes condemnation of land in fee for a State highway and extinguishment of abutter's rights of access. Located in the city of San Bernardino north of I-10, between Ferree Street and Richardson Street. APN 0281-161-48.

C-20795 - T6 Unison Site Management, LLC

10-SJ-99-PM 16.8 - Parcel 16131-1(A) - EA 3A1009.

RWC Date: 01/15/12; RTL Date: 03/30/12. Freeway - widen to six lanes. Authorizes condemnation of extinguishment of a private easement for cell tower. Located in the city of Stockton at 2584 Mariposa Road. APN 173-070-36.

C-20796 - Sacramento-Valley Limited Partnership, a California Limited Partnership dba Verizon Wireless

10-SJ-99-PM 16.8 - Parcel 16131-1(B) - EA 3A1009.

RWC Date: 01/15/12; RTL Date: 03/30/12. Freeway - widen to six lanes. Authorizes condemnation of leasehold interest. Located in the city of Stockton at 2584 Mariposa Road. APN 173-070-36.

C-20797 - CBS Outdoor Advertising

10-SJ-99-PM 17.5 - Parcel 16390-2(A) - EA 3A1009.

RWC Date: 04/01/12; RTL Date: 03/30/12. Freeway - widen to six lanes. Authorizes condemnation of leasehold interest of outdoor advertising company. Located in the city of Stockton north of Arch Road and south of the SR 4/SR 99 interchange. APNs 173-140-29; 173-030-19.

C-20799 - Chevron U.S.A. Inc., a Pennsylvania Corporation

12-Ora-5/74-PM 9.7/0.1 - Parcel 102492-1, 2, 3, 4, 5, 01-01 - EA 0E3109.

RWC Date: 05/15/12; RTL Date: 06/01/12. Freeway - reconstruct interchange at I-5 and SR 74. Authorizes condemnation of land in fee for a State highway, extinguishment of abutter's rights of access, a permanent easement for wall footing purposes, a temporary easement for construction purposes, a permanent easement for ingress, egress and underground pipeline purposes to be conveyed to the City of San Juan Capistrano, and land in fee which is a remnant and would be of little market value. Located in the city of San Juan Capistrano at 27112 and 27142 Ortega Highway. APNs 666-131-03, -04.

C-20800 Ortega Highway Associates, a California General Partnership, etc., et al.

12-Ora-5/74-PM 9.7/0.1 - Parcel 102495-1, 2, 3, 4, 5, 6 - EA 0E3109.

RWC Date: 05/15/12; RTL Date: 06/01/12. Freeway - reconstruct interchange at I-5 and SR 74. Authorizes condemnation of land in fee for a State highway, extinguishment of abutter's rights of access, temporary easements for construction purposes, a permanent easement for slope purposes, and a permanent easement for ingress, egress, and underground pipeline purposes to be conveyed to the City of San Juan Capistrano. Located in the city of San Juan Capistrano at 27164 Ortega Highway. APNs 666-131-18, -19.

C-20801 - Chevron U.S.A. Inc., a Pennsylvania Corporation

12-Ora-5/74-PM 9.7/0.0 - Parcel 102499-1 - EA 0E3109.

RWC Date: 05/15/12; RTL Date: 06/01/12. Freeway - reconstruct interchange at I-5 and SR 74. Authorizes condemnation of land in fee for a State highway. Located in the city of San Juan Capistrano at 26988 Ortega Highway. APNs 668-241-02, -03.

C-20802 - S. Alan Schwartz, Trustee, etc., et al.

12-Ora-5/74-PM 9.7/0.0 - Parcel 102502-1, 2, 3, 4 - EA 0E3109.

RWC Date: 05/15/12; RTL Date: 06/01/12. Freeway - reconstruct interchange at I-5 and SR74. Authorizes condemnation of land in fee for a State highway, a permanent easement for wall footing purposes, a temporary easement for construction purposes, and a temporary easement for removal of existing improvements which straddle the right of way line. Located in the city of San Juan Capistrano at 31776 and 31780 Del Obispo Street, and 27000 Ortega Highway. APNs 668-241-26, -27, -28.

C-20803 - Loftus Land Co., a Corporation

07-LA-5-PM 3.3 - Parcel 77100-1, 2, 3, 4, 5 - EA 215939.

RWC Date: 03/09/12; RTL Date: 03/23/12. Freeway - widen I-5 to add HOV and mixed-flow lanes. Authorizes condemnation of land in fee for a State highway, extinguishment of abutter's rights of access, a temporary easement for construction purposes, a permanent easement for footing purposes, and a permanent easement for sewer purposes to be conveyed to the City of Norwalk. Located in the city of Norwalk at 12836 Rosecrans Avenue. APN 8046-005-024.

C-20804 - Mark Consiglio, Trustee, etc., et al.

07-LA-5-PM 4.4 - Parcel 77641-1, 2, 01-01 - EA 215949.

RWC Date: 03/09/12; RTL Date: 03/23/12. Freeway - widen I-5 to add HOV and mixed-flow lanes. Authorizes condemnation of land in fee for a State highway, a temporary easement for construction purposes, and land in fee which is a remnant and would be of little market value. Located in the city of Norwalk at 13103 San Antonio Drive. APN 8048-030-011.

C-20805 - Michael R. Sultze

07-LA-5-PM 4.4 - Parcel 77642-1, 2, 3, 01-01 - EA 215949.

RWC Date: 03/09/12; RTL Date: 03/23/12. Freeway - widen I-5 to add HOV and mixed-flow lanes. Authorizes condemnation of land in fee for a State highway, a temporary easement for construction purposes, and land in fee which is a remnant and would be of little market value. Located in the city of Norwalk at 12136 Union Street. APN 8048-030-010.

C-20806 - Nikou LTD., a California corporation, whose corporate rights have been suspended

07-LA-5-PM 4.4 - Parcel 77646-1 - EA 215949.

RWC Date: 03/09/12; RTL Date: 03/23/12. Freeway - widen I-5 to add HOV and mixed-flow lanes. Authorizes condemnation of land in fee for a State highway and extinguishment of abutter's rights of access. Located in the city of Norwalk at 13031 San Antonio Drive. APN 8048-032-002.

C-20807 - Cheng Hsin Investment, Inc., a California Corporation

07-LA-5-PM 4.95 - Parcel 79010-1, 2, 3, 01-01 - EA 215949.

RWC Date: 03/09/12; RTL Date: 03/23/12. Freeway - widen I-5 to add HOV and mixed-flow lanes. Authorizes condemnation of land in fee for a State highway, extinguishment of abutter's rights of access, a temporary easement for construction purposes, a permanent easement for wall footing purposes, and land in fee which is a remnant and would be of little market value. Located in the city of Norwalk at 12512 Pioneer Boulevard and 11805-11835 Imperial Highway. APNs 8023-027-005, -009.

C-20809 - Paddison Farm, LLC

07-LA-5-PM 4.9 - Parcel 80046-1, 2 - EA 215949.

RWC Date: 03/09/12; RTL Date: 03/23/12. Freeway - widen I-5 to add HOV and mixed-flow lanes. Authorizes condemnation of permanent easement for highway purposes and a temporary easement for construction purposes. Located in the city of Norwalk at 11951 Imperial Highway. APN 8024-024-002.

C-20810 - DSJ Equities, LLC, a California limited liability company

07-LA-5-PM 4.4 - Parcel 80073 -1, 2, 01-01 - EA 215949.

RWC Date: 03/09/12; RTL Date: 03/23/12. Freeway - widen I-5 to add HOV and mixed-flow lanes. Authorizes condemnation of land in fee for a State highway, extinguishment of abutter's rights of access, a temporary easement for construction purposes, and land in fee which is a remnant and would be of little market value. Located in the city of Norwalk at 12901 Norwalk Boulevard. APN 8047-005-027.

C-20811 - Christina Actkinson

04-SCI-152-PM 19.4 - Parcel 60738-1, 2 - EA 3A4009.

RWC Date: 05/03/10; RTL Date: Construction completed. Conventional highway - restoration, rehabilitation and construction of left turn pocket. Authorizes condemnation of land in fee for a State highway and a temporary easement for highway construction. Located in the city of Gilroy at 7075 Pacheco Pass Highway. APN 898-32-020.

C-20812 - Christina Actkinson

04-SCI-152-PM 19.4 - Parcel 62015-1 - EA 2A4409.

RWC Date: 04/16/12; RTL Date: 05/01/12. Conventional highway - in Santa Clara on SR 152 from east of Old Lake Road to east of Dunne Road to improve sight distance, upgrade shoulders and provide left lane channelization. Authorizes condemnation of land in fee for a State highway. Located in the city of Gilroy at 7075 Pacheco Pass Highway. APN 898-32-020.

C-20813- Brian J. Way, Trustee, et al.

04-Son-128-PM 5.54 - Parcel 60413-1, 2, 5, 6, 7 - EA 2S8409.

RWC Date: 03/09/06; RTL Date: Construction completed. Emergency Project-Stabilization, utility relocation, and reconstruction of the Geyserville Bridge over the Russian River under Director's Order. Authorizes condemnation of a permanent easement for highway construction, permanent easement for utility purposes to be conveyed to PG&E, temporary aerial easement for construction purposes, temporary easement for landscaping purposes, and a temporary easement for construction purposes. Located near the town of Geyserville at 21083 River Road. APNs 140-230-022, -023.

C-20814 - Anthony F. Silveira and Lorraine F. Silveira 2002 Trust

04-Son-101-PM 24.4-27.0 - Parcel 61784-1, 2, 3, 4, 6, 8, 9, 10, 11, 12, 13, 14, 15; 61788-1, 2, 3, 4, 5, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21 - EA 264079.

RWC Date: 03/28/12; RTL Date: 03/28/12. Conventional highway - Marin-Sonoma Narrows. Authorizes condemnation of land in fee for a State highway, extinguishment of abutter's rights of access, temporary easements for highway construction, permanent easements for drainage and underground tie back purposes, permanent easements for pipeline and utility facilities to be conveyed to North Marin Water District, PG&E, and AT&T. Located in the city of Navato at 9501 Redwood Highway (US 101).

APNs 125-130-23, -24, -32; 125-160-02,-06, -12, -15, -16, -18, -19, -20.

# Memorandum

To: CHAIR AND COMMISSIONERS  
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: March 28-29, 2012

Reference No.: 2.4d.  
Action Item

From: NORMA ORTEGA  
Chief Financial Officer

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

Subject: **DIRECTOR'S DEEDS**

## **RECOMMENDATION:**

The California Department of Transportation (Department) recommends the California Transportation Commission (Commission) authorize the execution of the Director's Deeds summarized below. The conveyance of excess State owned real property, including exchanges, is pursuant to Section 118 of the Streets and Highways Code.

The Director's Deeds included in this item involve an estimated current value of \$470,011. The State will receive a return of \$470,011 from the sale of these properties. A recapitulation of the items presented and corresponding maps are attached.

## **ISSUE:**

**01**-03-Sac-99 PM 21.2  
Disposal Unit #DD 008312-01-01  
Convey to: Hurtado Trust

Sacramento  
0.041 acre  
\$1 (Appraisal \$1)

Direct sale of underlying fee to adjoining owner of small, irregularly-shaped area adjacent to the soundwall on State Route (SR) 99 in Sacramento. The Department will install fencing from soundwall to adjacent owner's existing fence. The underlying fee conveyance restricts the use to non-permanent landscaping but will eliminate the illegal dumping and trespass which currently occurs on the property.

**02**-03-Sac-99 PM 21.2  
Disposal Unit #DD 008312-01-03  
Convey to: Roman Tabayoyon

Sacramento  
0.042 acre  
\$1 (Appraisal \$1)

Direct sale of underlying fee to adjoining owner of small, irregularly-shaped area adjacent to the soundwall on SR 99 in Sacramento. The Department will install fencing from soundwall to adjacent owner's existing fence. The underlying fee conveyance restricts the use to non-permanent landscaping but will eliminate the illegal dumping and trespass which currently occurs on the property.

**03-03-Sac-99 PM 21.3** Sacramento  
Disposal Unit #DD 008318-01-01 0.045 acre  
Convey to: Lee Xiong and Leslie Xiong \$1 (Appraisal \$1)  
Direct sale of underlying fee to adjoining owner of small, irregularly-shaped area adjacent to the soundwall on SR 99 in Sacramento. The Department will install fencing from soundwall to adjacent owner's existing fence. The underlying fee conveyance restricts the use to non-permanent landscaping but will eliminate the illegal dumping and trespass which currently occurs on the property.

**04-03-Sac-99 PM 22.3** Sacramento  
Disposal Unit #DD 008392-01-02 0.067 acre  
Convey to: Robin Kane Trust \$1 (Appraisal \$1)  
Direct sale of underlying fee to adjoining owner of small, irregularly-shaped area adjacent to the soundwall on SR 99 in Sacramento. The Department will install fencing from soundwall to adjacent owner's existing fence. The underlying fee conveyance restricts the use to non-permanent landscaping but will eliminate the illegal dumping and trespass which currently occurs on the property.

**05-03-Sac-99 PM 22.4** Sacramento  
Disposal Unit #DD 008412-01-02 0.168 acre  
Convey to: C. Cirilo Hernandez \$1 (Appraisal \$1)  
Direct sale of underlying fee to adjoining owner of small, irregularly-shaped area adjacent to the soundwall on SR 99 in Sacramento. The Department will install fencing from soundwall to adjacent owner's existing fence. The underlying fee conveyance restricts the use to non-permanent landscaping but will eliminate the illegal dumping and trespass which currently occurs on the property.

**06-03-Sac-99 PM 21.5** Sacramento  
Disposal Unit #DD 008620-01-06 0.034 acre  
Convey to: Francisco Placencia \$1 (Appraisal \$1)  
Direct sale of underlying fee to adjoining owner of small, irregularly-shaped area adjacent to the soundwall on SR 99 in Sacramento. The Department will install fencing from soundwall to adjacent owner's existing fence. The underlying fee conveyance restricts the use to non-permanent landscaping but will eliminate the illegal dumping and trespass which currently occurs on the property.

**07-03-Sac-99 PM 21.5** Sacramento  
Disposal Unit #DD 008620-01-07 0.037 acre  
Convey to: Rebecca Brau \$1 (Appraisal \$1)  
Direct sale of underlying fee to adjoining owner of small, irregularly-shaped area adjacent to the soundwall on SR 99 in Sacramento. The Department will install fencing from soundwall to adjacent owner's existing fence. The underlying fee conveyance restricts the use to non-permanent landscaping but will eliminate the illegal dumping and trespass which currently occurs on the property.

**08-03-Sac-99 PM 21.5** Sacramento  
Disposal Unit #DD 008620-01-09 0.035 acre  
Convey to: My Nguyen \$1 (Appraisal \$1)  
Direct sale of underlying fee to adjoining owner of small, irregularly-shaped area adjacent to the soundwall on SR 99 in Sacramento. The Department will install fencing from soundwall to adjacent owner's existing fence. The underlying fee conveyance restricts the use to non-permanent landscaping but will eliminate the illegal dumping and trespass which currently occurs on the property.

**09-03-Sac-99 PM 21.4** Sacramento  
Disposal Unit #DD 008620-01-11 0.054 acre  
Convey to: Kay Norris and Alphonso William Bryant, Sr. \$1 (Appraisal \$1)  
Direct sale of underlying fee to adjoining owner of small, irregularly-shaped area adjacent to the soundwall on SR 99 in Sacramento. The Department will install fencing from soundwall to adjacent owner's existing fence. The underlying fee conveyance restricts the use to non-permanent landscaping but will eliminate the illegal dumping and trespass which currently occurs on the property.

**10-03-Sac-99 PM 22.5** Sacramento  
Disposal Unit #DD 008621-01-02 0.176 acre  
Convey to: Zi Li and Hua Chen \$1 (Appraisal \$1)  
Direct sale of underlying fee to adjoining owner of small, irregularly-shaped area adjacent to the soundwall on SR 99 in Sacramento. The Department will install fencing from soundwall to adjacent owner's existing fence. The underlying fee conveyance restricts the use to non-permanent landscaping but will eliminate the illegal dumping and trespass which currently occurs on the property.

**11-03-Sac-99 PM 22.6** Sacramento  
Disposal Unit #DD 008626-01-01 0.148 acre  
Convey to: Juan Manuel Acevedo \$1 (Appraisal \$1)  
Direct sale of underlying fee to adjoining owner of small, irregularly-shaped area adjacent to the soundwall on SR 99 in Sacramento. The Department will install fencing from soundwall to adjacent owner's existing fence. The underlying fee conveyance restricts the use to non-permanent landscaping but will eliminate the illegal dumping and trespass which currently occurs on the property.

**12-03-Sac-244 PM 1.9** Sacramento  
Disposal Unit #DK 015575-01-02 0.23 acre  
Convey to: Joseph A Stellabott and Betty J. Stellabott \$0 (Appraisal n/a)  
Direct conveyance for no monetary consideration. The Department's 30-year term of conditions, restrictions and pre-emptive right to purchase the property has expired and the quitclaim will remove these from property title.

**13-03-Sac-143 PM 17.6** Sacramento  
Disposal Unit #DK 020144-01-02 0.39 acre  
Convey to: Grace H. Brett \$0 (Appraisal n/a)  
Direct conveyance for no monetary consideration. The Department's 30-year term of conditions, restrictions and pre-emptive right to purchase the property has expired and the quitclaim will remove these from property title.

**14-04-Ala-238 PM 10.8** Hayward  
Disposal Unit #DD 039081-01-01 0.15 acre  
Convey to: Elmir Gafic, et al \$160,000 (Appraisal \$160,000)  
Direct sale to a current eligible tenant per Joint Stipulation of Class Settlement and Class Settlement Agreement and Release dated December 17, 2010. Selling price represents the appraised value for the subject property. This proposed conveyance was presented to the Commission for conceptual approval at the August 2011 meeting.

**15-04-Ala-238 PM 12.9** Hayward  
Disposal Unit #DD 039349-01-01 0.20 acre  
Convey to: Gerald D. Smith \$310,000 (Appraisal \$310,000)  
Direct sale to a current eligible tenant per Joint Stipulation of Class Settlement and Class Settlement Agreement and Release dated December 17, 2010. Selling price represents the appraised value for the subject property. This proposed conveyance was presented to the Commission for conceptual approval at the August 2011 meeting.

**16-04-Ala-880 PM 33.6** Oakland  
Disposal Unit #DK 035820-01-01 2.026 acres  
Convey to: City of Oakland \$0 (Appraisal n/a)  
Direct conveyance for no monetary consideration. Conveyance is pursuant to the Purchase and Sale Agreement dated May 23, 2005 between the Department, City of Oakland and Oakland Base Reuse Authority. The agreement is a global settlement of multiple real estate issues in regard to the Department's Cypress Replacement Freeway Project.

**17-04-Ala-880 PM 44.8** Oakland  
Disposal Unit #DK 057780-02-01 0.047 acre  
Convey to: Home Depot U.S.A., Inc. \$0 (Appraisal n/a)  
Direct conveyance for no monetary consideration. Conveyance is to clear an expired Temporary Construction Easement to the underlying fee owner, eliminating a cloud on title.

**18-04-SM-35 PM 12.0** San Mateo County  
Disposal Unit #DE 019765-01-01 0.326 acre  
Convey to: Midpeninsula Regional Open Space District \$0 (Appraisal nominal)  
Direct conveyance via exchange. The subject property interest is an easement for a public access trail across Department property, conveyed in exchange for drainage easements required on SR 35 (Skyline Boulevard).

Attachments

**SUMMARY OF DIRECTOR'S DEEDS - 2.4d.**

**PRESENTED TO CALIFORNIA TRANSPORTATION COMMISSION - March 28-29, 2012**

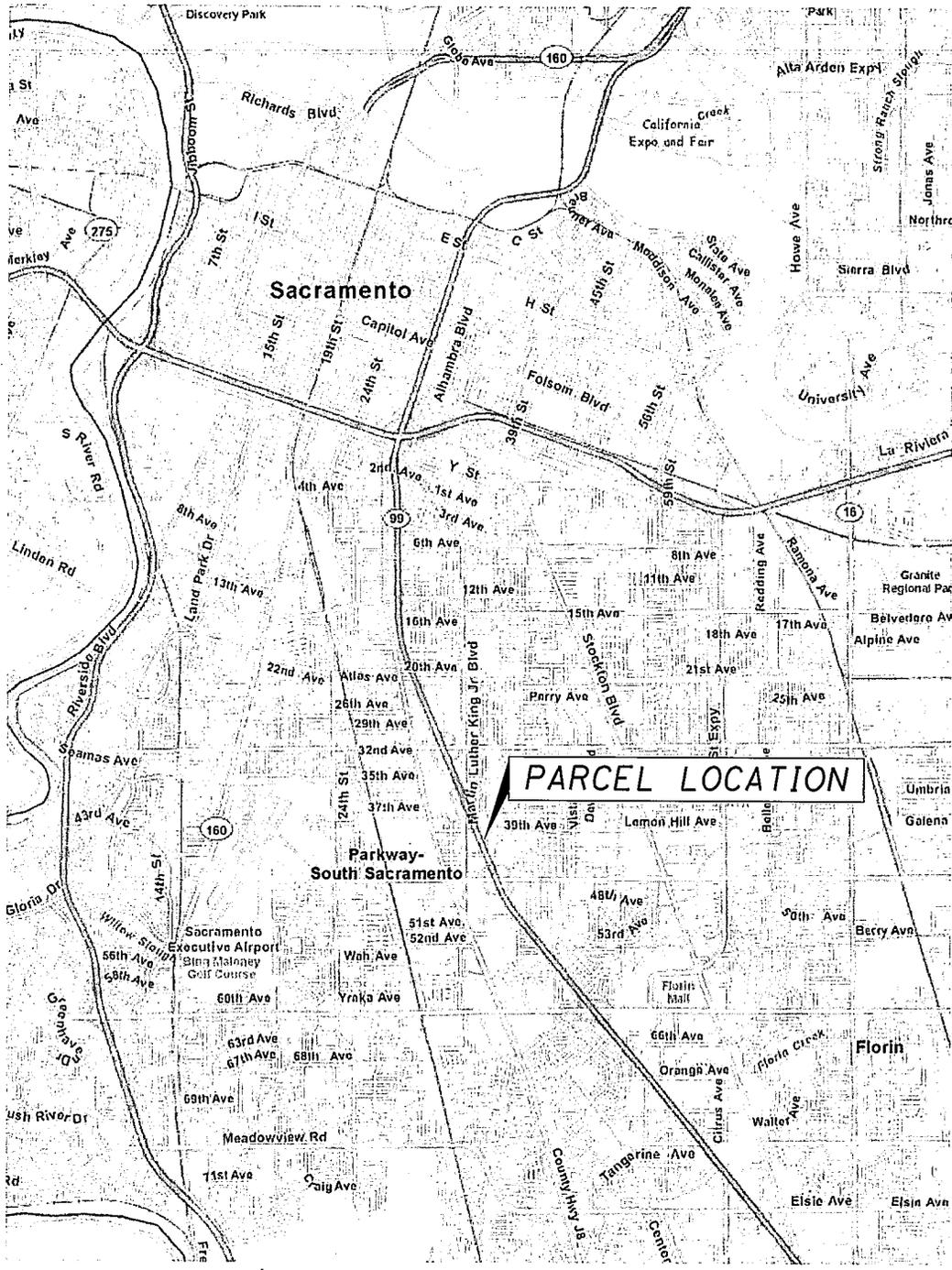
Table I - Volume by Districts

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	0	0			0	\$0.00	\$0.00	
02	0	0			0	\$0.00	\$0.00	
03	13	0			13	\$11.00	\$11.00	100%
04	5	0			5	\$470,000.00	\$470,000.00	100%
05	0	0			0	\$0.00	\$0.00	
06	0	0			0	\$0.00	\$0.00	
07	0	0			0	\$0.00	\$0.00	
08	0	0			0	\$0.00	\$0.00	
09	0	0			0	\$0.00	\$0.00	
10	0	0			0	\$0.00	\$0.00	
11	0	0			0	\$0.00	\$0.00	
12	0	0			0	\$0.00	\$0.00	
<b>Total</b>	<b>18</b>	<b>0</b>			<b>18</b>	<b>\$470,011.00</b>	<b>\$470,011.00</b>	<b>100%</b>

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	18	\$470,011.00	\$470,011.00	100%
Public Sales	0	\$0.00	\$0.00	
Non-Inventory Conveyances				
<b>Sub-Total</b>	<b>18</b>	<b>\$470,011.00</b>	<b>\$470,011.00</b>	<b>100%</b>
Other Funded Sales	0			
<b>Total</b>	<b>18</b>	<b>\$470,011.00</b>	<b>\$470,011.00</b>	<b>100%</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.



# LOCATION MAP

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

**RIGHT OF WAY  
DIRECTORS DEED  
DD 8312-01-01**

DISTRICT	COUNTY	ROUTE	SHEET PM	SHEET NO.	TOTAL SHEETS
03	SAC	99	21.2	1	2

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

COUNTY OF SACRAMENTO

42ND AVENUE

40TH STREET



10.10' 29.22' 45.25' 124.95'

SACRAMENTO COUNTY

STATE ROUTE 99

154.42'

87.00'

46.01'

56.06'

7.02' 48.06'

APN: 037-0325-001  
3938 42ND AVENUE

CAMELLIA PARK  
BOOK 11, PAGE 15  
PORTION LOT 54  
PORTION LOT 57

135.75'

CAMELLIA PARK  
BOOK 11, PAGE 15

1783 SQ. FT.  
DD 8312-01-01  
0.041 Ac

19.36' 31.52'

6.43'

PORTION LOT 57

APN: 037-0325-006  
6142 40TH STREET

52.24' 59.04'

20.50'

NOTES

All distances are in feet unless otherwise noted.  
HIGHWAY EASEMENT RESERVED OVER ENTIRE PARCEL.

LEGEND

||||| NEW ACCESS CONTROL  
|||| SUPERSEDED ACCESS CONTROL

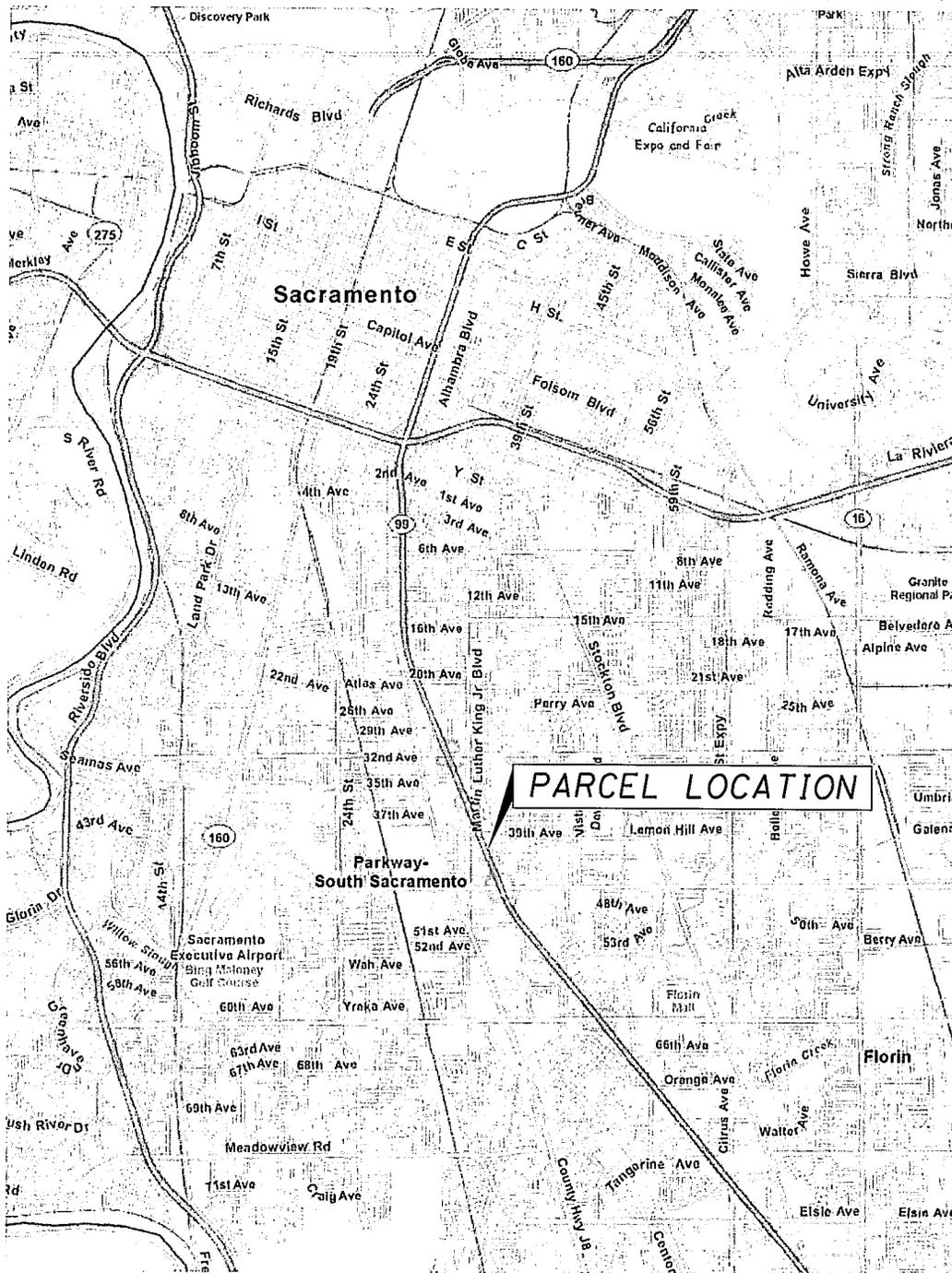
STATE OF CALIFORNIA  
BUSINESS, TRANSPORTATION AND HOUSING AGENCY  
DEPARTMENT OF TRANSPORTATION

RIGHT OF WAY  
DIRECTORS DEED  
DD 8312-01-01



DISTRICT	COUNTY	ROUTE	SHEET PM	SHEET NO.	TOTAL SHEETS
03	SAC	99	21.2	2	2

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



# LOCATION MAP

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

**RIGHT OF WAY  
DIRECTORS DEED  
DD 8312-01-03**

DISTRICT	COUNTY	ROUTE	SHEET PM	SHEET NO.	TOTAL SHEETS
03	SAC	99	21.2	1	2

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COUNTY OF SACRAMENTO



40TH STREET

54.14'

85.21'

43RD AVENUE

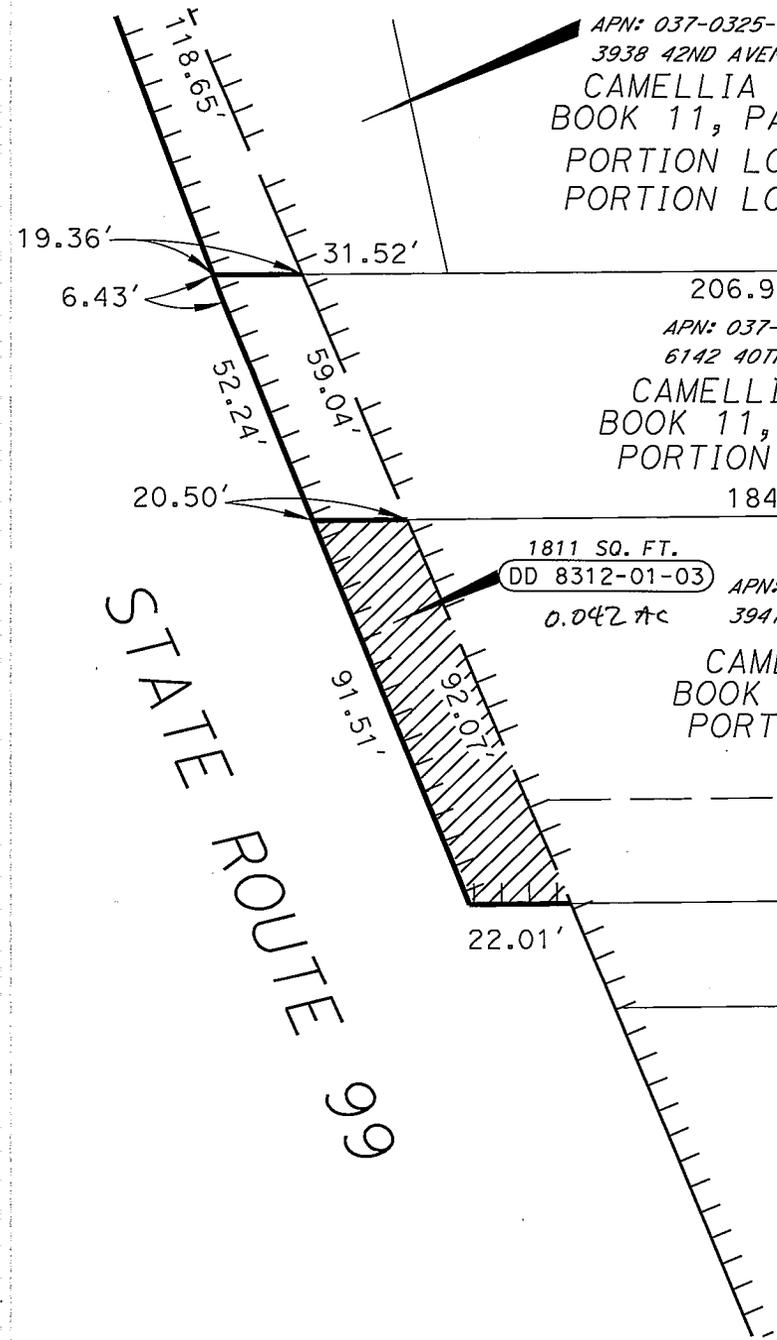
STATE ROUTE 99

APN: 037-0325-001  
3938 42ND AVENUE  
CAMELLIA PARK  
BOOK 11, PAGE 15  
PORTION LOT 54  
PORTION LOT 57

APN: 037-0325-006  
6142 40TH STREET  
CAMELLIA PARK  
BOOK 11, PAGE 15  
PORTION LOT 57

1811 SQ. FT.  
DD 8312-01-03  
0.042 Ac  
APN: 037-325-007  
3947 43RD AVENUE  
CAMELLIA PARK  
BOOK 11, PAGE 15  
PORTION LOT 57

APN: 037-0189-001  
3948 43RD AVENUE



**NOTES**  
All distances are in feet unless otherwise noted.  
HIGHWAY EASEMENT RESERVED OVER ENTIRE PARCEL.

**LEGEND**  
 NEW ACCESS CONTROL  
 SUPERSEDED ACCESS CONTROL

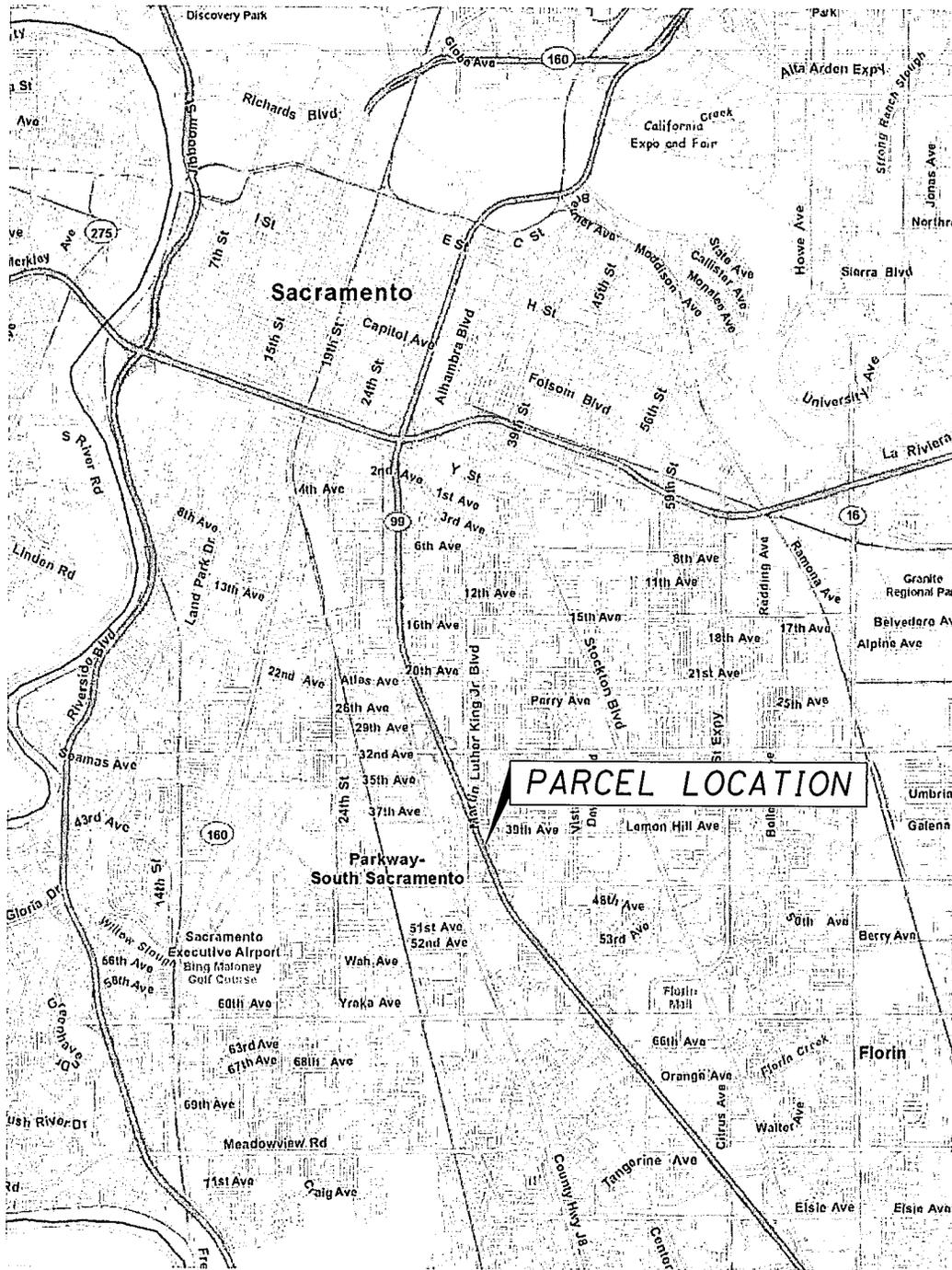
STATE OF CALIFORNIA  
BUSINESS, TRANSPORTATION AND HOUSING AGENCY  
DEPARTMENT OF TRANSPORTATION

**RIGHT OF WAY DIRECTORS DEED**  
DD 8312-01-03

FEET 0 10 20 40 60

DISTRICT	COUNTY	ROUTE	SHEET PM	SHEET NO.	TOTAL SHEETS
03	SAC	99	21.2	2	2

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



# LOCATION MAP

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

**RIGHT OF WAY  
DIRECTORS DEED  
DD 8318 -01-01**

DISTRICT	COUNTY	ROUTE	SHEET PM	SHEET NO.	TOTAL SHEETS
03	SAC	99	21.3	1	2

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COUNTY OF SACRAMENTO

41ST AVENUE



CAMELLIA PARK  
BOOK 11, PAGE 15  
PORTION LOT 35

APN: 037-322-001  
3920 41ST AVENUE

CAMELLIA PARK  
BOOK 11, PAGE 15

1980 SQ. FT.  
DD 8318-01-01  
0.045 AC

STATE ROUTE 99

PORTION LOT 40  
APN: 037-322-012  
4012 42ND AVENUE  
CAMELLIA PARK  
BOOK 11, PAGE 15

**NOTES**  
All distances are in feet unless otherwise noted.  
HIGHWAY EASEMENT RESERVED OVER ENTIRE PARCEL.

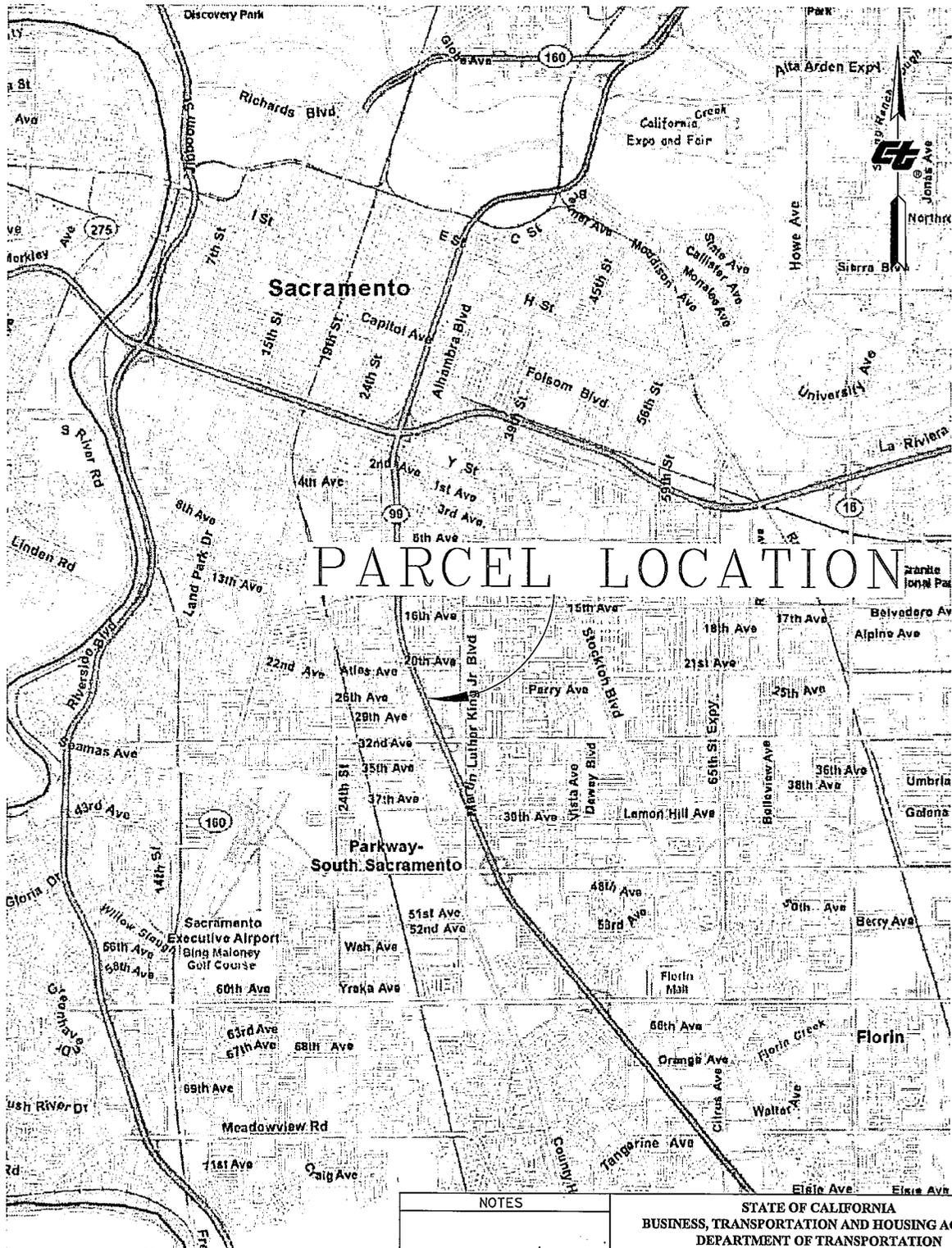
**LEGEND**  
 NEW ACCESS CONTROL  
 SUPERSEDED ACCESS CONTROL

STATE OF CALIFORNIA  
BUSINESS, TRANSPORTATION AND HOUSING AGENCY  
DEPARTMENT OF TRANSPORTATION  
**RIGHT OF WAY DIRECTORS DEED**  
DD 8318-01-01



DISTRICT	COUNTY	ROUTE	SHEET PM	SHEET NO.	TOTAL SHEETS
03	SAC	99	21.3	2	2

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# PARCEL LOCATION

NOTES

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LEGEND

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

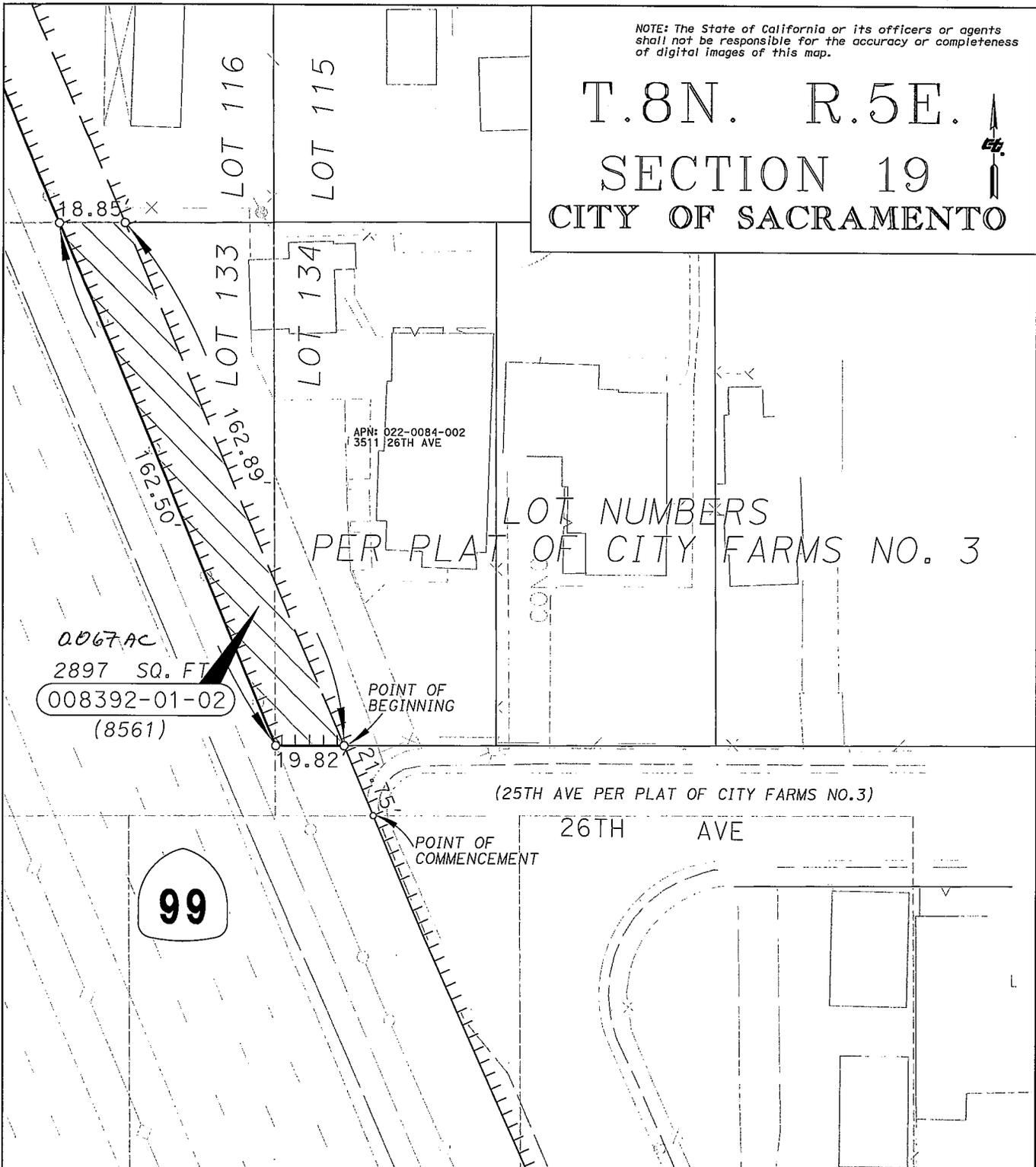
## RIGHT OF WAY DIRECTORS DEED DD 8392-01-02(8561)



DISTRICT	COUNTY	ROUTE	SHEET PM	SHEET. NO.	TOTAL SHEETS
03	SAC	99	22.3	1	2

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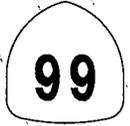
T.8N. R.5E.  
SECTION 19  
CITY OF SACRAMENTO



0067AC  
2897 SQ. FT.  
008392-01-02  
(8561)

APN: 022-0084-002  
3511 26TH AVE

LOT NUMBERS  
PER PLAT OF CITY FARMS NO. 3



POINT OF BEGINNING

(25TH AVE PER PLAT OF CITY FARMS NO.3)

POINT OF COMMENCEMENT

26TH AVE

**NOTES**  
All distances are in feet unless otherwise noted.

**LEGEND**  
 SUPERCEDED ACCESS CONTROL  
 NEW ACCESS CONTROL

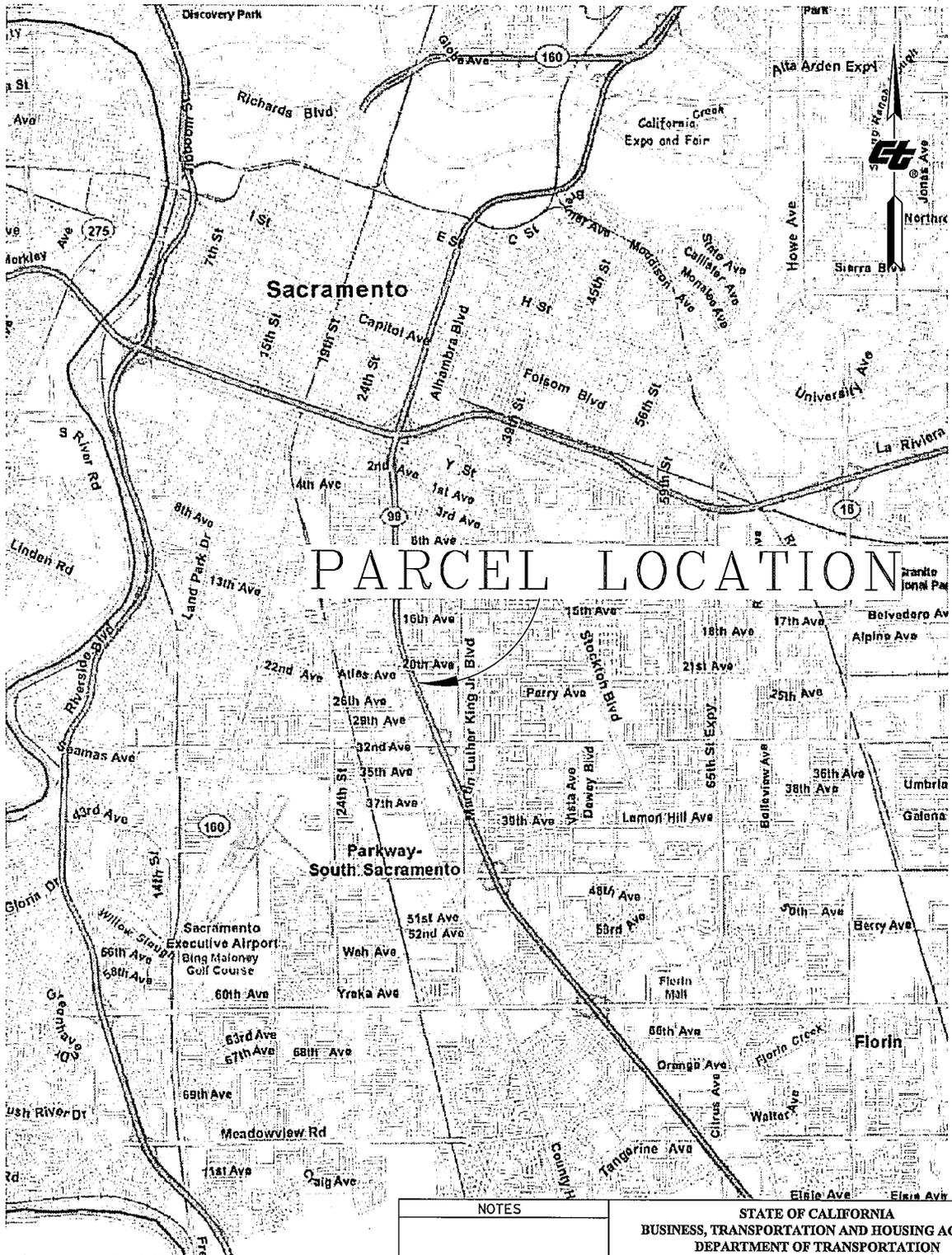
STATE OF CALIFORNIA  
BUSINESS, TRANSPORTATION AND HOUSING AGENCY  
DEPARTMENT OF TRANSPORTATION  
**RIGHT OF WAY DIRECTORS DEED**  
**DD 8392-01-02(8561)**



NOTE:  
HIGHWAY EASEMENT  
RESERVED OVER  
ENTIRE PARCEL

DISTRICT	COUNTY	ROUTE	SHEET PM	SHEET NO.	TOTAL SHEETS
03	SAC	99	22.3	2	2

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



# PARCEL LOCATION

NOTES

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LEGEND

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

**RIGHT OF WAY  
 DIRECTORS DEED**

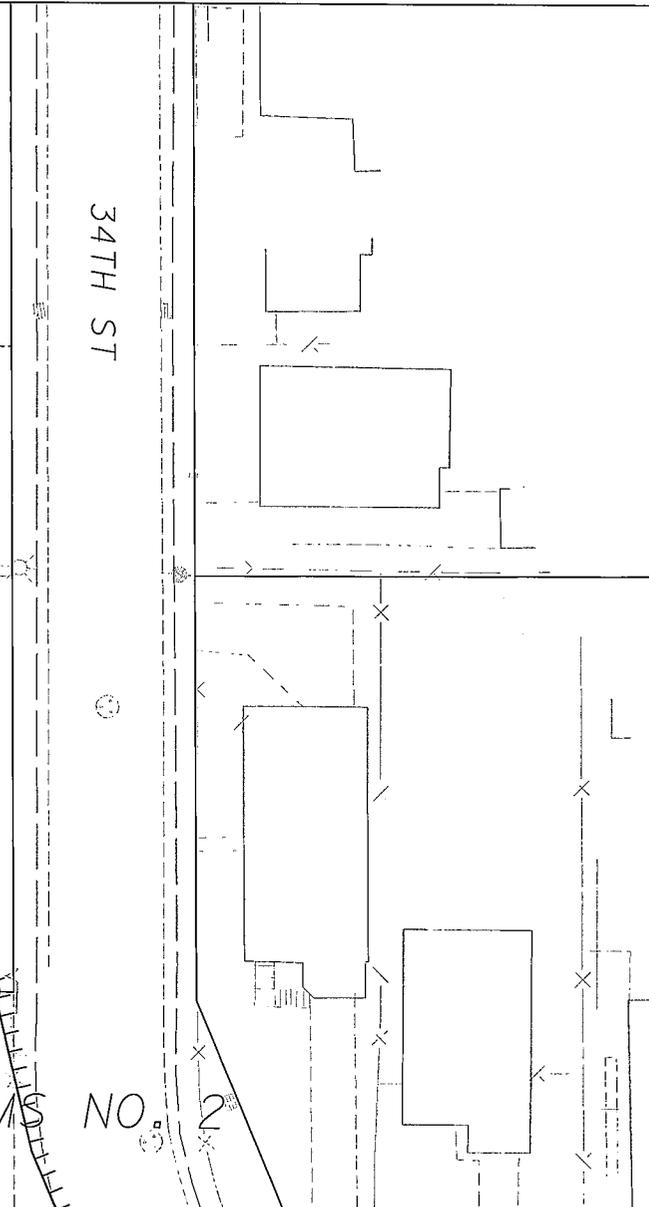
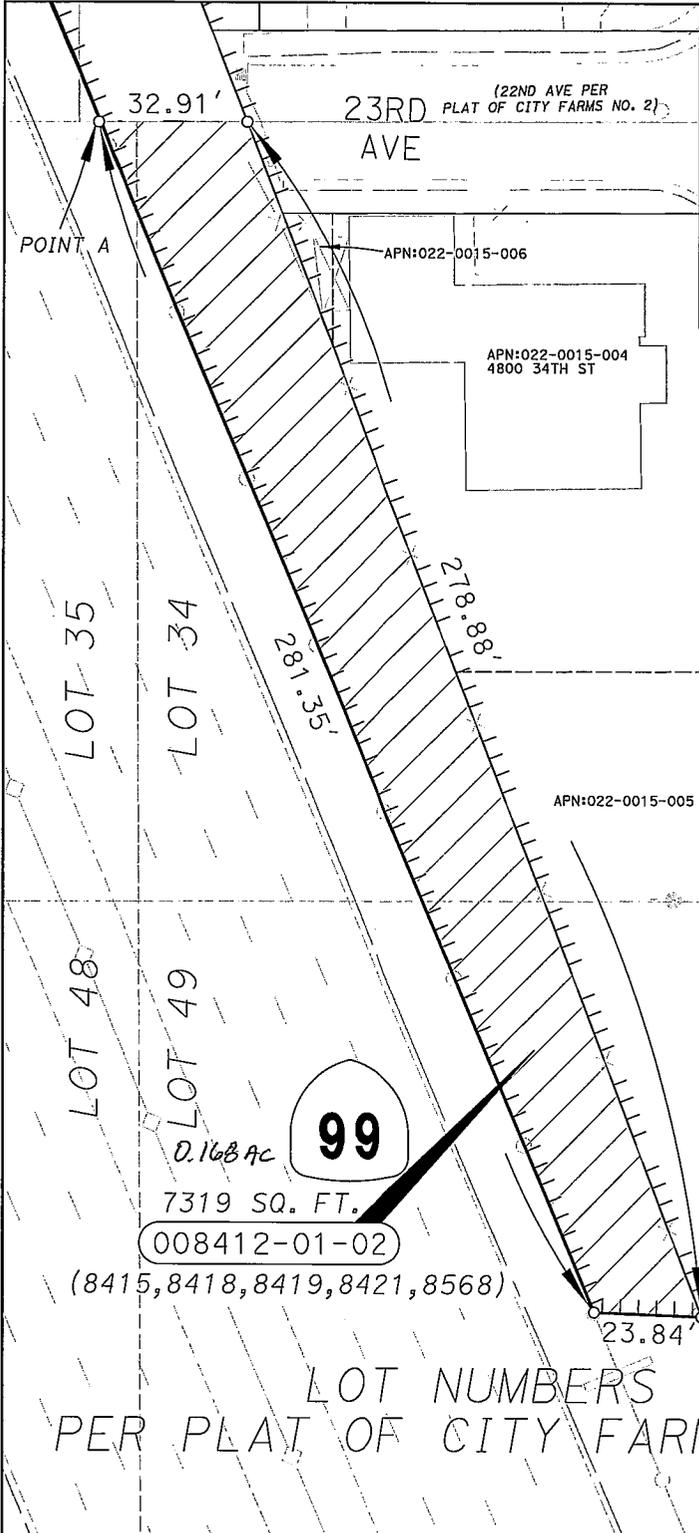
**DD 8412-01-02**  
**(8415,8418,8419,8421,8568)**

FEET 0 10 20 40 60

DISTRICT	COUNTY	ROUTE	SHEET PM	SHEET NO.	TOTAL SHEETS
03	SAC	99	22.4	1	2

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T.8N. R.5E.  
SECTION 19  
CITY OF SACRAMENTO



LOT NUMBERS PER PLAT OF CITY FARMS NO. 2

NOTE:  
HIGHWAY EASEMENT  
RESERVED OVER  
ENTIRE PARCEL

NOTES  
All distances are in feet unless otherwise noted.

LEGEND

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

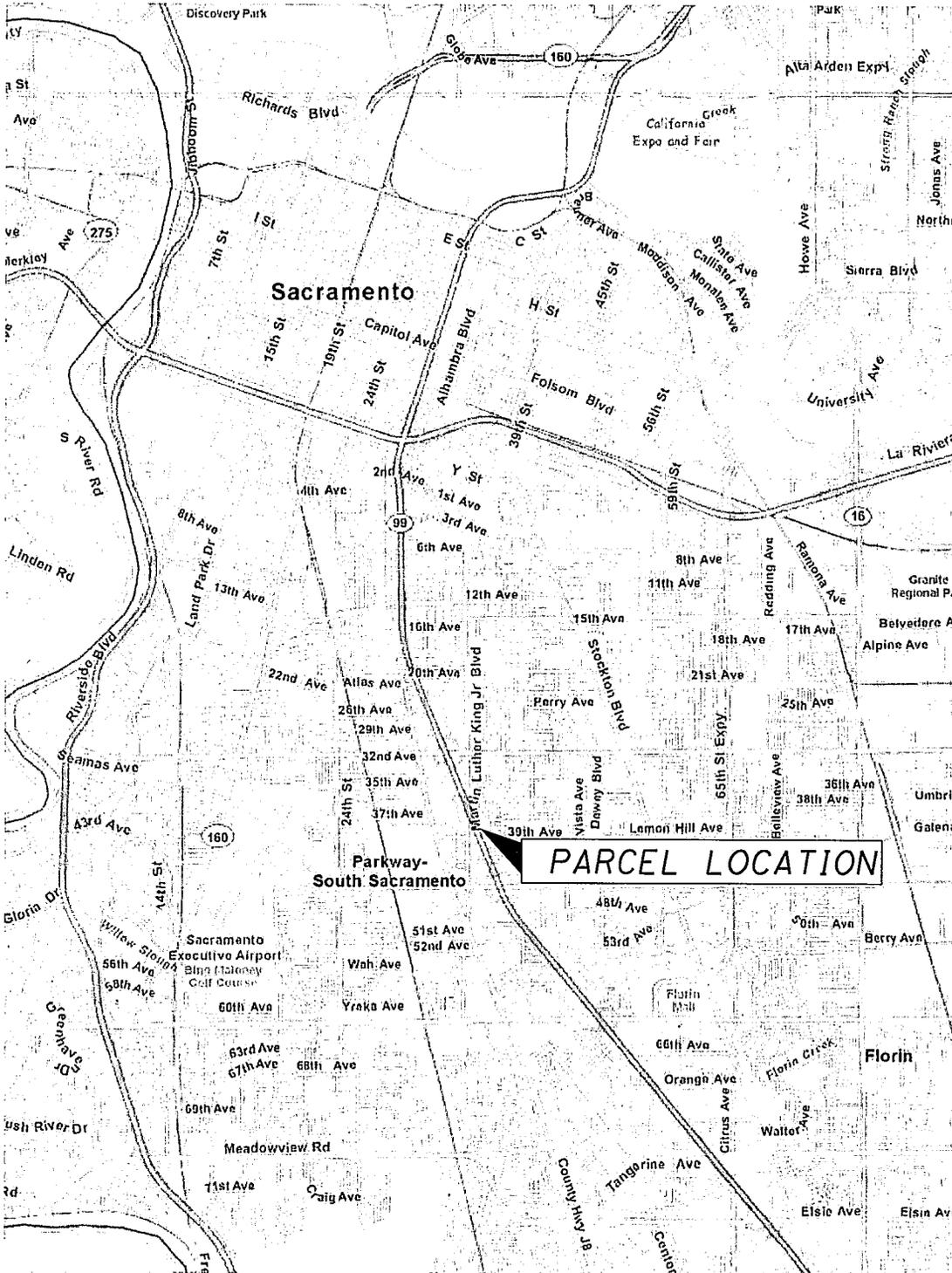
**RIGHT OF WAY  
DIRECTORS DEED**

**DD 8412-01-02**  
**(8415,8418,8419,8421,8568)**

FEET 0 10 20 40 60

DISTRICT	COUNTY	ROUTE	SHEET PM.	SHEET NO.	TOTAL SHEETS
03	SAC	99	22.4	2	2

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



# LOCATION MAP

STATE OF CALIFORNIA  
 BUSINESS, TRANSPORTATION AND HOUSING AGENCY  
 DEPARTMENT OF TRANSPORTATION  
**RIGHT OF WAY  
 DIRECTORS DEED  
 DD 8620 -01-06**

DISTRICT	COUNTY	ROUTE	SHEET PM	SHEET NO.	TOTAL SHEETS
03	SAC	99	21.5	1	2

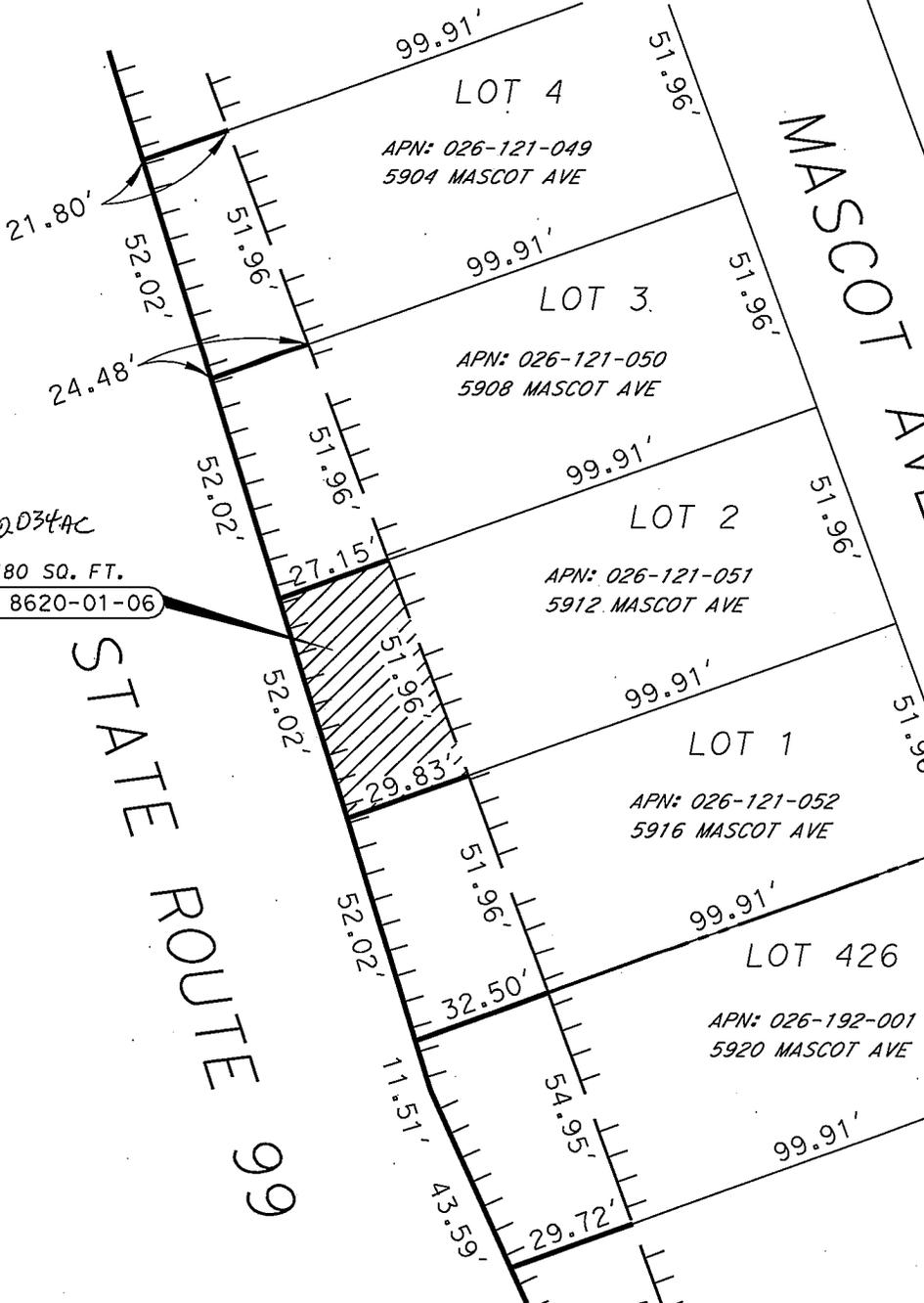
NOTE: The State of California or its officers or agents shall not be responsible for the accuracy or completeness of digital images of this map.

COUNTY OF SACRAMENTO

MASCOT GARDENS  
BOOK 75 MAP NO. 13

MASCOT AVENUE

PACIFIC TERRACE  
UNIT 2  
BOOK 40 MAP NO. 12



**NOTES**  
All distances are in feet unless otherwise noted.  
HIGHWAY EASEMENT RESERVED OVER ENTIRE PARCEL.

**LEGEND**  
 NEW ACCESS CONTROL  
 SUPERSEDED ACCESS CONTROL

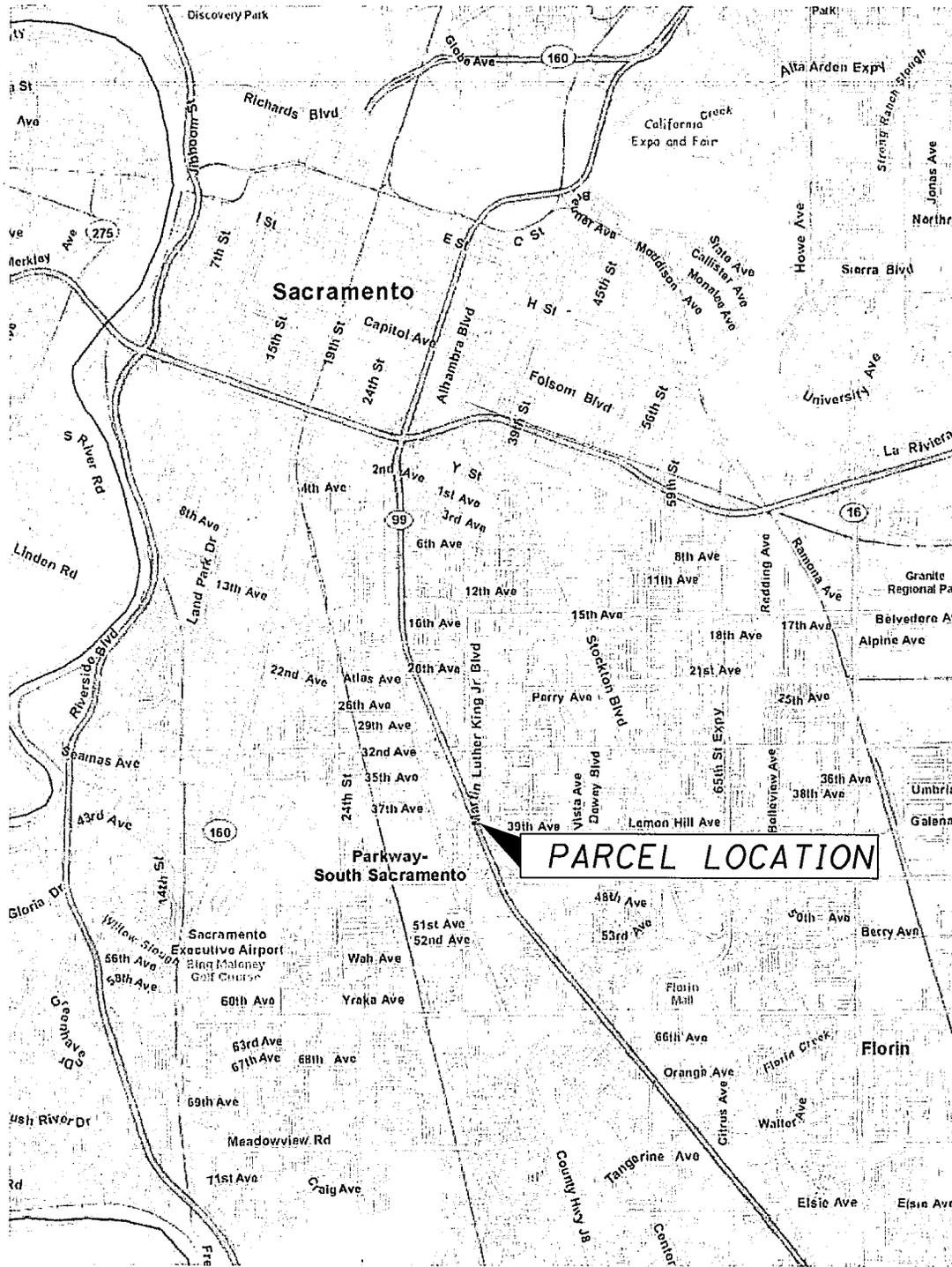
STATE OF CALIFORNIA  
BUSINESS, TRANSPORTATION AND HOUSING AGENCY  
DEPARTMENT OF TRANSPORTATION

**RIGHT OF WAY  
DIRECTORS DEED  
DD 8620-01-06**

FEET 0 10 20 40 60

DISTRICT	COUNTY	ROUTE	SHEET PM	SHEET NO.	TOTAL SHEETS
03	SAC	99	21.5	2	2

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



# LOCATION MAP

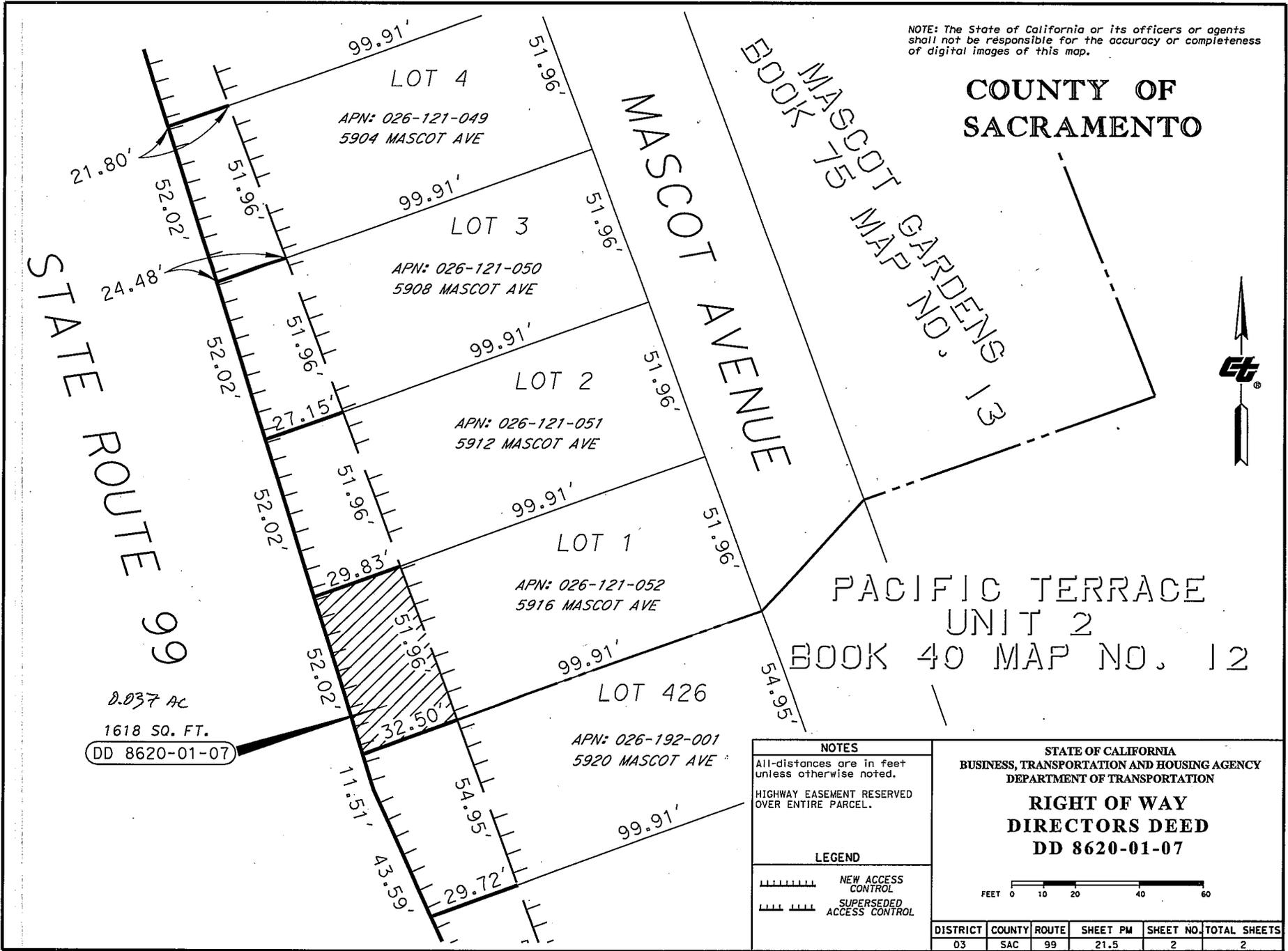
STATE OF CALIFORNIA  
BUSINESS, TRANSPORTATION AND HOUSING AGENCY  
DEPARTMENT OF TRANSPORTATION

**RIGHT OF WAY  
DIRECTORS DEED  
DD 8620 -01-07**

DISTRICT	COUNTY	ROUTE	SHEET PM	SHEET NO.	TOTAL SHEETS
03	SAC	99	21.5	1	2

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COUNTY OF SACRAMENTO



**NOTES**  
 All-distances are in feet unless otherwise noted.  
 HIGHWAY EASEMENT RESERVED OVER ENTIRE PARCEL.

**LEGEND**  
 NEW ACCESS CONTROL  
 SUPERSEDED ACCESS CONTROL

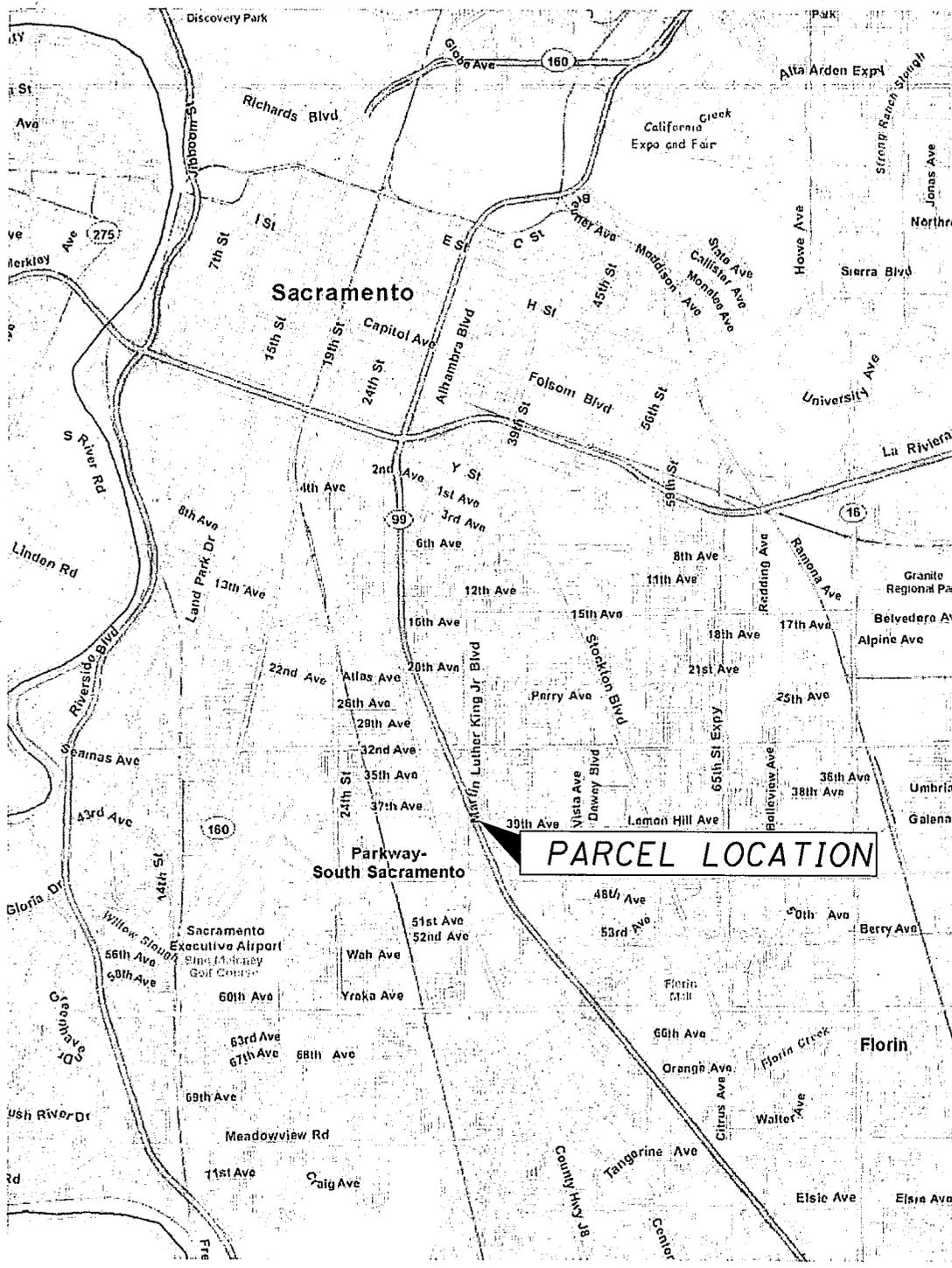
STATE OF CALIFORNIA  
 BUSINESS, TRANSPORTATION AND HOUSING AGENCY  
 DEPARTMENT OF TRANSPORTATION

**RIGHT OF WAY DIRECTORS DEED**  
**DD 8620-01-07**

FEET 0 10 20 40 60

DISTRICT	COUNTY	ROUTE	SHEET PM	SHEET NO.	TOTAL SHEETS
03	SAC	99	21.5	2	2

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



# LOCATION MAP

STATE OF CALIFORNIA  
 BUSINESS, TRANSPORTATION AND HOUSING AGENCY  
 DEPARTMENT OF TRANSPORTATION  
**RIGHT OF WAY  
 DIRECTORS DEED  
 DD 8620 -01-09**

DISTRICT	COUNTY	ROUTE	SHEET PM	SHEET NO.	TOTAL SHEETS
03	SAC	99	21.5	1	2

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

COUNTY OF SACRAMENTO

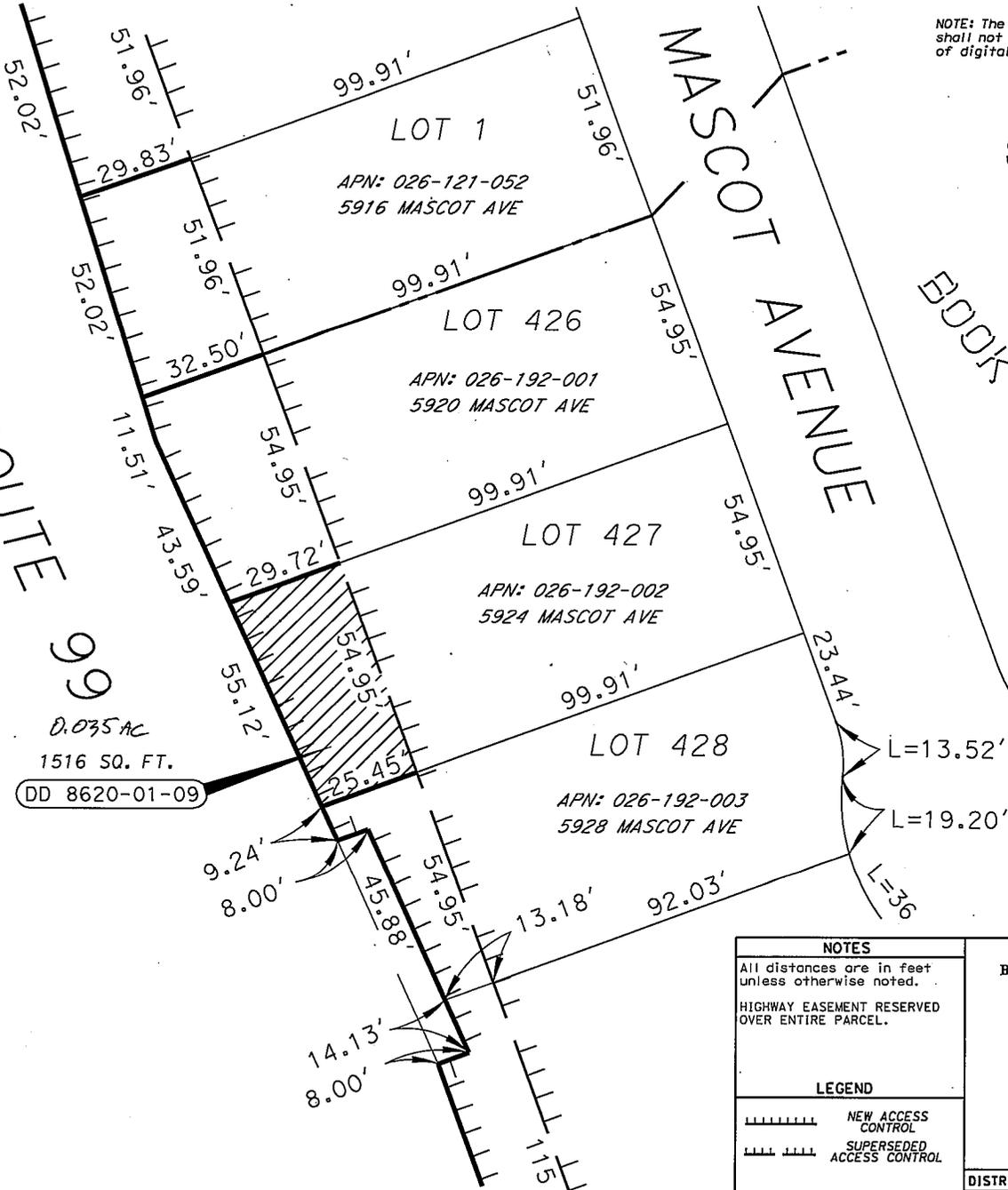


PACIFIC TERRACE  
BOOK 40 UNIT 2 MAP NO. 12

STATE ROUTE 99

MASCOT AVENUE

MASCOT AVENUE



DD 8620-01-09  
0.035 AC  
1516 SQ. FT.

**NOTES**  
All distances are in feet unless otherwise noted.  
HIGHWAY EASEMENT RESERVED OVER ENTIRE PARCEL.

**LEGEND**  
 NEW ACCESS CONTROL  
 SUPERSEDED ACCESS CONTROL

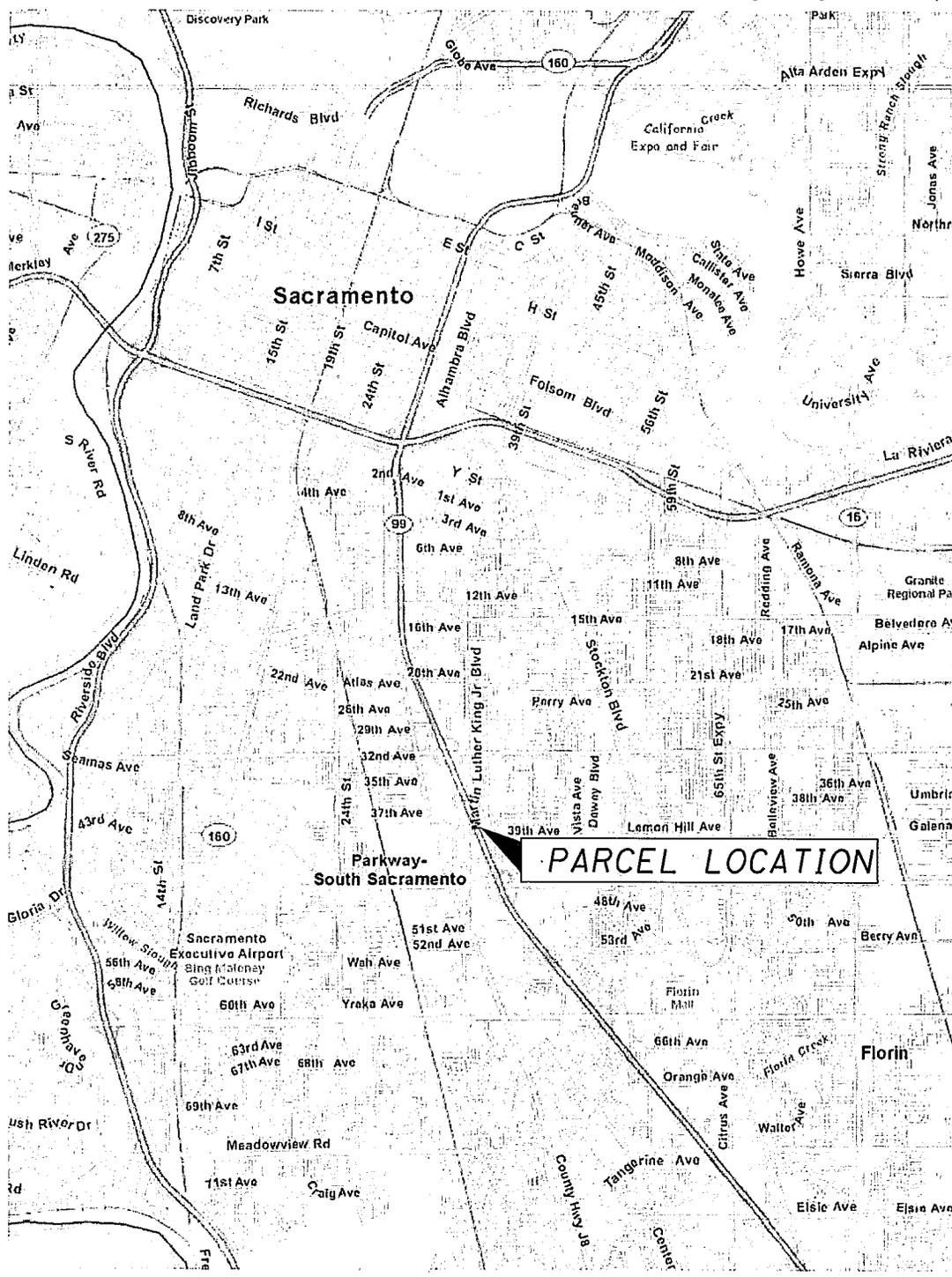
STATE OF CALIFORNIA  
BUSINESS, TRANSPORTATION AND HOUSING AGENCY  
DEPARTMENT OF TRANSPORTATION

**RIGHT OF WAY DIRECTORS DEED**  
**DD 8620-01-09**

FEET 0 10 20 40 60

DISTRICT	COUNTY	ROUTE	SHEET PM	SHEET NO.	TOTAL SHEETS
03	SAC	99	21.5	2	2

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



# LOCATION MAP

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

**RIGHT OF WAY  
DIRECTORS DEED  
DD 8620 -01-11**

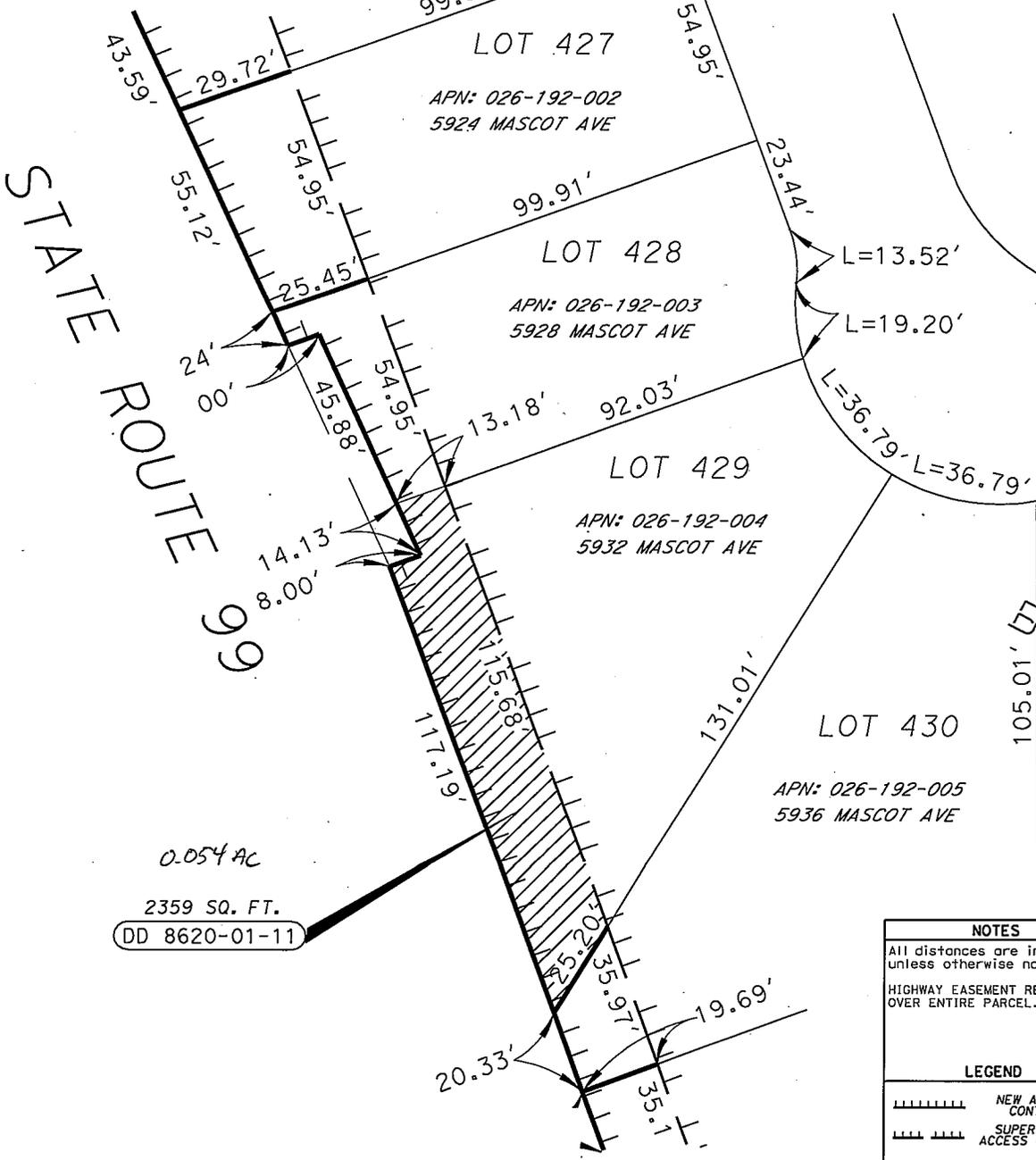
DISTRICT	COUNTY	ROUTE	SHEET PM	SHEET NO.	TOTAL SHEETS
03	SAC	99	21.4	1	2

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

COUNTY OF SACRAMENTO

MASCOT AVENUE

PACIFIC UNIT TERRACE  
BOOK 40 MAP NO. 12



**NOTES**  
All distances are in feet unless otherwise noted.  
HIGHWAY EASEMENT RESERVED OVER ENTIRE PARCEL.

**LEGEND**  
 NEW ACCESS CONTROL  
 SUPERSEDED ACCESS CONTROL

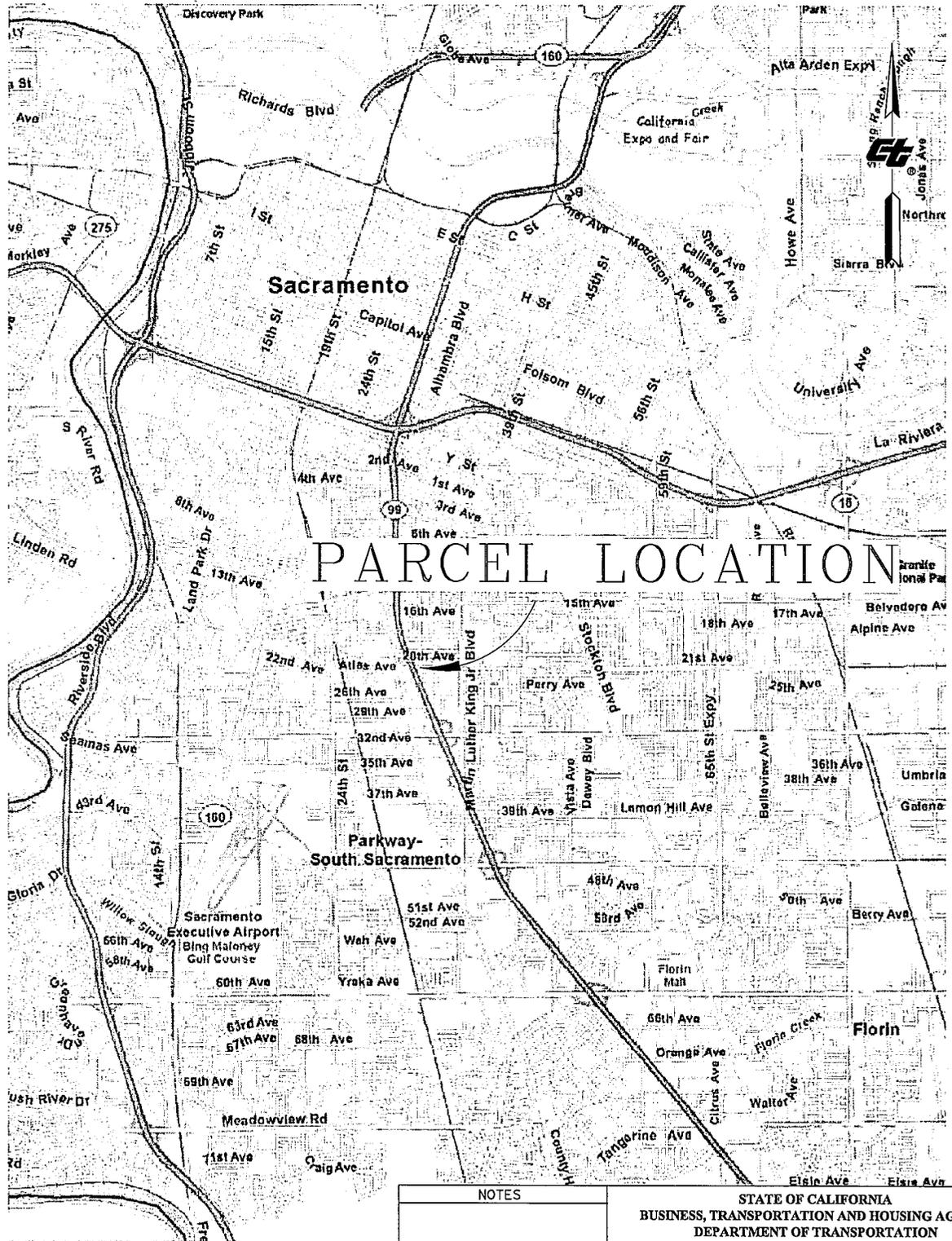
STATE OF CALIFORNIA  
BUSINESS, TRANSPORTATION AND HOUSING AGENCY  
DEPARTMENT OF TRANSPORTATION

**RIGHT OF WAY  
DIRECTORS DEED  
DD 8620-01-11**



DISTRICT	COUNTY	ROUTE	SHEET PM	SHEET NO.	TOTAL SHEETS
03	SAC	99	21.4	2	2

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



# PARCEL LOCATION

NOTES

---

LEGEND

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

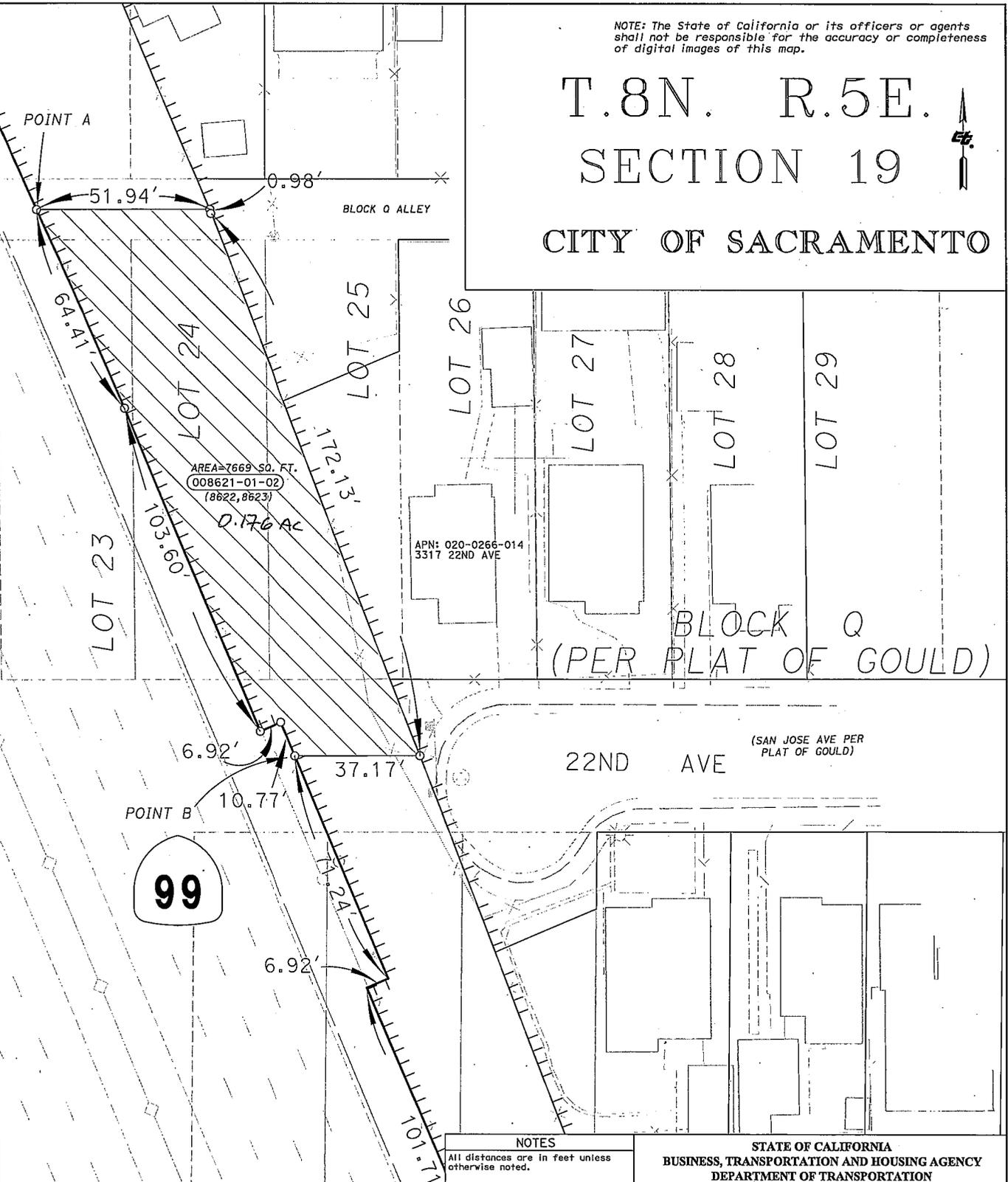
**RIGHT OF WAY  
 DIRECTORS DEED  
 DD 8621-01-02(8622,8623)**



DISTRICT	COUNTY	ROUTE	SHEET PM	SHEET NO.	TOTAL SHEETS
03	SAC	99	22.5	1	2

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

T.8N. R.5E.  
SECTION 19  
CITY OF SACRAMENTO



NOTE:  
HIGHWAY EASEMENT  
RESERVED OVER  
ENTIRE PARCEL

NOTES  
All distances are in feet unless otherwise noted.

LEGEND  

 SUPERCEDED ACCESS CONTROL  
 NEW ACCESS CONTROL

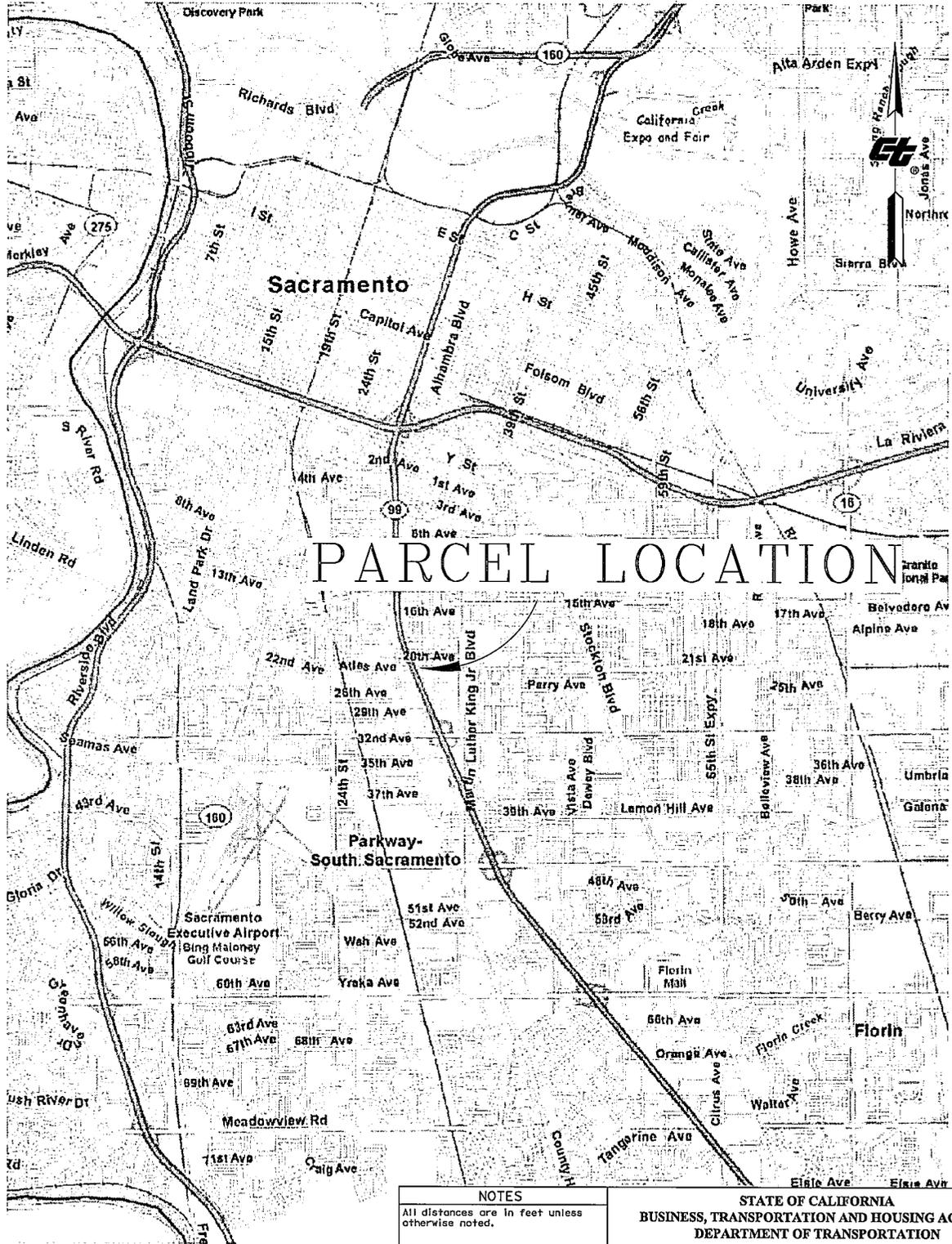
STATE OF CALIFORNIA  
BUSINESS, TRANSPORTATION AND HOUSING AGENCY  
DEPARTMENT OF TRANSPORTATION

**RIGHT OF WAY  
DIRECTORS DEED  
DD 8621-01-02(8622,8623)**



DISTRICT	COUNTY	ROUTE	SHEET PM	SHEET NO.	TOTAL SHEETS
03	SAC	99	22.5	2	2

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



# PARCEL LOCATION

**NOTES**  
 All distances are in feet unless otherwise noted.

**LEGEND**

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

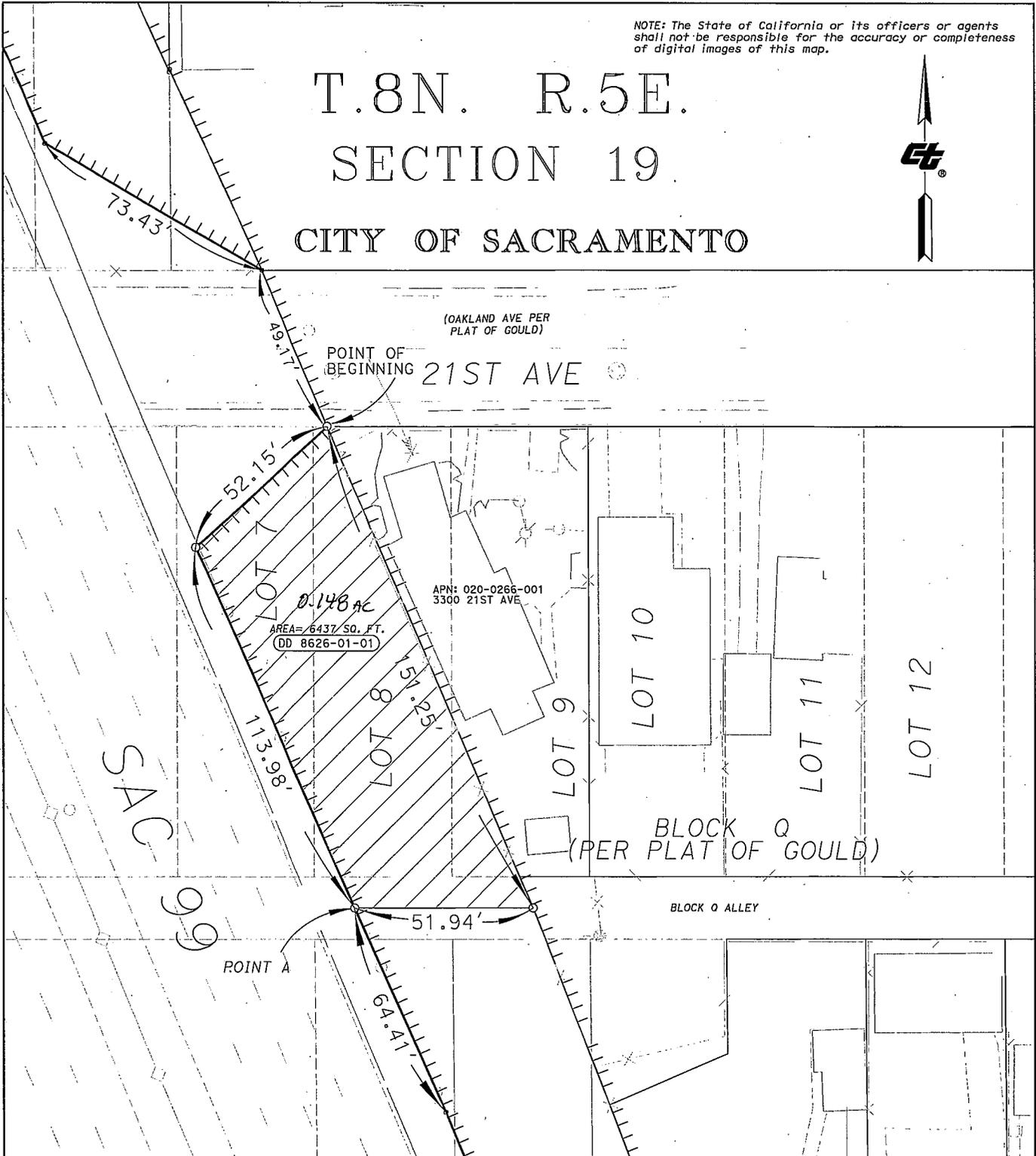
## RIGHT OF WAY DIRECTORS DEED DD 8626 -01-01



DISTRICT	COUNTY	ROUTE	SHEET PM	SHEET NO.	TOTAL SHEETS
03	SAC	99	22.6	1	2

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

T.8N. R.5E.  
SECTION 19  
CITY OF SACRAMENTO



0.148 AC  
AREA = 6437 SQ. FT.  
DD 8626-01-01

APN: 020-0266-001  
3300 21ST AVE

SAC 99

BLOCK Q  
(PER PLAT OF GOULD)

BLOCK Q ALLEY

POINT A

**NOTES**  
All distances are in feet unless otherwise noted.

**LEGEND**  
 SUPERCEDED ACCESS CONTROL  
 NEW ACCESS CONTROL

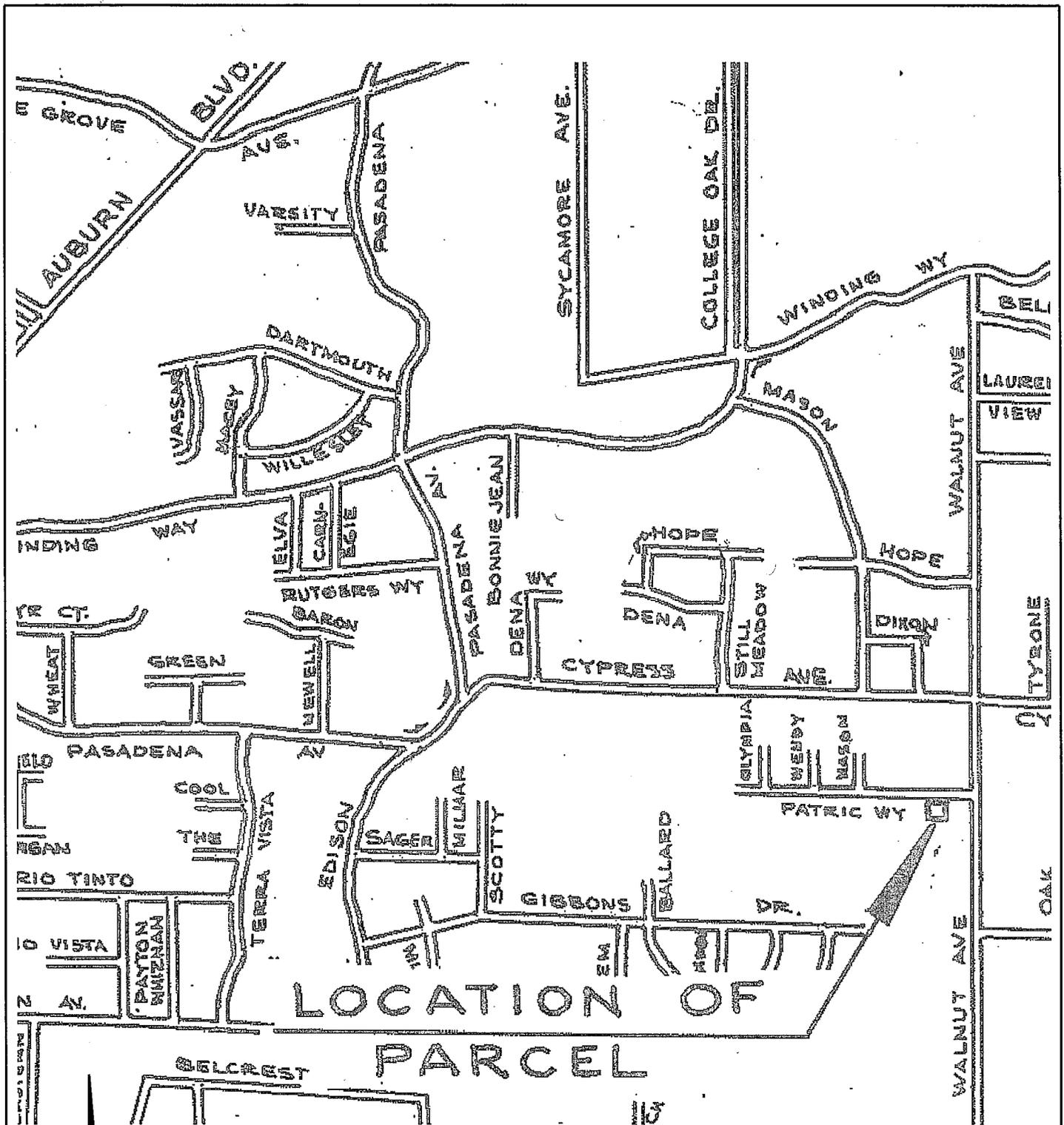
STATE OF CALIFORNIA  
BUSINESS, TRANSPORTATION AND HOUSING AGENCY  
DEPARTMENT OF TRANSPORTATION

**RIGHT OF WAY  
DIRECTORS DEED  
DD 8626 -01-01**



NOTE:  
HIGHWAY EASEMENT  
RESERVED OVER  
ENTIRE PARCEL

DISTRICT	COUNTY	ROUTE	SHEET PM	SHEET NO.	TOTAL SHEETS
03	SAC	99	22.6	2	2



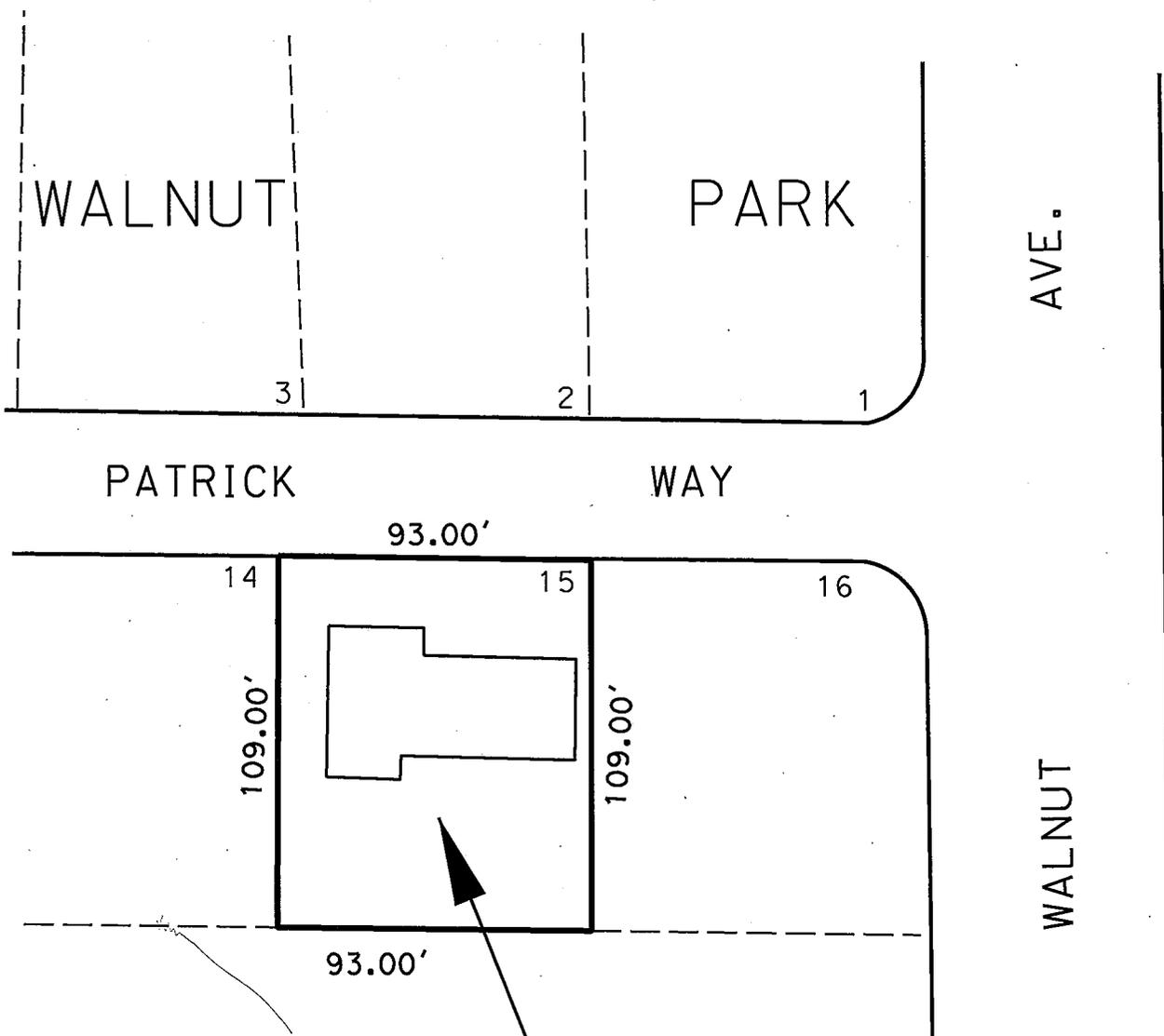
## LOCATION MAP

# DIRECTORS DEED MAP

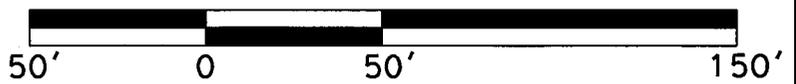
PARCEL NO.  
DK-015575-01-02

DIST.	CO.	RTE.	P.M.	SHEET
03	SAC	244	1.9	1 OF 2

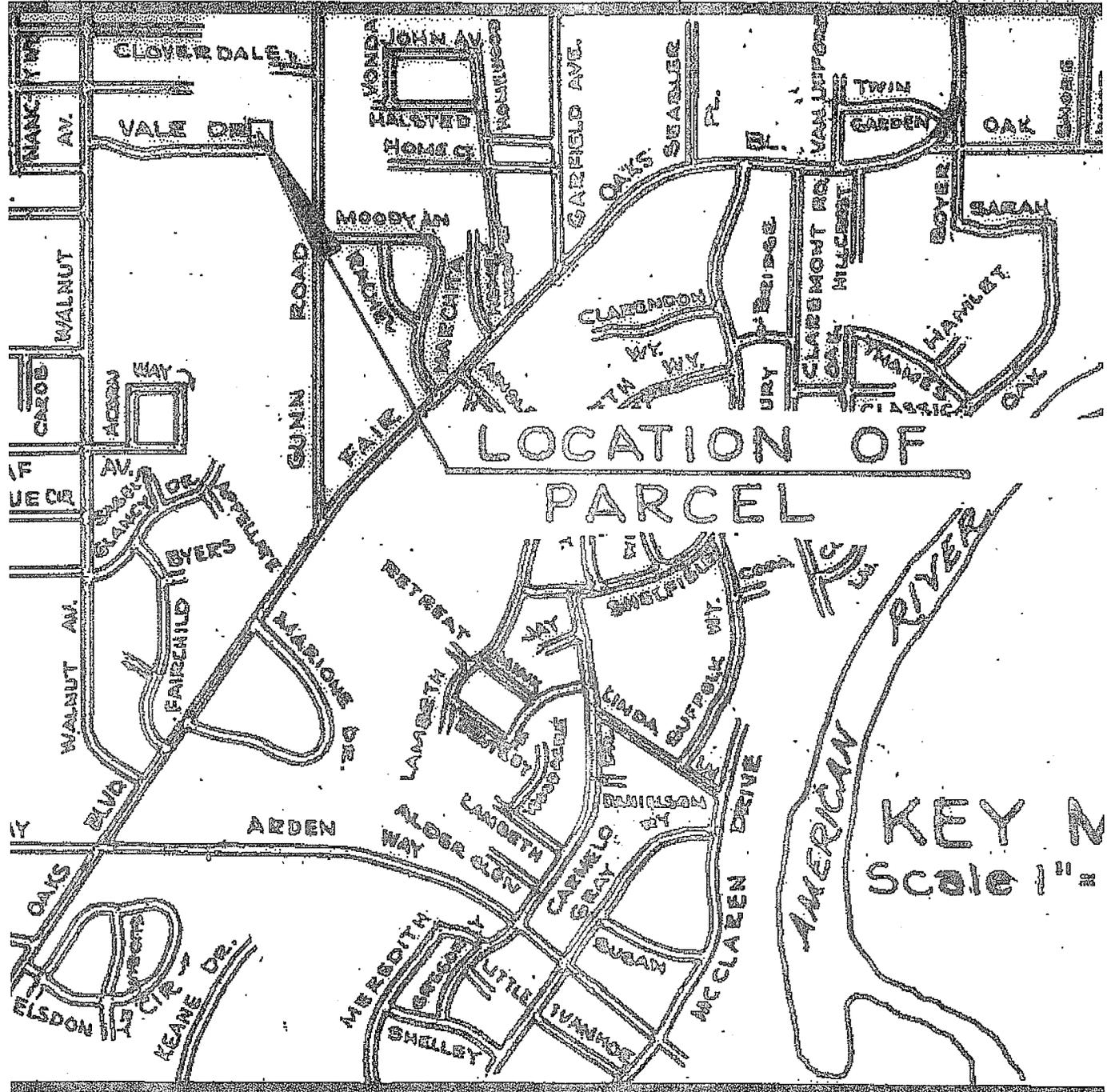




DK-015575-01-02  
 10,137 SF  
 0.23 AC.



DIRECTORS DEED MAP				
PARCEL NO. DK-015575-01-02				
DIST.	CO.	RTE.	P.M.	SHEET
03	SAC	244	1.9	2 OF 2



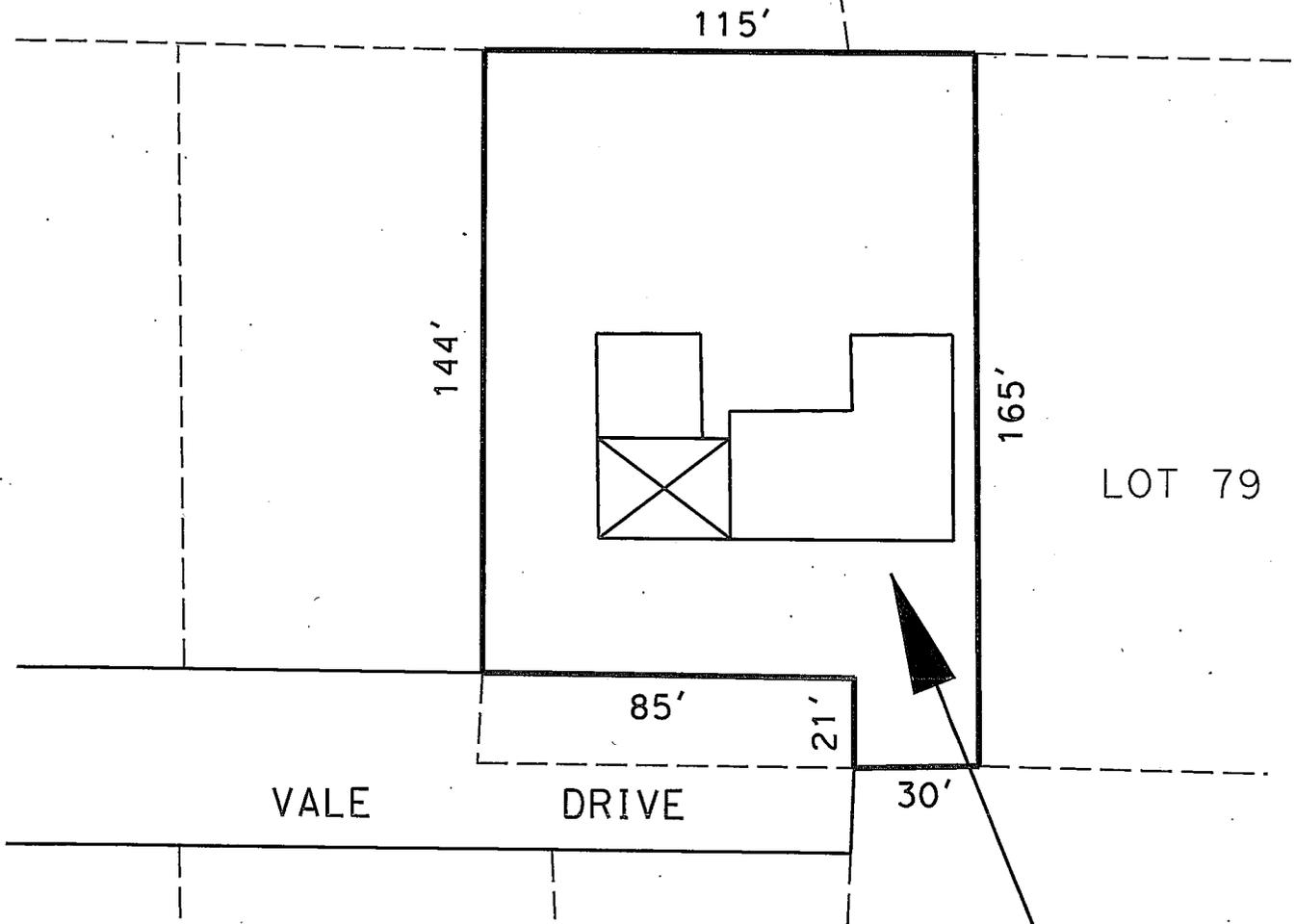
# LOCATION MAP

# DIRECTORS DEED MAP

PARCEL NO.  
DK-020144-01-02

DIST.	CO.	RTE.	P.M.	SHEET
03	SAC	143	17.6	1 OF 2

CARMICHAEL COLONY NO. 2

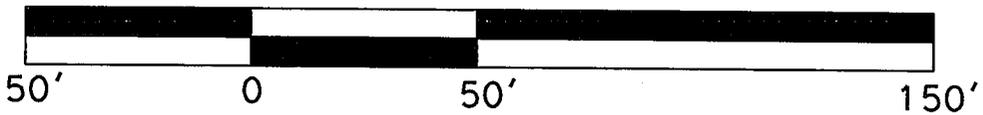


LOT 79

VALE

DRIVE

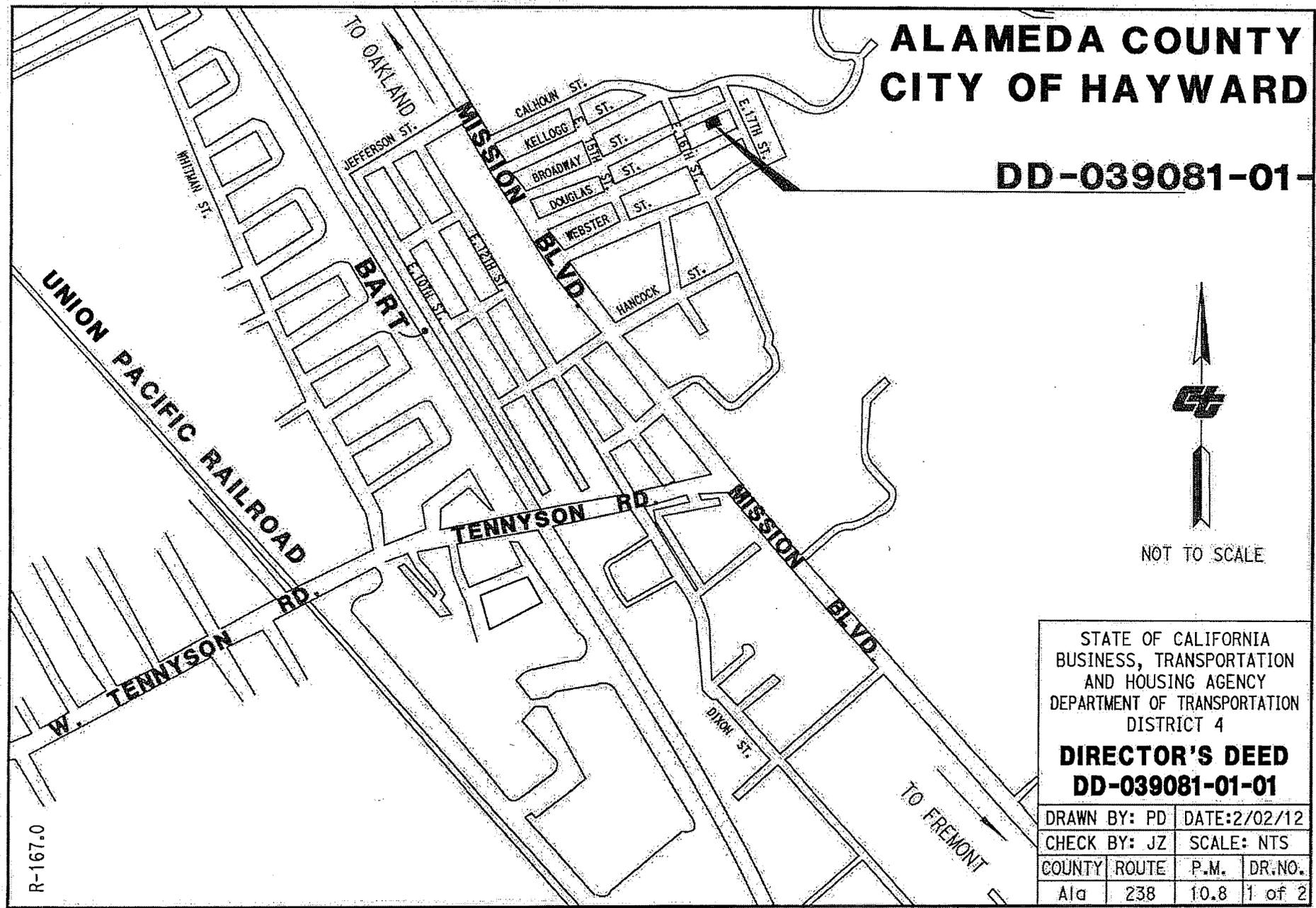
DK-020144-01-02  
17,186 SF 0.39 AC.



DIRECTORS DEED MAP				
PARCEL NO. DK-020144-01-02				
DIST.	CO.	RTE.	P.M.	SHEET
03	SAC	143	17.6	2 OF 2

# ALAMEDA COUNTY CITY OF HAYWARD

**DD-039081-01-01**



NOT TO SCALE

STATE OF CALIFORNIA BUSINESS, TRANSPORTATION AND HOUSING AGENCY DEPARTMENT OF TRANSPORTATION DISTRICT 4			
<b>DIRECTOR'S DEED</b> <b>DD-039081-01-01</b>			
DRAWN BY: PD	DATE: 2/02/12		
CHECK BY: JZ	SCALE: NTS		
COUNTY	ROUTE	P.M.	DR. NO.
Ala	238	10.8	1 of 2

R-167.0

**ALAMEDA COUNTY  
CITY OF HAYWARD**

**DD-039081-01-01**

6,541 Sq. Ft.  
0.15 AC



**LEGEND**

Sq. Ft. square feet  
O.R. Official Records  
Note: Dimensions are record from 4 Maps 80 & deed calls of 2736 O.R. 143

STATE OF CALIFORNIA  
BUSINESS, TRANSPORTATION  
AND HOUSING AGENCY  
DEPARTMENT OF TRANSPORTATION  
DISTRICT 4

**DIRECTOR'S DEED  
DD-039081-01-01**

DRAWN BY: PD		DATE: 2/2/12	
CHECK BY: JZ		SCALE: 1"=50'	
COUNTY	ROUTE	P.M.	DR.NO.
Ala	238	10.8	2 of 2

**BROADWAY ST.**

**E. 17TH ST.**

**E. 16TH ST.**

**DOUGLAS ST. (FRANKLIN ST.)**

CITY OF  
ALTA VISTA  
4 MAPS 80  
7/13/1925  
BLOCK K

BLOCK L  
4 MAPS 80

2736 O.R. 143  
11/20/1970

Parcel 1

80.00'

80.81'

80.00'

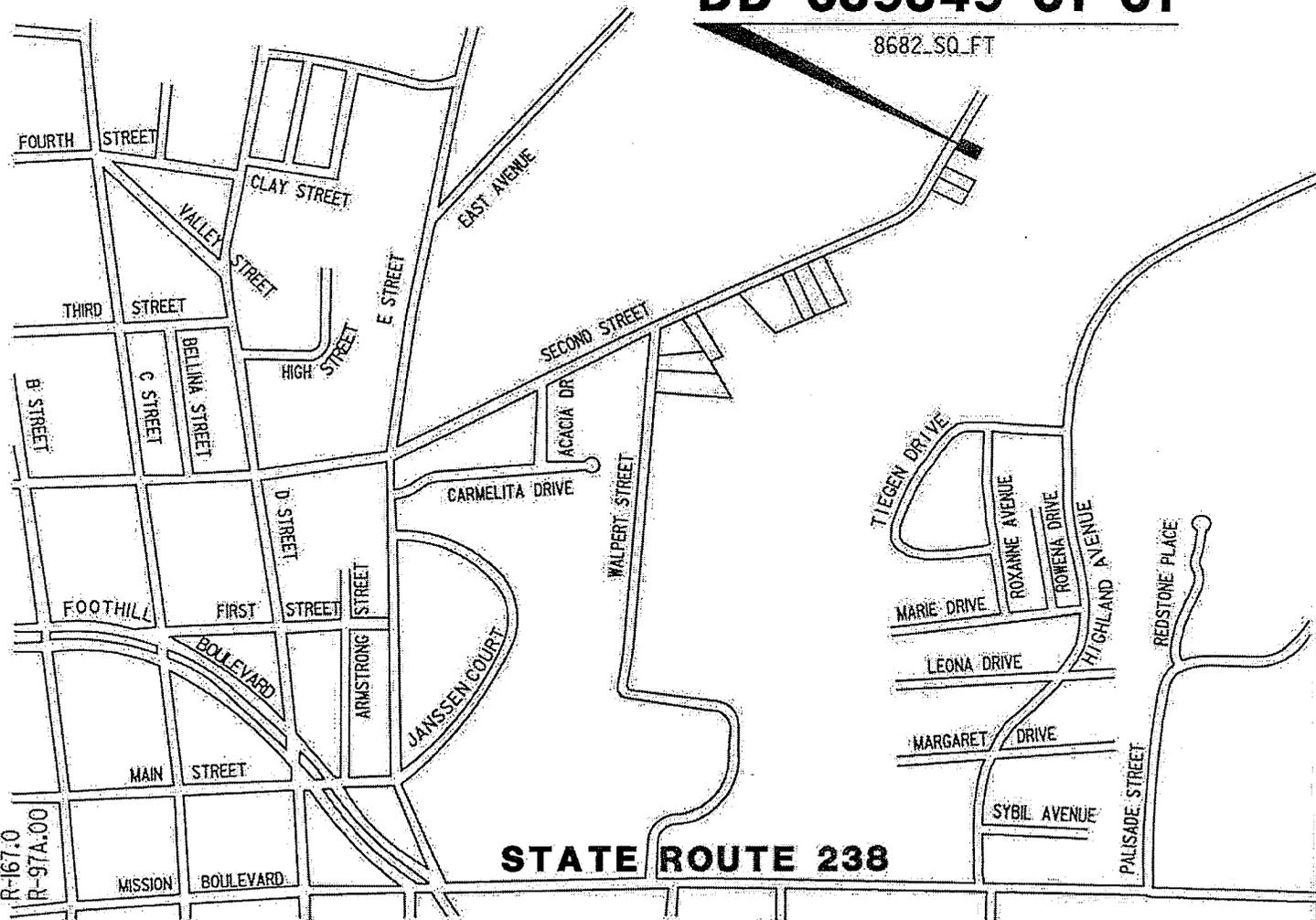
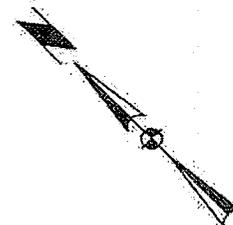
Attachment 14B

R-167.15

# ALAMEDA COUNTY CITY OF HAYWARD

## DD-039349-01-01

8682\_SQ\_FT



**NO SCALE**

STATE OF CALIFORNIA  
BUSINESS, TRANSPORTATION  
AND HOUSING AGENCY  
DEPARTMENT OF TRANSPORTATION  
DISTRICT 4

**DIRECTOR'S DEED**  
**DD-039349-01-01**

DRAWN BY: CH		DATE: 02/01/12	
CHECK BY: WDN		NO SCALE	
COUNTY	ROUTE	P.M.	DR.NO.
ALA	238	12.9	1 OF 2

DISTANCES SHOWN ARE ON THE CALIFORNIA  
 COORDINATE SYSTEM OF 1927, ZONE 3.  
 MULTIPLY DISTANCES SHOWN BY 1.0000787  
 TO OBTAIN GROUND LEVEL DISTANCES.

# ALAMEDA COUNTY CITY OF HAYWARD

LEGEND

( ) RECORD PER DEED 39349  
 2898/149; 7-14-71

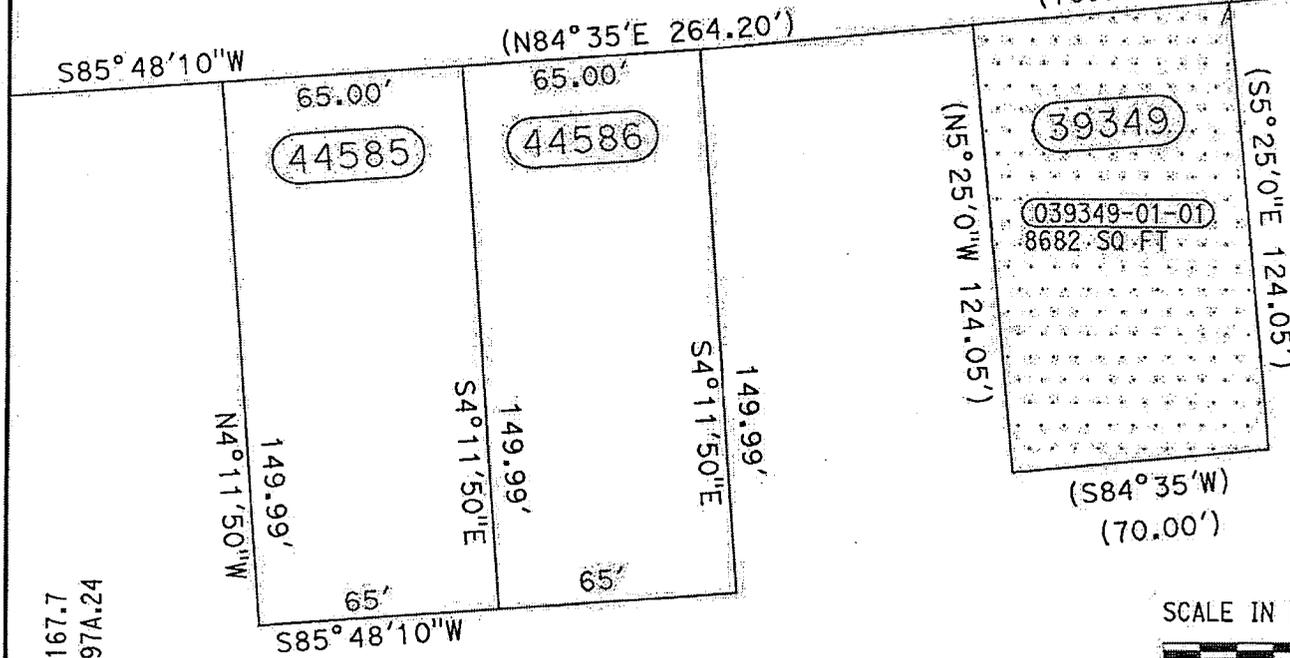
**DD-039349-01-01**

8682\_SQ\_FT

0.20 AC



**2nd. STREET**



STATE OF CALIFORNIA BUSINESS, TRANSPORTATION AND HOUSING AGENCY DEPARTMENT OF TRANSPORTATION DISTRICT 4			
<b>DIRECTOR'S DEED</b> <b>DD-039349-01-01</b>			
DRAWN BY: CH	DATE:02/01/12		
CHECK BY: WDN	SCALE: 1"=50'		
COUNTY	ROUTE	P.M.	DR.NO.
ALA	238	12.9	2 OF 2

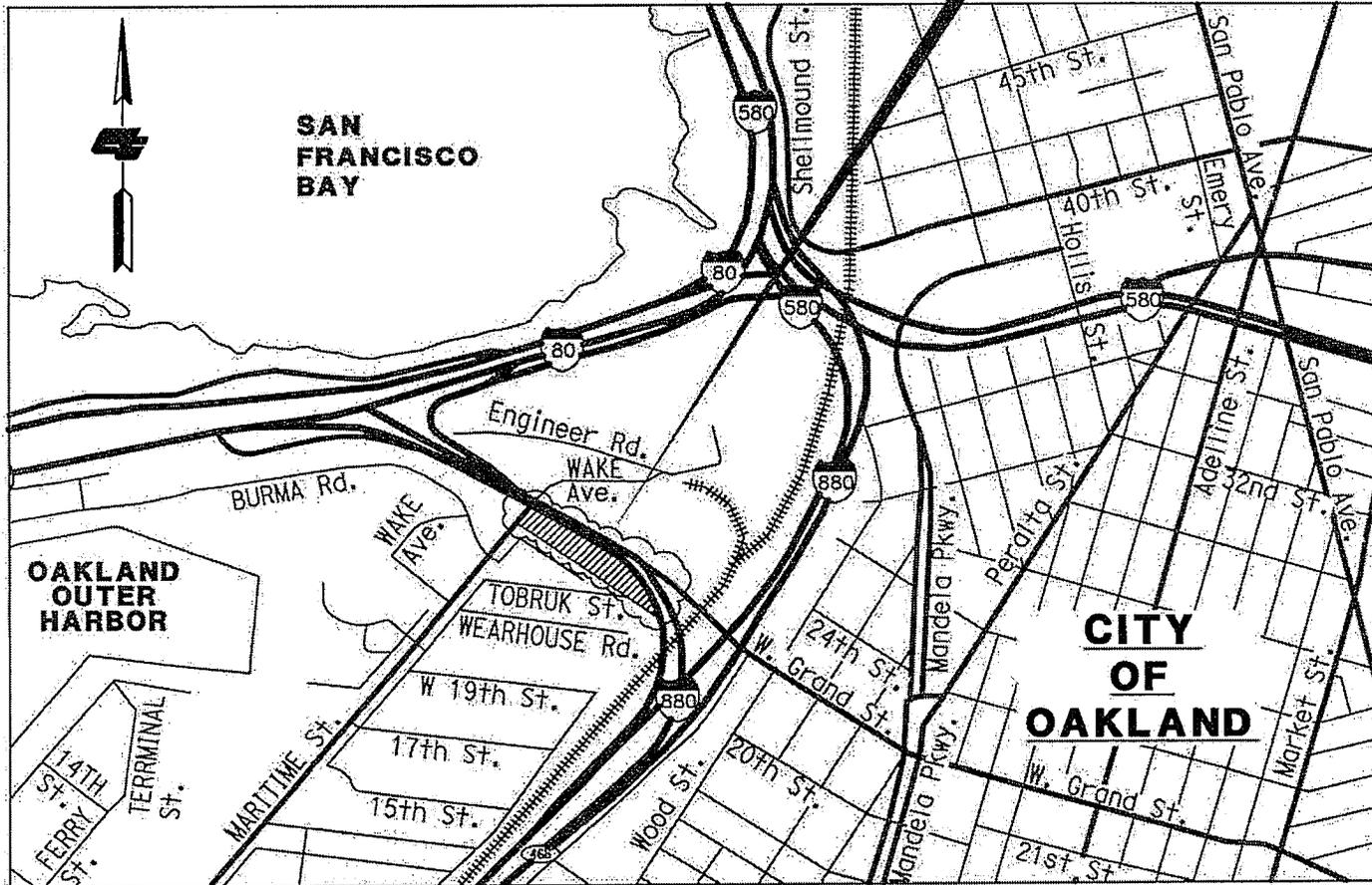


Attachment 15B

R-167.7  
 R-97A.24

**DK-035820-01-01**

88,260 Sq.Ft. TOTAL



SCALE: NONE

**ALAMEDA COUNTY  
CITY OF OAKLAND**

STATE OF CALIFORNIA  
BUSINESS, TRANSPORTATION  
AND HOUSING AGENCY  
DEPARTMENT OF TRANSPORTATION  
DISTRICT 4

**DIRECTOR'S DEED  
DK-035820-01-01**

DRAWN BY: JVB		DATE: 1/24/12	
CHECK BY: WN		SCALE: N.T.S.	
COUNTY	ROUTE	P.M.	DR.NO.
ALA	880	33.6	1/2

s-604. 8, 10  
R-7X.0

DISTANCES SHOWN ARE ON THE CALIFORNIA COORDINATE SYSTEM OF 1927, ZONE 3. MULTIPLY DISTANCES SHOWN BY 1.0000720 TO OBTAIN GROUND LEVEL DISTANCES.

# ALAMEDA COUNTY CITY OF OAKLAND

## DK-035820-01-01

88,260 SQ. FT. (TOTAL)

2.026 AC

U.S.A.

N56°29'58"W  
1225.96'

22nd. St.

N59°26'27"W  
300.45'

N40°50'13"E  
65.11'

WEST GRAND AVE.

R=926.00'  
Δ=13°22'31"  
L=216.17'

N56°29'58"W  
717.31'

OAKLAND ARMY BASE

U.S.A.

MARITIME ST.

OAKLAND ARMY BASE

(22ND ST)

WAKE AVE.

STATE OF CALIFORNIA  
BUSINESS, TRANSPORTATION  
AND HOUSING AGENCY  
DEPARTMENT OF TRANSPORTATION  
DISTRICT 4

**DIRECTOR'S DEED**  
**DK-035820-01-01**

DRAWN BY: JVB DATE: 1/24/12

CHECK BY: WN SCALE: 1"=50'

COUNTY ROUTE P.M. DR.NO.

ALA 880 33.6 2/2

### LEGEND

 = ACCESS CONTROLLED

SCALE IN FEET

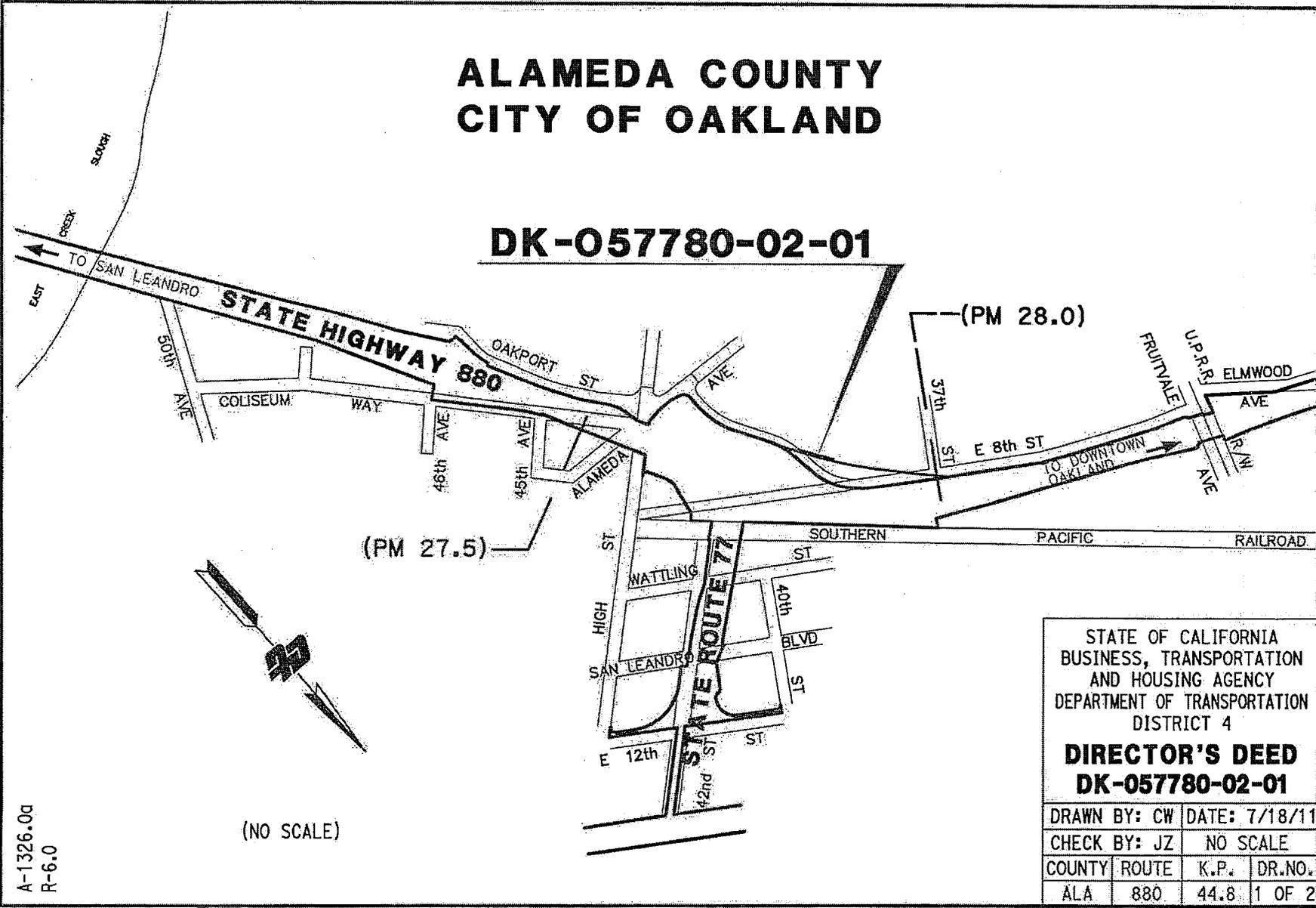


Attachment 16B

S-406.8, 10  
R-7X.15, 17

# ALAMEDA COUNTY CITY OF OAKLAND

## DK-057780-02-01



STATE OF CALIFORNIA BUSINESS, TRANSPORTATION AND HOUSING AGENCY DEPARTMENT OF TRANSPORTATION DISTRICT 4			
<b>DIRECTOR'S DEED</b>			
<b>DK-057780-02-01</b>			
DRAWN BY: CW	DATE: 7/18/11		
CHECK BY: JZ	NO SCALE		
COUNTY	ROUTE	K.P.	DR.NO.
ALA	880	44.8	1 OF 2

(NO SCALE)

A-1326.0d  
R-6.0

Attachment 17A

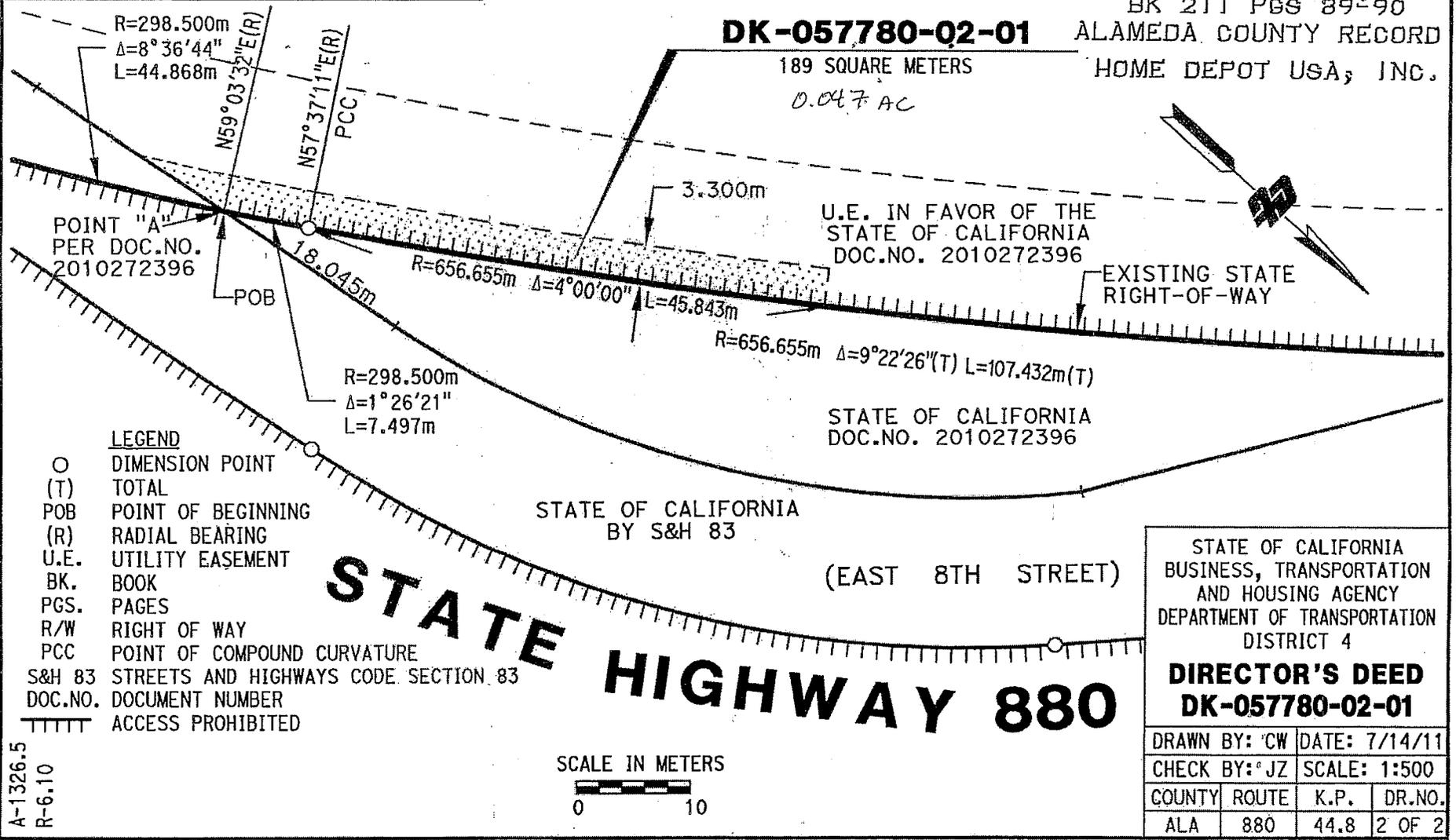
DISTANCES AND BEARINGS SHOWN ARE ON THE CALIFORNIA COORDINATE SYSTEM OF 1983, ZONE 3. DISTANCES ARE IN METERS UNLESS OTHERWISE NOTED. MULTIPLY DISTANCES SHOWN BY 1.0000666 TO OBTAIN GROUND LEVEL DISTANCES.

# ALAMEDA COUNTY CITY OF OAKLAND

PARCEL MAP 6621  
BK 211 PGS 89-90  
ALAMEDA COUNTY RECORD  
HOME DEPOT USA, INC.

**DK-057780-02-01**

189 SQUARE METERS  
0.047 AC



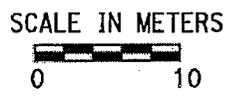
**LEGEND**

- O DIMENSION POINT
- (T) TOTAL
- POB POINT OF BEGINNING
- (R) RADIAL BEARING
- U.E. UTILITY EASEMENT
- BK. BOOK
- PGS. PAGES
- R/W RIGHT OF WAY
- PCC POINT OF COMPOUND CURVATURE
- S&H 83 STREETS AND HIGHWAYS CODE. SECTION. 83
- DOC.NO. DOCUMENT NUMBER
- TTTTT ACCESS PROHIBITED

STATE OF CALIFORNIA  
BY S&H 83

(EAST 8TH STREET)

## STATE HIGHWAY 880



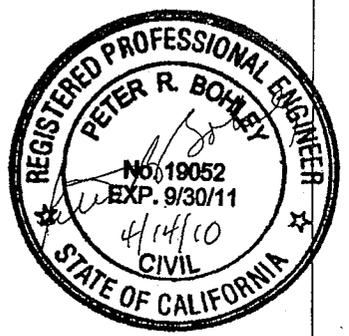
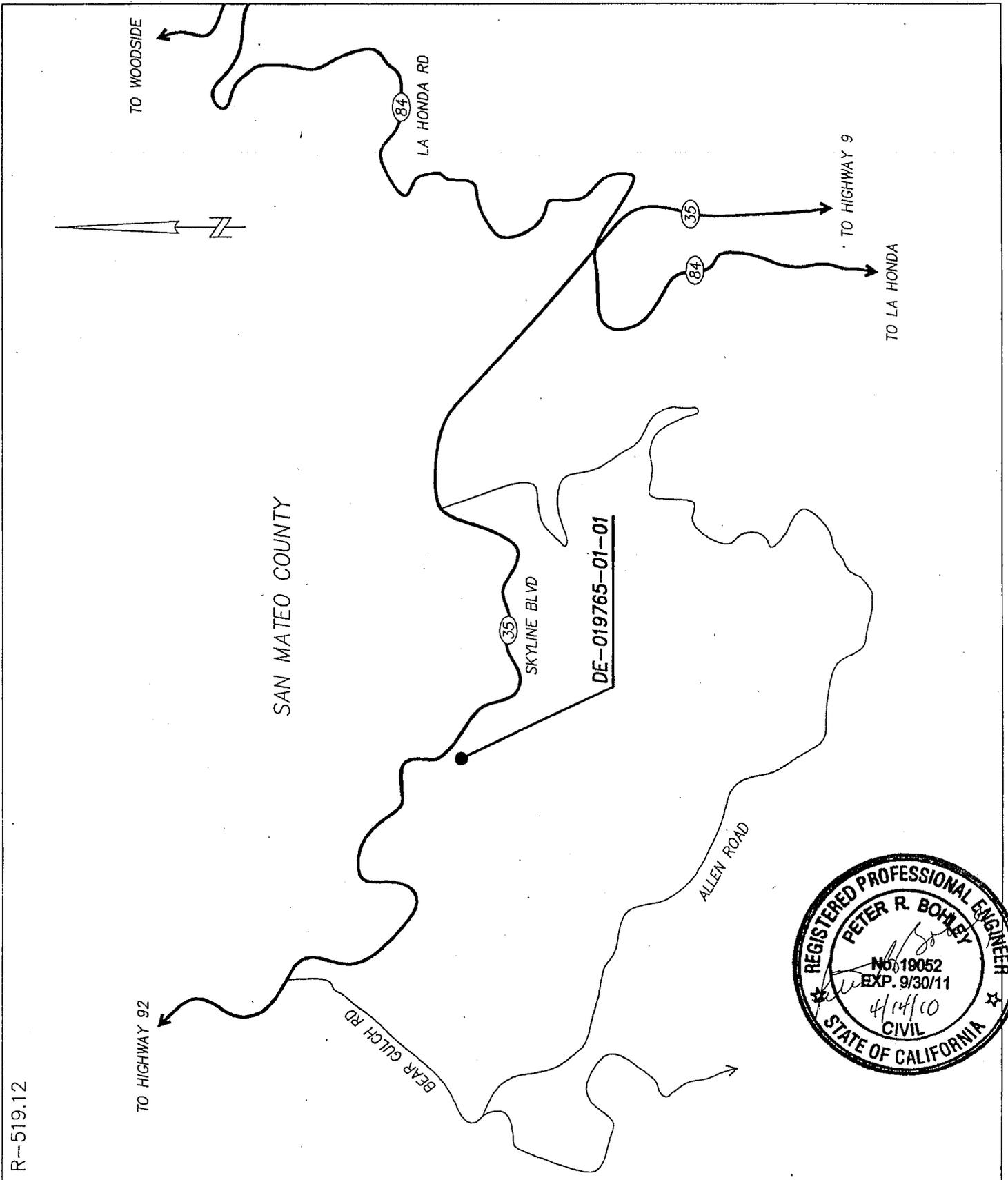
STATE OF CALIFORNIA  
BUSINESS, TRANSPORTATION  
AND HOUSING AGENCY  
DEPARTMENT OF TRANSPORTATION  
DISTRICT 4

**DIRECTOR'S DEED  
DK-057780-02-01**

DRAWN BY: CW		DATE: 7/14/11	
CHECK BY: JZ		SCALE: 1:500	
COUNTY	ROUTE	K.P.	DR.NO.
ALA	880	44.8	2 OF 2

Attachment 17B

A-1326.5  
R-6.10



R-519.12

EXHIBIT B  
 20' WIDE TRAIL EASEMENT ACROSS THE LANDS OF THE STATE OF CALIFORNIA

PAGE 1 OF 2

**BOHLEY  
 CONSULTING**

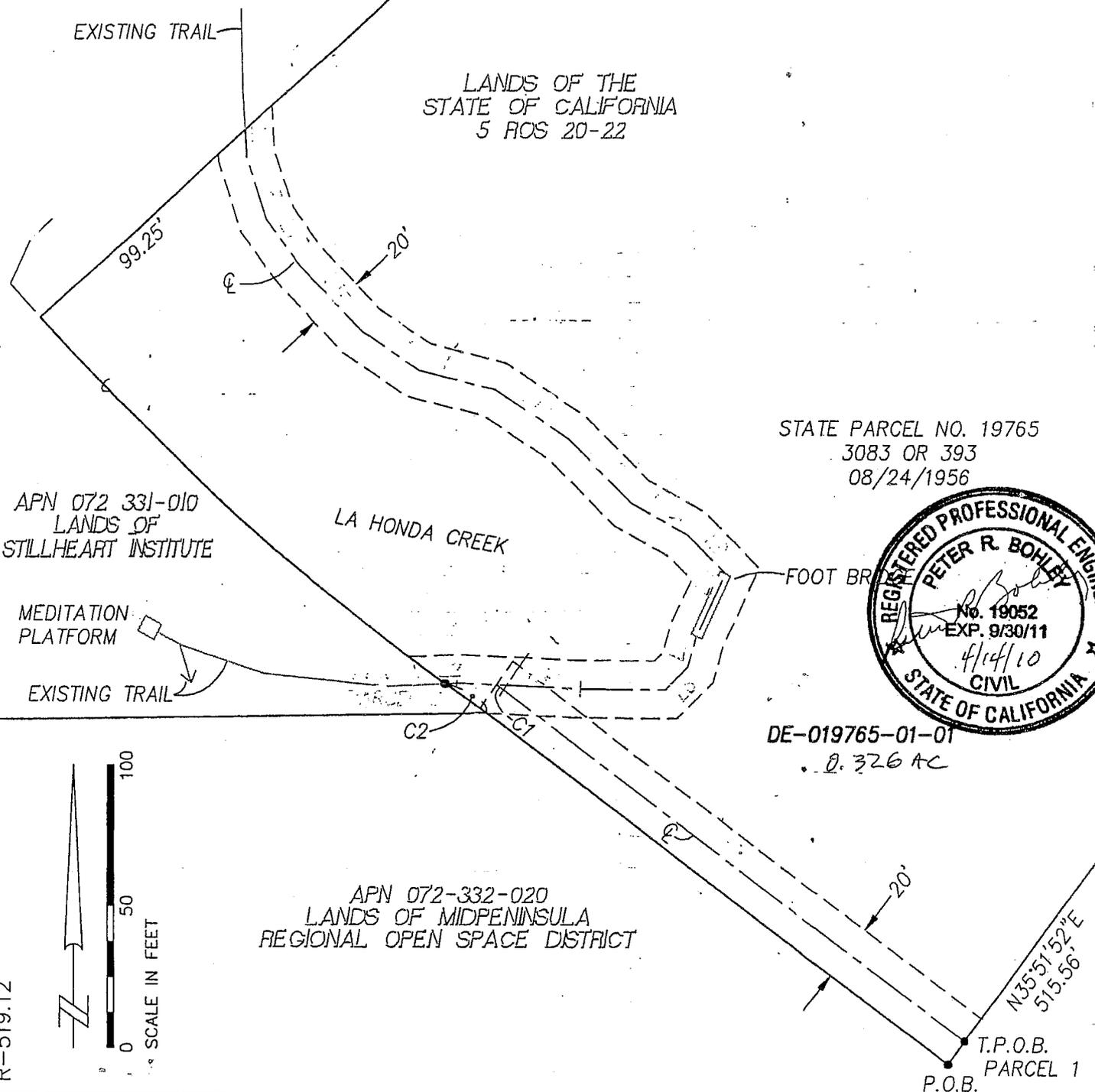
1875 SOUTH GRANT STREET, SUITE 550  
 SAN MATEO, CA 94402  
 650-358-1484 • FAX 650-358-1487

DATE:	4/14/2010
SCALE:	NONE
	SM-35-PM12.0
JOB No.	201016

SAN MATEO COUNTY

LANDS OF THE STATE OF CALIFORNIA  
5 ROS 20-22

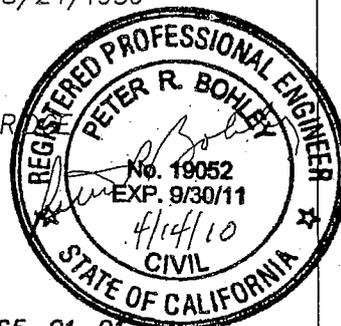
EXISTING TRAIL



STATE PARCEL NO. 19765  
3083 OR 393  
08/24/1956

APN 072 331-010  
LANDS OF  
STILLHEART INSTITUTE

LA HONDA CREEK



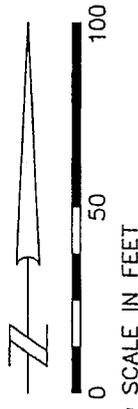
FOOT BR

MEDITATION PLATFORM

EXISTING TRAIL

DE-019765-01-01  
0.326 AC

APN 072-332-020  
LANDS OF MIDPENINSULA  
REGIONAL OPEN SPACE DISTRICT



SCALE IN FEET

R-519.12

T.P.O.B.  
P.O.B.  
PARCEL 1

EXHIBIT B

20' WIDE TRAIL EASEMENT ACROSS THE LANDS OF THE STATE OF CALIFORNIA

PAGE 2 OF 2

**BOHLEY  
CONSULTING**

1875 SOUTH GRANT STREET, SUITE 550  
SAN MATEO, CA 94402  
650-358-1484 • FAX 650-358-1487

DATE:	4/14/2010
SCALE:	1"=50'
	SM-35-PM12.0
JOB No.	201016

Exhibit A to Director's Deed, page 4

Attachment 18B

# Memorandum

To: CHAIR AND COMMISSIONERS  
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: March 28-29, 2012

Reference No.: 2.5g.(1d)  
Action Item

From: NORMA ORTEGA  
Chief Financial Officer

Prepared by: Rachel Falsetti  
Division Chief  
Transportation Programming

Subject: **FINANCIAL ALLOCATION AMENDMENT FOR PROPOSITION 1B STATE  
ADMINISTERED CMIA PROJECTS ON THE STATE HIGHWAY SYSTEM  
RESOLUTION CMIA-AA-1112-025, AMENDING RESOLUTION CMIA-A-1112-003**

## **RECOMMENDATION:**

The California Department of Transportation recommends the California Transportation Commission (Commission) amend Resolution CMIA-A-1112-003 to de-allocate a total of \$50,307,000 in Proposition 1B Corridor Mobility Improvement Account (CMIA) funds from the HOV Lanes - Mussel Shoals to Casitas Pass Road project (PPNO 3918) in Ventura and Santa Barbara Counties, thereby reducing the original CMIA construction capital allocation of \$116,300,000 to \$65,993,000 to reflect contract award savings.

## **BACKGROUND:**

At its August 2011 meeting, the Commission approved Resolution CMIA-A-1112-003 allocating \$116,300,000 in CMIA construction funds for the HOV Lanes - Mussel Shoals to Casitas Pass Road project (PPNO 3918). The contract was awarded on January 3, 2012 with CMIA savings of \$50,307,000.

The necessary changes are reflected in strikethrough and bold on the attached revised vote list.

## **RESOLUTION:**

Be it Resolved, that \$116,300,000 in Corridor Mobility Improvement Account funds (304-6055) originally allocated under Resolution CMIA-A-1112-003 for the HOV Lanes - Mussel Shoals to Casitas Pass Road project in Ventura and Santa Barbara Counties, is hereby amended by \$50,307,000, reducing the original CMIA construction capital amount to \$65,993,000 in accordance with the attached revised vote box for each segment.

Attachment

2.5 Highway Financial Matters

Project # Allocation Amount Recipient RTPA/CTC Dist-Co-Rte Postmile	Project Title Location Project Description Project Funding	PPNO Program/Year Phase Prgm'd Amount Project ID Adv Phase EA	Budget Year Item # Fund Type Program Code	Amount by Fund Type
<b>2.5g.(1d) Proposition 1B – Allocation Amendment State Administered CMIA Project on the State Highway System</b>		<b>Resolution CMIA-AA-1112-025, Amending Resolution CMIA-A-1112-003</b>		
1 \$134,600,000 <b>\$81,293,000</b>  Department of Transportation VCTC Ventura 07S-Ven-101 R39.8/R43.6	<b>HOV Lanes – Mussel Shoals to Casitas Pass</b> Near Mussel Shoals, in Ventura County to just south of Casitas Pass Road in Santa Barbara County. Construct HOV lanes.  Final Project Development (IIP) Support Estimate: \$17,249,000 Programmed Amount: <u>\$18,884,000</u> Adjustment: \$ 0 (< 20%)  Final Right of Way (IIP) Right of Way Estimate: \$2,621,000 Programmed Amount: <u>\$ 986,000</u> Adjustment: <u>\$1,635,000</u> (Debit)  (Future Consideration of Funding – Resolution E-09-16, March 2009.)  (Construction completion to be 50 months after award of the contract to accommodate the proposed expenditure plan.)  (Concurrent Baseline Agreement to revise the project schedule under Resolution CMIA-PA-1112-005; August 2011.)  (Contributions from local sources: \$6,394,000.)  <u>Outcome/Output:</u> Provide about 6 miles of HOV lanes in each direction, provide 4 miles of Class I bike path/mixed-use path along southbound shoulder; 1,700 feet of soundwalls; provide vehicle detectors, one changing message sign and CCTV camera; a pedestrian undercrossing in the community of La Conchita that will provide beach access.  <b><u>Amend Resolution CMIA-A-1112-003 to de-allocate \$50,307,000 CMIA CONST to reflect award savings.</u></b>	07-3918 <del>CMIA/10-11</del> <b>CMIA/11-12</b> CONST ENG \$15,300,000 CONST <del>\$116,300,000</del> <b>\$65,993,000</b> 0700000490 3 & 4 260701	004-6055 CMIA  2011-12 304-6055 CMIA 20.20.721.000	\$15,300,000  <del>\$116,300,000</del> <b>\$65,993,000</b>

# Memorandum

To: CHAIR AND COMMISSIONERS  
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: March 28-29, 2012

Reference No.: 2.6e.  
Action Item

From: NORMA ORTEGA  
Chief Financial Officer

Prepared by: Rachel Falsetti  
Division Chief  
Transportation Programming

Subject: **FINANCIAL ALLOCATION AMENDMENT FOR TCRP PROJECTS**  
**RESOLUTION TFP-11-08, AMENDING RESOLUTION TFP-05-10**

## **RECOMMENDATION:**

The California Department of Transportation (Department) recommends that the California Transportation Commission (Commission) approve Resolution TFP-11-08, re-allocating \$968,000 in previously allocated Traffic Congestion Relief Program (TCRP) funds for the Route 101; add HOV lanes through San Rafael, Sir Francis Drake Boulevard to North Pedro Road in Marin County (TCRP 17) project.

## **ISSUE:**

At its August 2005 meeting, the Commission approved Resolution TFP-05-10 allocating \$12,249,000 in TCRP funds to this project. TCRP funds are available for expenditures for five years. The project has been completed with a savings of \$968,000 of TCRP funds. The reallocation of \$968,000 TCRP funds is now necessary to settle a legal claim.

## **Justification:**

The second of the four segments was completed in September 2006. The contractor filed a claim relating to the Corte Madera Creek Bridge Widening scope of work. The Board of Review found that the contractor was entitled only to a portion of the claim. The contractor filed for arbitration in 2009. A final settlement was reached in August 2010. The remaining \$968,000 of TCRP funds is needed to settle this claim.

## **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 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

2.6 Mass Transportation Financial Matters

Project # Allocation Amount Implementing Agency District-County	BREF # and Project Description Description of Allocation	Item # Fund Type Program Code	Amount by Fund Type
<b>2.6e. Traffic Congestion Relief Program Re-allocation</b>		<b>Resolution TFP-11-08, Amending Resolution TFP-05-10</b>	
1 \$968,000 Department of Transportation 04 – Marin	<b>Project #17 – Route 101; add HOV lanes through San Rafael, Sir Francis Drake Boulevard to North Pedro Road in Marin County.</b>  Construct a high occupancy vehicle (HOV) lane in each direction.  Re-allocate \$968,000 in previously allocated TCRP funding for Construction.  <u>Outcome/Output:</u> Complete construction related activities.	Chapter 91 of the Statutes of 2000  889-3007 20.20.710.870	\$968,000

# Memorandum

To: CHAIR AND COMMISSIONERS  
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: March 28-29, 2012

Reference No.: 2.7  
Action Item

From: NORMA ORTEGA  
Chief Financial Officer

Prepared by: Gary Cathey  
Chief  
Division of Aeronautics

Subject: **FINANCIAL ALLOCATION FOR LOCALLY-ADMINISTERED AERONAUTICS  
PROJECTS AT PUBLIC USE AIRPORTS  
RESOLUTION FDOA-2011-04**

## **RECOMMENDATION:**

The California Department of Transportation recommends the California Transportation Commission approve the resolution below, allocating \$162,000 for one California Aid to Airports Program Acquisition and Development project in the 2010 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 an allocation at this time.

## **FINANCIAL RESOLUTION:**

Resolved, that \$162,000 be allocated from the Aeronautics Fund, Item 2660-680-0041, for one locally-administered Aeronautics project, as described on the attached vote list.

Attachment

2.7 Aeronautics Financial Matters

Project #	Allocation Amount	Recipient County	Location Project Description Project Number	Budget Year Item # Program Code	State Allocation
<b>2.7 Aeronautics Allocations</b>			<b>Resolution FDOA-2011-04</b>		
1	\$162,000	<u>Solano County</u> <u>Airport Land Use</u> <u>Commission</u> Solano	Nut Tree Airport ALUCP – Airport Land Use compatibility Plan Update Sol-6-11-1	2011-12 2660-0041 10.10.020.200	\$162,000

# Memorandum

To: CHAIR AND COMMISSIONERS  
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: March 28-29, 2012

Reference No.: 2.9a.  
Action Item

From: NORMA ORTEGA  
Chief Financial Officer

Prepared by: Denix D. Anbiah  
Division Chief  
Local Assistance

Subject: **TECHNICAL CORRECTION TO PREVIOUSLY APPROVED RESOLUTION-  
RESOLUTION SLP1B-A-1112-08**

## **RECOMMENDATION:**

The California Department of Transportation recommends the California Transportation Commission (Commission) approve a technical correction to Resolution SLP1B-A-1112-08, originally approved on October 26, 201, which allocated \$6,638,000 for 11 locally administered Proposition 1B State-Local Partnership Program projects off the Delivered But Not Yet Allocated List.

## **ISSUE:**

A technical correction is needed for Project 10 (Tustin Avenue and La Palma Avenue project) in the City of Anaheim to revise the Project ID number from "1200020327" to "1200020325" in the vote box due to a typographical error. There is no change to the Book Item Memorandum.

The required changes are reflected in strikethrough and bold on the attached documents.

Attachments

# Memorandum

To: CHAIR AND COMMISSIONERS  
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: October 26-27, 2011  
*Technically Corrected March 28-29, 2012*

Reference No.: 4.12i.  
Action Item  
Resolution SLP1B-A-1112-08

From: NORMA ORTEGA  
Chief Financial Officer

Prepared by: Steven Keck  
Division Chief  
Budgets

Subject: **UPDATE ON PROJECTS DELIVERED BUT NOT YET VOTED**  
**RESOLUTION SLP1B-A-1112-08**

CTC ACTION UPDATE: The California Transportation Commission allocated \$6,638,000 for 11 locally administered Proposition 1B SLPP projects on the Projects Delivered But Not Yet Allocated List.

At the October 26-27, 2011 California Transportation Commission (Commission) meeting, 11 locally administered Proposition 1B State-Local Partnership Program (SLPP) projects were approved for funding by the Commission. The attached vote list describes the SLPP projects totaling \$6,638,000 voted off the Delivered List.

## **FINANCIAL RESOLUTION:**

Resolved, that \$6,638,000 be allocated from the Budget Act of 2011, Budget Act Item 2660-104-6060 for the 11 local Proposition 1B State-Local Partnership Program projects described in the attached vote list.

Be it Further Resolved, that as a condition of allocation of these funds and to perform its administrative role established by Senate Bill 88, the Commission requests that the Department perform the functions necessary to ensure proper accountability measures are employed and reporting requirements are met for the Proposition 1B State-Local Partnership Program.

Attachment

4.12 Allocations from the Delivered List

Technically Corrected March 28-29, 2012

(Project 10)

Project # Allocation Amount Recipient RTPA/CTC District-County	Project Title Location Project Description	Program/Year Phase Prgm'd Amount Project ID	Budget Year Item # Fund Type Program Code	Amount by Fund Type
<b>4.12i. Delivered List Allocation - Proposition 1B – Locally Administered SLPP Projects off the State Highway System</b>			<b>Resolution SLP1B-A-1112-08</b>	
1 \$2,724,000 City of Rancho Cordova SACOG 03-Sacramento	<b>Folsom Boulevard Enhancements, Phase II Project.</b> Widen Folsom Boulevard between Rod Beaudry Drive and Mather Field Road, and install sidewalks and bike lanes.  (Contributions from local sources: \$3,612,000.)  (CEQA – CE, 08/10/10.) (NEPA – CE, 06/30/10.)  (Related LONP request [Resolution LONP1B-A-1011-17.] – June 2011)  <u>Outcome/Output:</u> Per the City, this project will provide crucial pedestrian connectivity between the Regional Transit bus stops at Rod Beaudry Drive and Routier Road and the Mather/Mills Light Rail Station on the south side of Folsom Boulevard. Enhance pedestrian safety and promote redevelopment opportunities.	SLPP/10-11 CONST \$2,724,000 0300020751	2011-12 104-6060 SLPP 20.30.210.200	\$2,724,000
2 \$335,000 City of Goleta SBCAG 05-Santa Barbara	<b>City of Goleta Roundabout Installation Project.</b> In Goleta, at the intersection of Los Carneros Road and Calle Real. Install a roundabout at the existing stop sign controlled intersection.  (Contributions from local sources: \$335,000.)  (CEQA – CE, 06/14/11.)  <u>Outcome/Output:</u> The roundabout installation will compensate for all anticipated future growth and allow for safer bicycle and pedestrian passage.	SLPP/11-12 CONST \$335,000 0512000029	2011-12 104-6060 SLPP 20.30.210.200	\$335,000
3 \$315,000 City of Clovis COFCG 06-Fresno	In the city of Clovis, on Bullard Avenue and Locan Avenue. Bullard Avenue will be converted from two lanes undivided to a three lane divided arterial and installing a landscaped median island and a bicycle lane in both directions. Locan Avenue will remain a two lane undivided, but will include a two way left turn land and bike lanes.  (Contributions from local sources: \$414,770)  (Future Consideration of Funding [Resolution E-11-09, January 2011.]  <u>Outcome/Output:</u> Per the City, this project will increase vehicle service capacity, safety, and security of the existing transportation system for motorized and non-motorized users, as well as improve quality of life and promote an efficient management and operation system. The project will accommodate bicycle, pedestrian, vehicle and transportation mode of travel. Ultimately it will improve safety and surface reliability for users.	SLPP/10-11 CONST \$315,000 0600020575 4C3134L	2011-12 104-6060 SLPP 20.30.210.200	\$315,000

4.12 Allocations from the Delivered List

Technically Corrected March 28-29, 2012

(Project 10)

Project # Allocation Amount Recipient RTPA/CTC District-County	Project Title Location Project Description	Program/Year Phase Prgm'd Amount Project ID	Budget Year Item # Fund Type Program Code	Amount by Fund Type
<b>4.12i. Delivered List Allocation - Proposition 1B – Locally Administered SLPP Projects off the State Highway System</b>			<b>Resolution SLP1B-A-1112-08</b>	
4 \$379,000 City of Clovis COFCG 06-Fresno	In the city of Clovis, on DeWolf Avenue and Nees Avenue. On DeWolf Avenue the project will Construct north and southbound center travel lanes, one northbound outside travel lane, a median curb island, and north and southbound bicycle. On Nees Avenue, the project will also construct east and westbound center travel lanes, including a striped median island that connects to State Route 168.  (Contributions from local sources: \$380,410)  (Future Consideration of Funding – Resolution E-10-24, April 2010.)  Outcome/Output: Per the City, this project provides a necessary connection from a development master planned community center (Harlan Ranch Development) to State Route 168. The proposed project serves to improve mobility and growth, and is consistent with adjacent street improvements. The proposed project serves to increase vehicle service capacity, reliability, safety, and security to the existing transportation system for motorized and non-motorized users, as well as improve quality of life, and promote an efficient management and operation system.	SLPP/10-11 CONST \$379,000 0600020577 4C3124L	2011-12 104-6060 SLPP 20.30.210.200	\$379,000
5 \$243,000 City of Clovis COFCG 06-Fresno	Shaw Avenue Improvements. In Clovis, on Shaw Avenue starting at Locan Avenue to one-quarter mile east. Convert Shaw Avenue from an undivided arterial to a divided arterial roadway and also install a landscaped median island, a westbound and eastbound center travel lane, and one westbound and eastbound Class II bicycle lane.  (Contributions from local sources: \$243,000.)  (CEQA – ND, 03/18/05.)  (Future Consideration of Funding [E-11-10, January 2011].)  Outcome/Output: Per the City, this project serves to increase vehicle service capacity, reliability, safety, and security of the existing transportation system for motorized and non-motorized users, as well as improve quality of life, and promote an efficient management and operation system.	SLPP/10-11 CONST \$243,000 0600020705	2011-12 104-6060 SLPP 20.30.210.200	\$243,000
6 \$150,000 County of Riverside RCTC 08-Riverside	Magnolia Avenue/Neece Street Signal. At the Magnolia Avenue/Neece Street Intersection. Construct new traffic signal and left-turn pockets on Magnolia Avenue.  (CEQA – CE, 01/30/08.)  (Contributions from local sources: \$470,000.)  Outcome/Output: Per the City, this project will enhance traffic safety.	SLPP/09-10 CONST \$150,000 0800020599	2011-12 104-6060 SLPP 20.30.210.200	\$150,000
7 \$92,000 Town of Apple Valley SANBAG 08-San Bernardino	Bear Valley Road/Deep Creek Road Intersection. At the Bear Valley Road and Deep Creek Road Intersection. Construct new traffic signal.  (CEQA – CE, 03/04/10)  (Contributions from local sources: \$152,000)  (Related LONP request - Resolution LONP1B-A-1011-14 – June 2011.)  Outcome/Output: Enhance traffic safety and improve the level of service at this intersection from F to A.	SLPP/10-11 CONST \$92,000 0800020392 0G0654L	2011-12 104-6060 SLPP 20.30.210.200	\$92,000

4.12 Allocations from the Delivered List

Technically Corrected March 28-29, 2012

(Project 10)

Project #	Allocation Amount	Project Title	Program/Year	Budget Year	
Recipient		Location	Phase	Item #	
RTPA/CTC		Project Description	Prgm'd Amount	Fund Type	Amount by
District-County			Project ID	Program Code	Fund Type
<b>4.12i. Delivered List Allocation - Proposition 1B – Locally Administered SLPP Projects off the State Highway System</b>			<b>Resolution SLP1B-A-1112-08</b>		
8	\$1,000,000	Ranchero Road Grade Separation. At Ranchero Road between 7 <sup>th</sup> Avenue and Danbury Avenue. Construct a new grade separation.	SLPP/10-11 CONST	2011-12 104-6060	\$1,000,000
City of Hesperia		(CEQA – MND, 08/16/06) (NEPA – FONSI, 08/27/08)	\$1,000,000 0800000839 0G0664L	SLPP 20.30.210.200	
<u>SANBAG</u> 08-San Bernardino		(Contributions from local sources: \$13,350,000)  (Related LONP request - Resolution LONP1B-A-1011-14 – June 2011.)  (Future Consideration of Funding – Resolution E-11-19.)  <u>Outcome/Output:</u> A new section of Ranchero Road, between 7 <sup>th</sup> Avenue and Danbury Avenue, will be built across BNSF Railroad and a new railroad bridge will be constructed over the new Ranchero Road. Upon completion, this project will improve access to Interstate 15, relieve congestion on Main Street, and improve response times from emergency vehicle call-outs.			
9	\$400,000	In the city of Merced, on Parsons Avenue along Ada Givens School and Park.	SLPP/10-11 CONST	2011-12 104-6060	\$400,000
City of Merced		(Contributions from local sources: \$470,000.)	\$400,000 1000020581	SLPP 20.30.210.200	
<u>MCAG</u> 10-Merced		(CEQA – EIR, 03/25/11.)  (Future Consideration of Funding – Resolution E-10-04, January 2010.)  <u>Outcome/Output:</u> Construct approximately 1,000 feet of missing segment of Parsons Avenue along Ada Givens School and Park including new curb, gutter, sidewalks, storm drain, street lights, and landscaping.			
10	\$1,000,000	In the city of Anaheim, on Tustin Avenue and La Palma Avenue. Intersection improvements.	SLPP/10-11 CONST	2011-12 104-6060	\$1,000,000
City of Anaheim		(Contributions from local sources: \$3,000,000.)	\$1,000,000 <del>1200020327</del> <b>1200020325</b>	SLPP 20.30.210.200	
<u>OCTA</u> 12-Orange		(CEQA – ND, 01/12/11.)  (Future Consideration of Funding – Resolution E-11-34, May 2011.)  <u>Outcome/Output:</u> Add through lanes and channelize turns movements to relieve congestion and improve operations.			

# Memorandum

To: CHAIR AND COMMISSIONERS  
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: March 28-29, 2012

Reference No.: 2.9b.  
Action Item

From: NORMA ORTEGA  
Chief Financial Officer

Prepared by: Denix D. Anbiah  
Division Chief  
Local Assistance

Subject: **TECHNICAL CORRECTION TO PREVIOUSLY APPROVED RESOLUTION -  
RESOLUTION TCIF-A-1112-05**

## **RECOMMENDATION:**

The California Department of Transportation recommends the California Transportation Commission approve a technical correction to Resolution TCIF-A-1112-05, originally approved on October 26, 2011, which allocated \$355,575,000 for three locally administered Proposition 1B Trade Corridor Improvement Fund projects off the Delivered But Not Yet Allocated List.

## **ISSUE:**

A technical correction is needed for Project 3 (San Gabriel Grade Separation Project - Phase 2) to revise the Project ID number from "0700021069" to "0712000303" and delete the EA of "933921L" in the vote box. There is no change to the Book Item Memorandum.

The required changes are reflected in strikethrough and bold on the attached documents.

Attachments

# Memorandum

To: CHAIR AND COMMISSIONERS  
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: October 26-27, 2011  
*Technically Corrected March 28-29, 2012*

Reference No.: 4.12e.  
Action Item  
Resolution TCIF-A-1112-05

From: NORMA ORTEGA  
Chief Financial Officer

Prepared by: Steven Keck  
Division Chief  
Budgets

Subject: **UPDATE ON PROJECTS DELIVERED BUT NOT YET VOTED**  
**RESOLUTION TCIF-A-1112-05**

CTC ACTION UPDATE: The California Transportation Commission allocated \$355,575,000 for three locally administered Proposition 1B TCIF projects on the Projects Delivered But Not Yet Allocated List.

At the October 26-27, 2011 California Transportation Commission (Commission) meeting, three locally administered Proposition 1B Trade Corridor Improvement Fund (TCIF) projects were approved for funding by the Commission. The attached vote list describes the TCIF projects totaling \$355,575,000 voted off the Delivered List.

## **FINANCIAL RESOLUTION:**

Resolved, that \$355,757,000 be allocated from the Budget Act of 2010 and 2011, Budget Act Item 2660-104-6056 for the three local Proposition 1B Trade Corridor Improvement Fund projects described in the attached vote list.

Be it Further Resolved, that as a condition of allocation of these funds and to perform its administrative role established by Senate Bill 88, the Commission requests that the Department perform the functions necessary to ensure proper accountability measures are employed and reporting requirements are met for the Proposition 1B Trade Corridor Improvement Fund.

Attachment

4.12 Allocations from the Delivered List

Technically Corrected March 28-29, 2012  
(Project 3)

Project # Allocation Amount Recipient RTPA/CTC District-County	Project Title Location Project Description	PPNO Program/Year Phase Prgm'd Amount Project ID EA	Budget Year Item # Fund Type Program Code	Amount by Fund Type
<b>4.12e. Delivered List Allocation - Proposition 1B – Locally Administered TCIF Projects off the State Highway System</b>				
<b>Resolution TCIF-A-1112-05</b>				
1 \$18,975,000 City of Richmond MTC 04-Contra Costa	<p><b>Marina Bay Parkway Grade Separation</b> TCIF Project 82. In the city of Richmond, on Marina Parkway between Regatta Boulevard and Meeker Avenue, at the BNSF/RPRC railroad crossing. Construct an undercrossing.</p> <p>(CEQA – CE, 01/18/11.)</p> <p><u>Outcome/Output:</u> The project will resolve major health and safety issues for the fastest growing area in the city of Richmond. It will reduce traffic congestion and allow emergency vehicles to access the South Richmond Shoreline Area unimpeded.</p>	04-2008A TCIF/10-11 CONST \$18,975,000 0400021087 985803L	2010-11 104-6056 TCIF 20.30.210.300	\$18,975,000
2 \$13,000,000 Alameda Corridor-East Construction Authority SCAG 07-Los Angeles	<p><b>San Gabriel Valley Grade Separation</b> TCIF Project 15 Phase One. Perform fiber optic relocation and archeological/paleontological work to provide a clear work area for Phase Two of the project. Sprint and Level 3 fiber optic communication lines will be relocated along the full 2.2 miles of the San Gabriel Trench project. Implement cultural, natural and paleontological resource mitigation measures in accordance with an already executed Memorandum of Agreement (MOA) between the Department and California State Historic Preservation Office.</p> <p>(CEQA – EIR, 04/26/10.) (NEPA – FEIR-FONSI, 01/20/11.)</p> <p>(Related TCIF Program Amendment request [Resolution TCIF-PA-1011-029.]-June 2011.)</p> <p>(Related LONP request [Resolution LONP1B-A-1011-18.]-June 2011.)</p> <p>(Future Consideration of Funding – Resolution E-11-08, January 2011.)</p> <p><u>Outcome/Output:</u> 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..</p>	07-TC15 TCIF/11-12 CONST \$13,000,000 0700021069 933921L	2011-12 104-6056 TCIF 20.30.210.300	\$13,000,000

4.12 Allocations from the Delivered List

Technically Corrected March 28-29, 2012  
(Project 3)

Project # Allocation Amount Recipient RTPA/CTC District-County	Project Title Location Project Description	PPNO Program/Year Phase Prgm'd Amount Project ID EA	Budget Year Item # Fund Type Program Code	Amount by Fund Type
<b>4.12e. Delivered List Allocation - Proposition 1B – Locally Administered TCIF Projects off the State Highway System</b>			<b>Resolution TCIF-A-1112-05</b>	
3 \$323,600,000 Alameda Corridor- East Construction Authority SCAG 07-Los Angeles	<b>San Gabriel Valley Grade Separation</b> TCIF Project 15 Phase Two. 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, 04/26/10.) (NEPA – FEIR-FONSI, 01/20/11.)  (Related-TCIF Program Amendment request [Resolution TCIF-PA-1011-029.] - June 2011.)  (Future Consideration of Funding – Resolution E-11-08, January 2011.)  <u>Outcome/Output:</u> 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.	07-TC15 TCIF/11-12 CONST \$323,600,000 <del>0700021069</del> <b>0712000303</b> <del>933924L</del>	2011-12 104-6056 TCIF 20.30.210.300	\$323,600,000

# Memorandum

To: CHAIR AND COMMISSIONERS  
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: March 28-29, 2012

Reference No.: 2.9c.  
Action Item

From: NORMA ORTEGA  
Chief Financial Officer

Prepared by: Steven Keck  
Division Chief  
Budgets

Subject: **TECHNICAL CORRECTION TO PREVIOUSLY APPROVED RESOLUTION –  
RESOLUTION FP-11-27**

## **RECOMMENDATION:**

The California Department of Transportation recommends the California Transportation Commission approve a technical correction to Resolution FP-11-27, originally approved January 25, 2012, for \$58,625,000 for 16 State Highway Operation and Protection Program (SHOPP) projects.

## **ISSUE:**

The attached vote list describes 16 SHOPP projects. A technical correction is needed to remove 2660-303-0042 on the Book Item Memorandum and to revise the Budget Act Item for Project 3 (PPNO 0653N) from 303-0042 to 302-0042.

The required changes are reflected in strikethrough and bold, on the attached document.

Attachment

# Memorandum

To: CHAIR AND COMMISSIONERS  
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: January 25-26, 2012  
*Technically Corrected March 28-29, 2012*

Reference No.: 2.5b.(1)  
Action Item

From: NORMA ORTEGA  
Chief Financial Officer

Prepared by: Steven Keck  
Division Chief  
Budgets

Subject: **FINANCIAL ALLOCATION FOR SHOPP PROJECTS**  
**RESOLUTION FP-11-27**

## **RECOMMENDATION:**

The California Department of Transportation (Department) recommends the California Transportation Commission allocate \$39,945,000 for nine projects programmed in the 2010 State Highway Operation and Protection Program (SHOPP) and \$18,680,000 for seven additional projects amended into the SHOPP by Department action.

## **ISSUE:**

The attached vote list describes 16 SHOPP projects totaling \$58,625,000. The Department is ready to proceed with these projects and is requesting an allocation at this time.

## **FINANCIAL RESOLUTION:**

Resolved, that \$58,625,000 be allocated from the Budget Act of 2011, Budget Act Items 2660-302-0042, ~~2660-303-0042~~, and 2660-302-0890 for 16 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

Technically Corrected March 28-29, 2012 (Project 3)

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	Amount by Fund Type
<b>2.5b.(1) SHOPP Projects</b>		<b>Resolution FP-11-27</b>		
1 \$3,530,000 El Dorado 03-ED-50 78.9/79.5	In South Lake Tahoe, west of Ski Run Boulevard to Wildwood Avenue. <u>Outcome/Output:</u> Construct water quality collection and treatment facilities to comply with the California Regional Water Quality Control Board.	03-3233D SHOPP/11-12 \$3,700,000 0300000216 4 1A7344	2011-12 302-0042 SHA 302-0890 FTF 20.20.201.335	\$71,000 \$3,459,000
2 \$7,399,000 Alameda 04-Ala-80 2.5/3.2	In Oakland, from West Grand Avenue to Shell Mount Street extension; also on Route 880 at Maritime Street. <u>Outcome/Output:</u> Construct 1.5 miles of bikeway to comply with Bay Conservation and Development Commission permit.	04-0054N SHOPP/11-12 \$7,724,000 0400000785 4 292264	2011-12 302-0042 SHA 302-0890 FTF 20.20.201.131	\$148,000 \$7,251,000
3 \$1,809,000 San Mateo 04-SM-84 22/22.1	In Woodside, at Route 280. <u>Outcome/Output:</u> Construct tie back retaining wall to stabilize slope and prevent further sinking and failing of roadway.	04-0653N SHOPP/11-12 \$1,600,000 0400002051 4 4S5904	2011-12 <del>303-0042</del> <b>302-0042</b> SHA 302-0890 FTF 20.20.201.131	\$36,000 \$1,773,000
4 \$350,000 Fresno 06-Fre-41 R27.6/R29.8	In the city of Fresno, at various locations from Ashlan Avenue to 0.2 mile north of Bullard Avenue. <u>Outcome/Output:</u> Landscape approximately two acres as mitigation to construction work done under EA 06-0E9704.  (Combined with SHOPP project 447714 [project 6 below] for construction purposes.)	06-2057A SHOPP/11-12 \$350,000 0600020253 4 0E9714	2011-12 302-0042 SHA 20.20.201.315	\$350,000
5 \$350,000 Fresno 06-Fre-41 R29.8/R30.4	In the city of Fresno, from Bullard Avenue to Herndon Avenue. <u>Outcome/Output:</u> Landscape approximately one acre as mitigation to construction work done under EA 06-447704.  (Combined with SHOPP project 0E9714 [project 5 above] for construction purposes.)	06-1365A SHOPP/11-12 \$350,000 0600020254 4 447714	2011-12 302-0042 SHA 20.20.201.310	\$350,000
6 \$10,131,000 Kings 06-Kin-41 R42.1/R44.9	Near Lemoore, from Hanford/Armonda Road north of Grangeville Boulevard. <u>Outcome/Output:</u> Raise roadway profile grade, widen shoulders, and overlay pavement with asphalt concrete along 5.2 lane miles to improve ride quality and reduce potential for roadway flooding.	06-4275 SHOPP/11-12 \$18,847,000 0600000409 4 416004	2011-12 302-0042 SHA 302-0890 FTF 20.20.201.120	\$203,000 \$9,928,000
7 \$300,000 Los Angeles 07-LA-90 1.7/2.6	In the city of Los Angeles from Centinela Avenue to Route 405. <u>Outcome/Output:</u> Install 3,800 feet of concrete barrier on the right shoulders in both directions to reduce the number and severity of collisions.  (Office of Traffic Safety (OTS) federal grant contribution: \$1,200,000)	07-4171 SHOPP/11-12 \$1,221,000 0700000523 4 275804	2011-12 302-0042 SHA 302-0890 FTF 20.20.201.015	\$6,000 \$294,000
8 \$458,000 Los Angeles 07-LA-Var. Var.	In Los Angeles and Ventura counties at various locations. <u>Outcome/Output:</u> Eliminate and modify ramp gore curbs, shield and relocate fixed objects in ramp gore areas, and re-stripe ramp gore areas to reduce the number and severity of collisions.  (Office of Traffic Safety (OTS) federal grant contribution: \$3,000,000)	07-4009 SHOPP/11-12 \$815,000 0700000501 4 266904	2011-12 302-0042 SHA 302-0890 FTF 20.20.201.015	\$9,000 \$449,000
9 \$15,618,000 Amador 10-Ama-88 0.0/5.5	Near Ione, from San Joaquin County line to Route 124. <u>Outcome/Output:</u> Rehabilitate 5.5 lane miles of roadway with hot mix asphalt concrete to improve ride quality and extend the pavement service life.	10-2300 SHOPP/11-12 \$18,590,000 1000000378 4 264444	2011-12 302-0042 SHA 302-0890 FTF 20.20.201.120	\$312,000 \$15,306,000

2.5 Highway Financial Matters

Technically Corrected March 28-29, 2012 (Project 3)

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	Amount by Fund Type
<b>2.5b.(1) Projects Amended into the SHOPP by Department Action</b>		<b>Resolution FP-11-27</b>		
10 \$3,200,000 Mendocino 01-Men-20 19.9/26.3	Near Willits, from 0.1 mile west of James Creek Bridge to 6.2 miles east of James Creek Bridge. <u>Outcome/Output:</u> Place rubberize hot mix asphalt open graded friction course, install centerline rumble strips, upgrade metal beam guard railing and install under drains to reduce the frequency and severity of wet weather collisions.	01-4503 SHOPP/11-12 \$3,552,000 0100000457 4 490704	2011-12 302-0042 SHA 302-0890 FTF 20.20.201.010	\$64,000 \$3,136,000
11 \$2,889,000 Tehama 02-Teh-5 41.6/41.9	Near Cottonwood, at Bowman Road and in Shasta County at Gas Point Road. <u>Outcome/Output:</u> Extend on-ramps to improve vehicle weave pattern and reduce the number and severity of collisions.	02-3425 SHOPP/11-12 \$2,889,000 0200020010 4 2E7504	2011-12 302-0042 SHA 302-0890 FTF 20.20.201.010	\$58,000 \$2,831,000
12 \$921,000 San Mateo 04-SM-84 8.3/19.4	Near La Honda, from Pescadero Road to Tripp Road. <u>Outcome/Output:</u> Install centerline rumble strips to reduce the number and severity of collisions.	04-0653M SHOPP/11-12 \$1,300,000 0400000856 4 2L1404	2011-12 302-0042 SHA 302-0890 FTF 20.20.201.010	\$18,000 \$903,000
13 \$2,404,000 Kern 06-Ker-5 4.1/R15.8	Near Wheeler Ridge, at bridge No. 50-0271 and 50-0240R; also in Fresno County near Mendota at bridge No. 42-0253. <u>Outcome/Output:</u> Clean and paint 3 bridges to extend the service life of the structures.	06-6602 SHOPP/11-12 \$2,400,000 0600020548 4 0N0704	2011-12 302-0042 SHA 302-0890 FTF 20.20.201.119	\$48,000 \$2,356,000
14 \$1,476,000 Kern 06-Ker-58 R106.7/R107.6	Near Mojave, from the end of existing concrete median barrier to Cache Creek bridge. <u>Outcome/Output:</u> Construct concrete median barrier to close existing barrier gap and reduce the number and severity of collisions along 0.9 centerline miles.	06-6499 SHOPP/11-12 \$1,453,000 0600000327 4 0L7204	2011-12 302-0042 SHA 302-0890 FTF 20.20.201.010	\$30,000 \$1,446,000
15 \$5,750,000 Tulare 06-Tul-190 21.2/26.4	Near Lake Success, from Road 284 to Pleasant Oak Drive. <u>Outcome/Output:</u> Cold-in-place recycle and overlay pavement with asphalt concrete to improve ride quality along 10.6 lane miles.	06-6544 SHOPP/11-12 \$4,800,000 0600020605 4 337414	2011-12 302-0042 SHA 302-0890 FTF 20.20.201.120	\$115,000 \$5,635,000
16 \$2,040,000 Los Angeles 07-LA-91 R9.7/R11.7	In Compton and Long Beach, from Acacia Avenue to Atlantic Avenue. <u>Outcome/Output:</u> Repair eroded slopes at one location damaged by heavy rainfall.	07-4392 SHOPP/11-12 \$2,040,000 0700020917 4 2X9204	2011-12 302-0042 SHA 302-0890 FTF 20.20.201.131	\$234,000 \$1,806,000

# Memorandum

To: CHAIR AND COMMISSIONERS

CTC Meeting: March 28-29, 2012

Reference No.: 4.19  
Action

From: BIMLA G. RHINEHART  
Executive Director

Subject: **HIGHWAY RAILROAD CROSSING SAFETY ACCOUNT PROGRAM-2012 GUIDELINES UPDATE; RESOLUTION GS1B-G-1112-01, AMENDING RESOLUTION GS1B-G-0910-01**

## **ISSUE:**

Should the Commission approve the proposed update to the Highway Railroad Crossing Safety Account (HRCSA) Guidelines?

## **RECOMMENDATION:**

Commission staff recommends that the Commission approve the update to the HRCSA Guidelines as attached to this memorandum.

## **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, including \$250 million to fund the HRCSA program. The HRCSA program includes two sub-programs. Part 1 provides \$150 million for highway railroad grade separations derived from the California Public Utilities Commission's Section 190 grade separation priority list and Part 2 provides \$100 million for non-Section 190 high-priority grade crossing improvements.

The Commission, at its April 2008 meeting, adopted the HRCSA Guidelines. The initial HRCSA Program of projects was adopted at its August 27, 2008. At its April 2010 meeting the Commission updated the Guidelines to establish a programming schedule for the 2010 program. The 2010 HRCSA program was adopted at its September 2010 meeting. In accordance with the HRCSA Guidelines, all funds programmed in the 2010 HRCSA Program that are not allocated by June 30, 2012, will be reprogrammed into the 2012 HRCSA Program. The purpose for the update is to establish the Schedule for the 2012 programming process. All other provisions of the HRCSA Guidelines adopted by the Commission remain in effect. The Commission will adopt the 2012 HRCSA Program of projects for the funds available under each part at its September 2012 meeting. The 2012 Program will be valid for the 2012-12 and 2013-14 fiscal years.

Attachment

**CALIFORNIA TRANSPORTATION COMMISSION**  
**Adoption of Proposition 1B**  
**Highway-Railroad Crossing Safety Account (HRCSA) Program**

**Resolution GS1B-G-1112-01**  
**Amending Resolution GS1B-G-0910-01**

- 1.1 WHEREAS the Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2006 was approved by voters as Proposition 1B on November 7, 2006, includes \$250 million for the Highway-Railroad Crossing Safety Account (HRCSA) Program to fund the completion of high-priority grade separation and railroad crossing safety improvements, and
- 1.2 WHEREAS the Bond Act provides that HRCSA funds be deposited in the Highway Railroad Crossing Safety Account and are available, upon appropriation by the Legislature, to the Department of Transportation (Department), as allocated by the California Transportation Commission (Commission), and
- 1.3 WHEREAS the HRCSA program is subject to the provisions Government Code Section 8879.23(j)(1) and (2), as added by Proposition 1B, and to Section 8879.63, as enacted by implementing legislation in 2007 (SB 88) designating the Commission the administrative agency responsible for programming HRCSA and the agency authorized to adopt guidelines for the program, and
- 1.4 WHEREAS the Commission, at its April 9, 2008 meeting, adopted the initial HRCSA Guidelines (Resolution GS1B-G-0708-01) and at its August 27, 2008 meeting adopted the initial HRCSA Program of Projects, and
- 1.5 WHEREAS in accordance with the initial HRCSA Guidelines, all funds programmed in the initial HRCSA Program that were not allocated by June 30, 2010 will be reprogrammed into the 2010 HRCSA Program, and
- 1.6 WHEREAS the Commission, at its May 19, 2010 meeting, adopted the 2010 HRCSA Guidelines (Resolution GS1B-G-0910-01) and at its September 22, 2010 meeting adopted the 2010 HRCSA Program of Projects, and
- 1.7 WHEREAS in accordance with the 2010 HRCSA Guidelines, all funds programmed in the 2010 HRCSA Program that were not allocated by June 30, 2012 will be reprogrammed into the 2012 HRCSA Program, and
- 1.8 WHEREAS the Commission intends to adopt a 2012 HRCSA program of projects for funds available under each part from projects nominated by Caltrans, regional agencies or recipient local agencies, and

Resolution GS1B-G-1112-01

- 1.9 WHEREAS Commission staff updated the 2010 HRCSA Guidelines adopted May 19, 2010, to establish the schedule for the 2012 programming process and to instruct agencies to submit nominations by July 1, 2012, and
- 1.10 WHEREAS all other provisions of the 2010 HRCSA Guidelines adopted by the Commission on May 19, 2010 remain in effect, and
- 2.1 NOW THEREFORE BE IT RESOLVED that the Commission adopts the attached updated 2012 HRCSA Program Guidelines and
- 2.2 BE IT FURTHER RESOLVED that these updated guidelines are to identify the Commission's policy and expectations for the 2012 HRCSA Program, and
- 2.3 BE IT FURTHER RESOLVED that the Commission directs staff to post these guidelines on the Commission's website and make copies available to regional agencies and project applicants and proponents.

Attachment

## **Highway-Railroad Crossing Safety Account Program Guidelines**

### **General Program Policy**

1. Authority and purpose of guidelines. The Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2006, approved by the voters as Proposition 1B on November 7, 2006, authorized \$250 million to be deposited in the Highway-Railroad Crossing Safety Account (HRCSA) to be available, upon appropriation by the Legislature, to the Department of Transportation (Caltrans), as allocated by the California Transportation Commission (CTC), for the completion of high-priority grade separation and railroad crossing safety improvements.

In 2007, the Legislature enacted implementing legislation (SB 88) that designated the Commission as the administrative agency for the HRCSA program and directed the Commission to adopt guidelines to establish the criteria and process to allocate funds to an eligible project in the HRCSA program. SB 88 also specified various administrative and reporting requirements for all Proposition 1B programs.

2. Two HRCSA Subprograms. Proposition 1B authorized the \$250 million for the HRCSA in two parts:
  - (a) Part 1. Proposition 1B provided that \$150 million from the HRCSA shall be made available for allocation to 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, with two exceptions: (1) a dollar for dollar match of non-state funds shall be provided for each project, and (2) the \$5 million maximum in Section 2454 shall not apply to HRCSA funds.
  - (b) Part 2. Proposition 1B provided that the other \$100 million from the HRCSA shall be made available to high-priority railroad crossing improvements, including grade separation projects, that are not part of the process established in Chapter 10 (commencing with Section 2450) of Division 3 of the Streets and Highways Code. These may include projects at any of the following:
    - (a) Crossings where freight and passenger rail share the affected rail line.
    - (b) Crossings with a high incidence of motor vehicle-rail or pedestrian-rail collisions.
    - (c) Crossings with a high potential for savings in rail and roadway traffic delay.
    - (d) Crossings where an improvement will result in quantifiable emission benefits.
    - (e) Crossings where the improvement will improve the flow of rail freight to or from a port facility.

All funds programmed in the 2010 HRCSA Program that are not allocated by June 30, 2012, as required under the Guidelines, will be reprogrammed into a 2012 HRCSA program. The CTC will adopt a 2012 HRCSA program of projects for the funds available under each part from projects nominated by Caltrans, regional agencies or recipient local agencies. A single nomination will be considered for funding from either part of the program, as appropriate. The principal differences between the two parts of the HRCSA program are:

- **PUC priority list.** Projects to be funded from Part 1 must be on the priority list established by the PUC pursuant to Section 2452 of the Streets and Highways Code. Projects to be funded under Part 2 may be, but need not be, on the PUC priority list.
- **Match.** Projects to be funded from Part 1 require at least a one-to-one match of local, federal or private funds. In accordance with subdivision (d) of Section 2454 of the Streets and Highways Code, no allocation shall be made unless the railroad agrees to contribute 10 percent of the cost of the project. Projects to be funded from Part 2 do not require any specific match or railroad contribution. However, the CTC will give higher priority for funding from Part 2 to projects with a non-state match.
- **Program Year.** As the new PUC priority list to be adopted by July 1, 2012, will be valid only for the 2012-13 and 2013-14 fiscal years, the CTC will program Part 1 funding only for projects that are expected to be ready for a project construction allocation by June 2014. The CTC anticipates that it will allocate all of the remaining funds for Part 1 by June 2014. If it has not allocated all available Part 1 funding by that time, the CTC will update the HRCSA program of projects to reflect the PUC priority list to be adopted by July 1, 2014.

For Part 2, the 2012 program of projects may include projects scheduled for construction at any time through June 2014. However, the CTC will give higher priority for funding for Part 2 to projects with earlier delivery.

3. Eligibility of applicants and projects. The Commission will consider HRCSA allocations to Caltrans or to a public agency responsible for development of a proposed project. Eligible projects are the capital costs of high-priority grade separation and railroad crossing safety improvements projects. HRCSA projects to be funded under Part 1 will be matched at least dollar-for-dollar by local, federal, or private funds, including the railroad contribution required pursuant to subdivision (d) of Section 2454 of the Streets and Highways Code. Other state funds, including State Transportation Improvement Program and other Proposition 1B funds, may be used for a project but will not be counted as match.

Under statute, the project recipient agency must provide a project funding plan that demonstrates that the non-HRCSA funds in the plan (local, state, or federal) are reasonably expected to be available and sufficient to complete the project. The Commission expects that HRCSA project funding will usually be limited to the costs of construction. Project development and right-of-way costs should be covered with other

funding, and the expenditure of non-state funds on project development and right-of-way costs may be counted as project match. The expenditure of funds prior to the approval of Proposition 1B will not be counted as project match or as part of the project cost. The Commission expects, however, a full-funding picture of the project.

The useful life of an HRCSA project shall not be less than the required useful life for capital assets pursuant to the State General Obligation Bond Law, specifically subdivision (a) of Section 16727 of the Government Code. That section generally requires that projects have an expected useful life of 15 years or more.

4. Program Schedule. The Commission intends to implement the program of projects on the following schedule:

CTC adoption of HRCSA guidelines.	March 28, 2012.
HRCSA project applications due.	July 1, 2012.
Public hearing on HRCSA applications.	August 22, 2012
Commission staff recommendation issued.	September 5, 2012.
CTC adopts the 2010 HRCSA program of projects.	September 26, 2012.

5. Project nominations. Project nominations and their supporting documentation will form the primary basis for the Commission's HRCSA program of projects. Each project nomination should include:

- A cover letter with signature authorizing and approving the application.
- A programming request form (Appendix A) and a project fact sheet that includes a map of the project location and that describes the project scope, useful life, cost, funding plan, delivery milestones, and major project benefits. Cost estimates should be escalated to the year of proposed implementation. The project delivery milestones should include the start and completion dates for environmental clearance, land acquisition, design, construction bid award, construction completion, and project closeout.
- A brief narrative that provides:
  - A concise description of the project scope and anticipated benefits (outputs and outcomes) proposed for HRCSA funding.
  - A specific description of non-HRCSA funding to be applied to the project and the basis for concluding that the non-HRCSA funding is reasonably expected to be available.
  - A description of the project delivery plan, including a description of the known risks that could impact the successful implementation of the project and a description of the response plan for the known risks. The risks considered should include, but not be limited to, risks associated with deliverability and engineering issues, community involvement, railroad agreement, and funding commitments. For projects that may be funded under

Part 1, the project delivery plan should address the requirements precedent to an allocation in Section 2456 of the Streets and Highways Code.

- A description of the function of the proposed crossing project within the appropriate rail and highway corridors, including how the project would improve safety, operations and the effective capacity of the rail corridor and of streets and highways in the area.
  - A description and quantification of project benefits, citing any documentation in support of estimates of project benefits. Where applicable and available, this should include a description of how the project would reduce rail and highway travel times, improve safety by reducing deaths and injuries, and reduce emissions from rail and motor vehicles. Where appropriate, this should also include the potential for enabling or improving high speed train operation and the project's location relative to the High-Speed Rail Corridor.
  - Documentation supporting the benefit and cost estimates cited in the application. This should be no more than 10 pages in length, citing or excerpting, as appropriate, the project study report, environmental document, regional transportation plan, and other studies that provide quantitative measures of the project's costs and benefits, including safety, mobility, and emission reduction benefits.
6. Submittal of project nominations. For the 2012 HRCSA program of projects, the Commission will consider only projects for which a nomination and supporting documentation are received in the Commission office by 12:00 noon, July 1, 2012, in hard copy. A nomination from a regional agency will include the signature of the Chief Executive Officer or other authorized officer of the agency. A nomination from Caltrans will include the signature of the Director of Transportation or a person authorized by the Director to submit the nomination. A nomination from a city, county, or other public agency will include the signature from an officer authorized by the city council, board of supervisors, or other agency board. Where the project is to be implemented by an agency other than the nominating agency, the nomination will also include the signature of the Chief Executive Officer or other authorized officer of the implementing agency.

The Commission requests that each project nomination include five copies of the cover letter, the project fact sheet, and the narrative description, together with two copies of all supporting documentation. All nomination materials should be addressed or delivered to:

Bimla G. Rhinehart, Executive Director  
California Transportation Commission  
Mail Station 52, Room 2222  
1120 N Street  
Sacramento, CA 95814

### **Project Selection and Programming**

7. Program of projects based on applications. The Commission will develop its HRCSA program from the nominations received by the nomination due date. The program may take into account the amount of funds appropriated.
8. Project application scoring. For Part 2 of the program, the Commission will evaluate and score project nominations according to the following weighting:
  - A. 50%, the effectiveness of the project in providing transportation benefits, including the improvement of safety, operations, and effective capacity of rail and highway facilities in a corridor and the potential for facilitating development of the High-Speed Rail Corridor. The Commission will measure operational improvement and capacity benefits in terms of hours of delay saved per dollar expended. The Commission will measure safety benefits in terms of the estimated reduction in the number of deaths and injuries.
  - B. 20%, the date by which the project will be ready for award of the construction contract, giving higher priority to projects delivered earlier.
  - C. 10%, the degree to which the project reduces local and regional emissions of diesel particulates and other air pollutants.
  - D. 20%, the financial contribution from non-state funds in the HRCSA project, giving higher priority to projects with a higher non-state contribution.
9. Evaluation committee. The Department of Transportation will form a committee to conduct a review and objective evaluation of project nominations, with representatives of staff from the Department of Transportation, the Public Utilities Commission, the High-Speed Rail Authority, and the California Transportation Commission. The evaluation will include consideration of the potential for project funding from Section 190 of the Streets and Highway Code.
10. Program adoption. The Commission will adopt its 2012 HRCSA program of projects after holding at least one public hearing. The Commission anticipates that its adopted HRCSA program for Part 2 will include a priority list that exceeds the funding available to be programmed, just as the priority list established by the PUC has consistently exceeded the amount of funding available for that list. The Commission may, if it finds it necessary or appropriate, advise potential applicants to submit new or revised applications at any time after the program adoption.

### **Project Delivery**

11. Project baseline agreements. Within three months after the adoption of a project into the HRCSA program of projects, the Commission, Caltrans and the implementing agency, together with the regional agency and any entity committed to providing supplementary funding for the project, will execute a project baseline agreement, which will set forth the

project scope, benefits, delivery schedule, and the project budget and funding plan. The Commission may delete a project for which no project baseline agreement is executed, and the Commission will not consider approval of a project allocation prior to the execution of a project baseline agreement.

12. Quarterly delivery reports: As a part of the project baseline agreement, the Commission will require the implementing agency to submit quarterly reports on the activities and progress made toward implementation of the project, including those project development activities taking place prior to an HRCSA allocation and including the status of supplementary funding identified in the adopted HRCSA program.

As mandated by Government Code Section 8879.50, the Commission shall forward these reports, on a semiannual basis, to the Department of Finance. The purpose of the reports is to ensure that the project is being executed in a timely fashion and is within the scope and budget identified when the decision was made to fund the project. If it is anticipated that project costs will exceed the approved project budget, the implementing agency will provide a plan to the Commission for achieving the benefits of the project by either downscoping the project to remain within budget or by identifying an alternative funding source to meet the cost increase. The Commission may either approve the corrective plan or direct the implementing agency to modify its plan. Where a project allocation has not yet been made, the Commission may amend the program of projects to delete the project.

13. Amendments to program of projects. The Commission may approve an amendment of the HRCSA program in conjunction with its review of a project corrective plan as described in Section 12. The implementing agency may also request and the Commission may approve an amendment of the program at any time. An amendment need only appear on the agenda published 10 days in advance of the Commission meeting. It does not require the 30-day notice that applies to a STIP amendment.
14. Allocations from the HRCSA. The Commission will consider the allocation of funds from the HRCSA for a project or project component when it receives an allocation request and recommendation from Caltrans, in the same manner as for the STIP. The recommendation will include a determination that all necessary orders of the PUC have been executed, that all necessary agreements with affected railroads have been executed, and that sufficient HRCSA funding and all identified and committed supplementary funding are available. The Commission will approve the allocation if the funds are available, the allocation is necessary to implement the project as included in the adopted HRCSA program, and the project has the required environmental clearance.
15. Final delivery report. Within six months of the project becoming operable, the implementing agency will provide a final delivery report to the Commission on the scope of the completed project, its final costs as compared to the approved project budget, its duration as compared to the project schedule in the project baseline agreement, and performance outcomes derived from the project as compared to those described in the project baseline agreement. The Commission shall forward this report to the Department of Finance as required by Government Code Section 8879.50.

The implementing agency will also provide a supplement to the final delivery report at the completion of the project to reflect final project expenditures at the conclusion of all project activities. For the purpose of this section, a project becomes operable at the end of the construction phase when the construction contract is accepted. Project completion occurs at the conclusion of all remaining project activities, after acceptance of the construction contract.

16. Audit of project expenditures and outcomes. The Department of Transportation will ensure that project expenditures and outcomes are audited. For each HRCSA project, the Commission expects the Department to provide a semi-final audit report within 6 months after the final delivery report and a final audit report within 12 months after the final delivery report. The Commission may also require interim audits at any time during the performance of the project.

Audits will be performed in accordance with Generally Accepted Government Auditing Standards promulgated by the United States Government Accountability Office. Audits will provide a finding on the following:

- Whether project costs incurred and reimbursed are in compliance with the executed project baseline agreement or approved amendments thereof; state and federal laws and regulations; contract provisions; and Commission guidelines.
- Whether project deliverables (outputs) and outcomes are consistent with the project scope, schedule and benefits described in the executed project baseline agreement or approved amendments thereof.

# Memorandum

To: CHAIR AND COMMISSIONERS  
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: March 28-29, 2012

Reference No.: 2.1a.  
Action Item

From: NORMA ORTEGA  
Chief Financial Officer

Prepared by: Rachel Falsetti  
Division Chief  
Transportation Programming

Subject: **TRAFFIC CONGESTION RELIEF PROGRAM / PROJECT AMENDMENT**  
**RESOLUTION TAA-11-06, AMENDING RESOLUTION TA-02-08**

## **RECOMMENDATION:**

The California Department of Transportation (Department) and the Stanislaus Council of Governments (StanCOG) recommend that the California Transportation Commission (Commission) amend the Traffic Congestion Relief Program (TCRP) Project 109, Route 132 Expressway project programmed in the TCRP to revise the project funding plan, schedule, and limits, and change the implementing agency for Design.

## **ISSUE:**

The Department proposes to amend TCRP Project 109, Route 132 Expressway project (PPNO 0944M) in Stanislaus County to revise the project funding plan, schedule, and limits, and change the implementing agency for Design.

## **BACKGROUND:**

TCRP Project 109, Route 132 Expressway project (PPNO 0944M) will widen Route 132 from a two-lane conventional highway to a four-lane expressway and improve the Route 99/132 interchange. The project limits, as shown in the TCRP application adopted in 2002, are on Route 132 from North Dakota Avenue to Route 99, and on Route 99 from I Street to Woodland Avenue. This project is identified as a Tier 2 project on the Commission's TCRP Allocation Plan.

### **Revise Project Limits**

The current project limits on Route 132 are from North Dakota Avenue to Route 99. The environmental process has identified a preferred alternative with project limits on Route 132 from 0.2 mile east of Stone Avenue to 6th Street, which is 0.8 mile longer than the current project limits. The Route 99 project limits will remain unchanged.

### **Revise Funding Plan**

StanCOG and the Department would like to move forward with Design and Right of Way acquisition on this project. However, Design and Right of Way are currently funded with TCRP funds, and it is expected that TCRP funds will not be available for Tier 2 projects for the next

several years. Therefore, it is proposed to delete the TCRP programming for Design, Right of Way support, and Right of Way capital, and instead fund these activities with Regional Improvement Program (RIP) and Federal Demonstration funds. It is also proposed to program the TCRP funds to construction support and construction capital in Fiscal Year 2015-16, when TCRP funds might be available for Tier 2 projects.

The proposed funding plan changes are shown in the table below. The proposed RIP changes are addressed in StanCOG's 2012 Regional Transportation Improvement Program (RTIP) and included in the concurrent 2012 State Transportation Improvement Program (STIP) adoption resolution. Therefore, this is not a STIP amendment.

### **Revise Schedule**

The Department was the implementing agency for Environmental when this project was initiated. During development of environmental studies, the Federal Highway Administration indicated that a corridor study was needed for Route 132 from Route 99 to Interstate 580, a distance of over 20 miles. The project was put on hold for several years due to lack of funding to complete the corridor study. The Department and StanCOG worked together to develop a project scope with independent utility and logical termini, as described above, thereby eliminating the need for the corridor study.

StanCOG became the implementing agency for Environmental, and the Commission approved a RIP allocation for Environmental, in October 2009. StanCOG is now scheduled to complete the Environmental phase in July 2013.

As a result of the delays described above, the schedule must be revised as shown in the table below.

<b>Milestone</b>	<b>Existing</b>	<b>Proposed</b>
Begin Environmental	8/1/98	1/25/10
End Environmental	12/1/03	7/1/13
Begin Design	12/1/03	7/1/13
End Design	8/1/06	1/1/15
Begin Right of Way	12/1/03	7/1/13
End Right of Way	7/1/06	1/1/15
Begin Construction	8/1/06	6/1/15
End Construction	12/1/08	6/1/18

### **Change Implementing Agency for Design**

It is proposed to change the implementing agency for Design from the Department to StanCOG because StanCOG is the implementing agency for Environmental. This change is consistent with the proposed change in StanCOG's 2012 RTIP.

**TCRP RESOLUTION TAA-11-06**

Be it Resolved, that the California Transportation Commission does hereby amend TCRP Project 109, Route 132 Expressway project (PPNO 0944M) in accordance with the information described above and illustrated in the following table.

**REVISE: TCRP 109, Route 132 Expressway (PPNO 0944M)**

County	District	PPNO	EA	Element	Const. Year	PMBack	PM Ahead	Route/Corridor					
Stanislaus	10	0944M	40350	CO	2012-13 2015/16	R12.4 10.5 R15.8	R16.2 14.8 R17.5	132  99					
<b>Implementing Agency: (by component)</b>		<b>PA&amp;ED</b>	StanCOG			<b>PS &amp; E</b>	Caltrans StanCOG						
		<b>R/W</b>	StanCOG			<b>CON</b>	Caltrans						
<b>RTPA/CTC:</b>		Stanislaus Council of Governments											
<b>Project Title:</b>		Route 132 Expressway											
<b>Location</b>		In and near Modesto, on Route 132 from North Dakota Avenue to Route 99 0.2 mile east of Stone Avenue to 6th Street, and on Route 99 from I Street to Woodland Avenue.											
<b>Description:</b>		Construct 4 lane expressway and improve Route 99/132 interchange. (TCRP #109)											
<b>(DOLLARS IN THOUSANDS)</b>													
FUND	TOTAL	Project Totals by Fiscal Year						Project Totals by Component					
		Prior	12/13	13/14	14/15	15/16	16/17	R/W	CON	PA&ED	PS & E	R/W Supp	CON Supp
<b>RIP (Implemented by Caltrans)</b>													
Existing	4,133	4,133				0		0	2,363	1,770	0		
Change	17,761	(1,153)				18,914		18,914	(22)	(1,586)	455		
Proposed	<b>21,894</b>	<b>2,980</b>				<b>18,914</b>		<b>18,914</b>	<b>2,341</b>	<b>184</b>	<b>455</b>		
<b>RIP (Implemented by StanCOG)</b>													
Existing	900	900		0					900	0			
Change	1,153	0		1,153					0	1,153			
Proposed	<b>2,053</b>	900		<b>1,153</b>					900	<b>1,153</b>			
<b>TCRP (Committed)</b>													
Existing	12,000	3,610	8,390			0		1,530	5,990	608	1,143	329	2,400
Change	0	(3,002)	(8,390)			11,392		(1,530)	1,602	0	(1,143)	(329)	1,400
Proposed	12,000	<b>608</b>	<b>0</b>			<b>11,392</b>		<b>0</b>	<b>7,592</b>	608	<b>0</b>	<b>0</b>	<b>3,800</b>
<b>Demo</b>													
Existing	14,400	14,400		0		0		12,900	0	1,500	0	0	
Change	0	(9,040)		8,527		513		(5,900)	513	3,860	1,347	180	
Proposed	14,400	<b>5,360</b>		<b>8,527</b>		<b>513</b>		<b>7,000</b>	<b>513</b>	<b>5,360</b>	<b>1,347</b>	<b>180</b>	
<b>Local Funds (City of Modesto)</b>													
Existing	4,000	0	4,000			0		4,000	0				
Change	151	150	(4,000)			4,001		1	150				
Proposed	<b>4,151</b>	<b>150</b>	<b>0</b>			<b>4,001</b>		<b>4,001</b>	<b>150</b>				
<b>Local Funds (StanCOG)</b>													
Existing	44,410		44,410					44,410					
Change	(44,410)		(44,410)					(44,410)					
Proposed	<b>0</b>		<b>0</b>					<b>0</b>					
<b>Total</b>													
Existing	79,843	23,043	56,800	0		0		14,430	54,400	5,371	2,913	329	2,400
Change	(25,345)	(13,045)	(56,800)	9,680		34,820		(7,430)	(23,380)	3,988	(229)	306	1,400
Proposed	<b>54,498</b>	<b>9,998</b>	<b>0</b>	<b>9,680</b>		<b>34,820</b>		<b>7,000</b>	<b>31,020</b>	<b>9,359</b>	<b>2,684</b>	<b>635</b>	<b>3,800</b>

# Memorandum

To: CHAIR AND COMMISSIONERS  
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: March 28-29, 2012

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

From: NORMA ORTEGA  
Chief Financial Officer

Prepared by: Rachel Falsetti  
Division Chief  
Transportation Programming

Subject: **ROUTE 99 PROJECT BASELINE AMENDMENT**  
**RESOLUTION R99-PA-1112-006, AMENDING RESOLUTION R99-PA-1011-007**

## **RECOMMENDATION:**

The California Department of Transportation (Department) recommends that the California Transportation Commission (Commission) amend the State Route 99 (SR 99) Corridor Bond baseline agreement for the Riego Road Interchange project (PPNO 3L44) in Sacramento County.

## **ISSUE:**

The Department and the County of Sutter, with the concurrence of the Sacramento Area Council of Governments, propose to amend the Resolution R99-PA-1011-007 for the Riego Road Interchange project (PPNO 3L44) to update the project schedule.

## **BACKGROUND:**

At the November 2010 meeting, the Commission approved Resolution R99-PA-1011-007 for the Riego Road Interchange project to add scope and SR 99 bond funding to the project as well as adjust the project schedule. Since then, the project has experienced delays in obtaining environmental permits which has delayed several milestone dates.

## **Schedule Revisions:**

Project delays were due to coordination with the United States Army Corps of Engineers in obtaining the required environmental permits. During this process, there were difficult and lengthy discussions and negotiations relating to the required project mitigation proposals that were initially deemed costly and unattainable by the Department. These negotiations continued until a workable resolution was reached. These delays not only led to delays in Design and Right of Way (R/W) acquisition, it also affected the construction milestone dates.

This amendment updates the project schedule for Design, R/W, and construction as shown in the following table:

<b>Project Milestone</b>	<b>Baseline</b>	<b>Proposed</b>
End Environmental Phase	July 2009	No Change
Begin Design Phase	July 2009	No Change
End Design Phase	Apr. 2011	Mar. 2012
Begin Right of Way Phase	Apr. 2009	No Change
End Right of Way Phase	Sep. 2011	June 2012
Begin Construction Phase	Sep. 2011	July 2012
End Construction Phase	Jan. 2014	Jan. 2015
Begin Closeout Phase	Jan. 2014	Jan. 2015
End Closeout Phase	Jan. 2016	Jan. 2017

**RESOLUTION R99-PA-1112-006**

Be it Resolved, that the California Transportation Commission does hereby amend the State Route 99 Bond corridor baseline agreement for the Riego Road Interchange project (PPNO 3L44) in Sutter County with the information described above.

# Memorandum

To: CHAIR AND COMMISSIONERS  
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: March 28-29, 2012

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

From: NORMA ORTEGA  
Chief Financial Officer

Prepared by: Rachel Falsetti  
Division Chief  
Transportation Programming

Subject: **TRADE CORRIDOR IMPROVEMENT FUND PROJECT BASELINE AMENDMENT  
RESOLUTION TCIF-P-1112-23, AMENDING RESOLUTION TCIF-P-0809-01B**

## **RECOMMENDATION:**

The Department of Transportation (Department) recommends that the California Transportation Commission (Commission) amend the Trade Corridor Improvement Fund (TCIF) baseline agreement for Project 34 - Route 91 – Connect existing auxiliary lanes through interchange from Route 57 to Interstate 5 (PPNO 4516A) in Orange County.

## **ISSUE:**

The Department and the Orange County Transportation Authority (OCTA) propose to amend the TCIF baseline agreement for the Route 91 – Connect existing auxiliary lanes through interchange from Route 57 to Interstate 5 project to revise the funding plan and delivery schedule and to split off a follow-up landscaping project.

## **BACKGROUND:**

The Route 91 – Connect existing auxiliary lanes through interchange from Route 57 to Interstate 5 project will create a fourth mixed-use lane on westbound Route 91 by connecting existing auxiliary lanes through interchanges. The project is currently programmed with \$34,950,000 in TCIF funds and \$35,750,000 in local measure funds. The project is scheduled for construction in December 2012. It is proposed to move the replacement planting scope to a separate project funded with \$2,455,000 in local measure funds. It is also proposed to update the funding plan for support and capital components funded with local measure funds. At the time of original programming, Environmental (PA&ED) and Right of Way (R/W) capital were over-estimated, while Design (PS&E), R/W support, and construction support were under-estimated. Construction costs were reduced due to various design changes that reduced construction efforts. The overall change to the project cost (including the replacement planting work) has been reduced by \$245,000, from \$73,400,000 to \$73,155,000.

The proposed funding changes are as follows:

**REVISE: Route 91 auxiliary lanes through interchanges – SR 57 to I-5 (PPNO 4516A)**

County	District	PPNO	EA	Element	Const. Year	PM Back	PM Ahead	Route/Corridor					
Orange	12	4516A	0C570	CO	2012-13	0.9	5.5	91					
Implementing Agency: (by component)	PA&ED	Orange Co Trans Corridor Ag			PS&E	Orange Co Trans Corridor Ag							
	R/W	Caltrans			CON	Caltrans							
RTPA/CTC:	Orange County Transportation Authority (OCTA)												
Project Title:	Route 91 Auxiliary lanes (TCIF #34)												
Location	In Fullerton and Anaheim, westbound from Route 57 to Interstate 5.												
Description:	Construct a lane on existing auxiliary lanes through interchanges to form a continuous fourth lane.												
(DOLLARS IN THOUSANDS)													
FUND	TOTAL	Project Totals by Fiscal Year						Project Totals by Component					
		Prior	10/11	11/12	12/13	13/14	14/15	R/W	CON	PA&ED	PS&E	R/W Supp	CON Supp
<b>Local Funds</b>													
Existing	38,450	14,000			24,450			3,302	17,450	1,400	6,234	3,764	7,000
Change	(2,700)	700			(3,400)			0	(4,400)	0	0	0	1,000
Proposed	<b>35,750</b>	<b>14,700</b>			<b>21,050</b>			<b>3,302</b>	<b>13,050</b>	<b>1,400</b>	<b>6,234</b>	<b>3,764</b>	<b>8,000</b>
<b>State Bond</b>													
Existing	34,950				34,950				34,950				
Change	0				0				0				
Proposed	34,950				34,950				34,950				
<b>Total</b>													
Existing	73,400	14,000			59,400			3,302	52,400	1,400	6,234	3,764	7,000
Change	(2,700)	700			(3,400)			0	(4,400)	0	0	0	1,000
Proposed	<b>70,700</b>	<b>14,700</b>			<b>56,000</b>			<b>3,302</b>	<b>48,000</b>	<b>1,400</b>	<b>6,234</b>	<b>3,764</b>	<b>8,000</b>

**ADD: Route 91 auxiliary lanes through interchanges – SR 57 to I-5 - Landscaping/replacement planting (PPNO 4516D)**

County	District	PPNO	EA	Element	Const. Year	PM Back	PM Ahead	Route/Corridor					
Orange	12	4516D	0C570	LA	2014-15			91					
Implementing Agency: (by component)	PA&ED	Caltrans			PS&E	Orange County Transportation							
	R/W	Caltrans			CON	Caltrans							
RTPA/CTC:	Orange County Transportation Authority (OCTA)												
Project Title:	SR-91 Connect Existing Auxiliary lanes thru interchanges from SR-57 and I-5.												
Location	In Fullerton and Anaheim, westbound from Route 57 to Interstate 5.												
Description:	Landscaping/Replacement Planting												
(DOLLARS IN THOUSANDS)													
FUND	TOTAL	Project Totals by Fiscal Year						Project Totals by Component					
		Prior	10/11	11/12	12/13	13/14	14/15	R/W	CON	PA&ED	PS&E	R/W Supp	CON Supp
<b>Local Funds</b>													
Existing	0				0	0		0		0			0
Change	2,455				195	2,260		2,000		195			260
Proposed	<b>2,455</b>				<b>195</b>	<b>2,260</b>		<b>2,000</b>		<b>195</b>			<b>260</b>
<b>Total</b>													
Existing	0				0	0		0		0			0
Change	2,455				195	2,260		2,000		195			260
Proposed	<b>2,455</b>				<b>195</b>	<b>2,260</b>		<b>2,000</b>		<b>195</b>			<b>260</b>

**Schedule**

The project schedule has been updated as follows:

<b>Milestone</b>	<b>Current Approved Baseline (PPNO 4516A)</b>	<b>Proposed Schedule (PPNO 4516A)</b>	<b>Proposed Schedule Route 91–Landscape /replacement planting (PPNO 4516D)</b>
Begin Environmental (PA&ED) Phase	8/1/07	7/1/07(A)	-
Draft Environmental Document	4/1/09	11/1/09(A)	-
Draft Project Report	4/1/09	4/1/09(A)	-
End Environmental (PA&ED) Phase	4/1/10	6/1/10(A)	-
Begin Design (PS&E) Phase	6/1/10	04/01/10(A)	04/01/13
End Design Phase	6/1/12	08/01/12	11/01/14
Begin Right of Way Phase	6/1/10	No change	-
End Right of Way Phase	06/01/12	08/01/12	-
Begin Construction Phase	12/1/12	No change	1/1/16
End Construction Phase	12/1/14	12/1/15	10/1/16
Begin Closeout Phase	12/1/14	12/1/15	11/1/16
End Closeout Phase	3/1/15	11/1/16	11/1/19

A= Actual

**RESOLUTION TCIF-P-1112-23**

Be it Resolved, that the California Transportation Commission does hereby amend the Trade Corridor Improvement Fund baseline agreement for Project 34 - Route 91 – Connect existing auxiliary lanes through interchange from Route 57 to Interstate 5 (PPNO 4516A) in Orange County, in accordance with the information described above.

# Memorandum

To: CHAIR AND COMMISSIONERS  
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: March 28-29, 2012

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

From: NORMA ORTEGA  
Chief Financial Officer

Prepared by: Rachel Falsetti  
Division Chief  
Transportation Programming

Subject: **TRADE CORRIDORS IMPROVEMENT FUND PROJECT BASELINE AMENDMENT  
RESOLUTION TCIF-P-1112-24, AMENDING RESOLUTION TCIF-P-1011-22**

## **RECOMMENDATION:**

The California Department of Transportation (Department) recommends the California Transportation Commission amend the Trade Corridors Improvement Fund (TCIF) project baseline agreement for TCIF Project 10, State Route 4 Crosstown Freeway Extension (PPNO 0284) in San Joaquin County.

## **ISSUE:**

The Department proposes to amend the TCIF project baseline agreement for Project 10, State Route 4 Crosstown Freeway Extension (PPNO 0284) to revise the project schedule and split off a follow-up landscaping project.

## **BACKGROUND:**

### **Revise Project Schedule**

The project has been delayed four months due to the unexpected presence of hazardous materials on parcels that are proposed for acquisition. The proposed schedule is shown in the table below.

<b>Milestone</b>	<b>Baseline (PPNO 0284)</b>	<b>Proposed (PPNO 0284)</b>	<b>Proposed (PPNO 0284Y)</b>
Begin Design	6/1/10	10/1/10	10/1/15
End Design	2/1/13	6/1/13	3/1/16
Begin Right of Way	8/1/10	10/1/10	10/1/10
End Right of Way	1/1/13	5/1/13	5/1/13
Begin Construction	6/1/13	11/1/13	10/1/16
End Construction	6/1/16	12/1/16	6/1/17
Begin Closeout	8/1/16	12/1/16	6/1/17
End Closeout	8/1/17	12/1/17	6/1/18

**Follow-up Landscaping Project (PPNO 0284Y)**

It is the Department’s policy to split off a separate landscaping project if the value of the landscaping exceeds \$200,000. Because landscaping projects have long establishment periods, and the landscaping project will be funded solely with local funds, it is proposed to remove the landscaping project from the TCIF regular reporting requirements.

**RESOLUTION TCIF-P-1112-24:**

Be it Resolved, that the California Transportation Commission does hereby amend the Trade Corridors Improvement Fund project baseline agreement for Project 10, State Route 4 Crosstown Freeway Extension (PPNO 0284) to reflect the changes described above and shown in the following tables.

**REVISE: Project 10, State Route 4 Crosstown Freeway Extension (PPNO 0284)**

County	District	PPNO	EA	Element	Const. Year	PMBack	PMAhead	Route/Corridor					
San Joaquin	10	0284	0S110	CO	2012-13	14.4	14.8	4					
<b>Implementing Agency: (by component)</b>		<b>PA&amp;ED</b>	SJCOG			<b>PS&amp;E</b>	SJCOG						
		<b>R/W</b>	SJCOG			<b>CON</b>	Caltrans						
<b>RTPA/CTC:</b>		San Joaquin Council of Governments											
<b>Project Title:</b>		State Route 4 Crosstown Freeway Extension											
<b>Location</b>		In Stockton, from Fresno Avenue to Navy Drive.											
<b>Description:</b>		Construct two mixed flow lanes and two auxiliary lanes in each direction.											
<b>(DOLLARS IN THOUSANDS)</b>													
FUND	TOTAL	Project Totals by Fiscal Year					Project Totals by Component						
		Prior	10/11	11/12	12/13	13/14	14/15	R/W	CON	PA&ED	PS&E	R/W Supp	CON Supp
<b>State Bond (TCIF)</b>													
Existing	96,820		96,820					84,588					12,232
Change	0		0					0					0
Proposed	96,820		96,820					84,588					12,232
<b>Local Funds (SJCOG Measure K)</b>													
Existing	93,820	59,100	34,720				41,600	34,720	4,000	10,500	3,000		
Change	(600)	(100)	(500)				0	(500)	0	(100)	0		
Proposed	93,220	59,000	34,220				41,600	34,220	4,000	10,400	3,000		
<b>Local Funds (RTIF)</b>													
Existing	3,000		3,000					3,000					
Change	0		0					0					
Proposed	3,000		3,000					3,000					
<b>Total</b>													
Existing	193,640	59,100	134,540				41,600	122,308	4,000	10,500	3,000		12,232
Change	(600)	(100)	(500)				0	(500)	0	(100)	0		0
Proposed	193,040	59,000	134,040				41,600	121,808	4,000	10,400	3,000		12,232

**ADD: State Route 4 Crosstown Freeway Extension Landscaping project (PPNO 0284Y)**

County	District	PPNO	EA	Element	Const. Year	PMBack	PMAhead	Route/Corridor					
San Joaquin	10	0284Y	0S111	CO	2016-17	14.4	14.8	4					
Implementing Agency: (by component)	PA&ED					PS&E	SJCOG						
	R/W	SJCOG				CON	Caltrans						
RTPA/CTC:	San Joaquin Council of Governments												
Project Title:	State Route 4 Crosstown Freeway Extension Landscaping												
Location	In Stockton, from Fresno Avenue to Navy Drive.												
Description:	Landscaping												
<b>(DOLLARS IN THOUSANDS)</b>													
FUND	TOTAL	Project Totals by Fiscal Year						Project Totals by Component					
		Prior	12/13	13/14	14/15	15/16	16/17	R/W	CON	PA&ED	PS&E	R/W Supp	CON Supp
<b>Local Funds (SJCOG Measure K)</b>													
Existing	0		0				0		0		0		0
Change	600		100				500		400		100		100
Proposed	<b>600</b>		<b>100</b>				<b>500</b>		<b>400</b>		<b>100</b>		<b>100</b>
<b>Total</b>													
Existing	0		0				0		0		0		0
Change	600		100				500		400		100		100
Proposed	<b>600</b>		<b>100</b>				<b>500</b>		<b>400</b>		<b>100</b>		<b>100</b>

# Memorandum

To: CHAIR AND COMMISSIONERS  
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: March 28-29, 2012

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

From: NORMA ORTEGA  
Chief Financial Officer

Prepared by: Rachel Falsetti  
Division Chief  
Transportation Programming

Subject: **TRADE CORRIDOR IMPROVEMENT FUND BASELINE AMENDMENT  
RESOLUTION TCIF-P-1112-26, AMENDING RESOLUTION TCIF-P-1011-05**

## **RECOMMENDATION:**

The California Department of Transportation (Department) recommends the California Transportation Commission (Commission) amend the Trade Corridor Improvement Fund (TCIF) baseline for TCIF Project 4 - I-880 Reconstruction, 29<sup>th</sup>-23<sup>rd</sup> Avenue project (PPNO 0044C) in Alameda County.

## **ISSUE:**

The Department and the Alameda County Transportation Commission (ACTC) propose to amend the TCIF baseline agreement for TCIF Project 4 - I-880 Reconstruction, 29<sup>th</sup>-23<sup>rd</sup> Avenue project (PPNO 0044C) to update the project delivery schedule.

## **BACKGROUND:**

The I-880 Reconstruction project will reconstruct the 29<sup>th</sup> and 23<sup>rd</sup> Avenue overcrossings. The project will also construct a number of on-ramp and off-ramp improvements within the project limits. These improvements will relieve traffic congestion within this major bottleneck on I-880.

## **Update project delivery schedule**

The project delivery has been delayed due of challenges in acquiring the necessary right of way. Due to multiple lien holders and a number of challenging utility and structure encroachments, obtaining the required acquisitions have been much more complicated than originally anticipated. The duration of construction has also increased from the original estimate of 26 months to 48 months due to revised staging requirements for the construction of various structures. Furthermore, the duration between Ready-to-List (RTL) and the Begin Construction milestones is being extended to six months to reflect the Commission meeting schedule for 2012.

The updated schedule for major delivery milestones is tabulated on the following page.

<b>Milestone</b>	<b>Baseline</b>	<b>Proposed</b>
End Right of Way	Apr 2012	Oct 2012
Ready-to-List (RTL)	Dec 2011	Oct 2012
Begin Construction	Aug 2012	Apr 2013
End Construction	Oct 2015	Apr 2017
Begin Closeout	Oct 2015	Apr 2017
End Closeout	Feb 2016	Apr 2018

The Bay Area Consensus Group and the Metropolitan Transportation Commission concur with these proposed changes.

**RESOLUTION TCIF-P-1112-26**

Be it Resolved, that the California Transportation Commission does hereby amend the Trade Corridor Improvement Fund (TCIF) baseline agreement for TCIF Project 4 - I-880 Reconstruction, 29th-23rd Avenue project (PPNO 0044C) in Alameda County as described above.

# Memorandum

To: CHAIR AND COMMISSIONERS  
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: March 28-29, 2012

Reference No.: 2.1c.(6)  
Action Item

From: NORMA ORTEGA  
Chief Financial Officer

Prepared by: Robert Copp  
Division Chief  
Traffic Operations

Subject: **TRAFFIC LIGHT SYNCHRONIZATION PROGRAM BASELINE AMENDMENT  
RESOLUTION TLSP-PA-1112-05**

## **RECOMMENDATION:**

The California Department of Transportation (Department) recommends that the California Transportation Commission (Commission) approve the baseline agreement amendment for the following Traffic Light Synchronization Program (TLSP) projects:

- San Diego Association of Governments – Transit Signal Priority
- San Diego Association of Governments – At-grade Crossing Traffic Synchronization
- City/County Association of Governments of San Mateo County – SMART Corridor Projects
- City of Watsonville – Signal Corridor Upgrade
- City of Fresno – Shaw Avenue
- City of Glendale – Brand Boulevard
- City of Glendale – Colorado Street/San Fernando Road
- City of Glendale – Glendale Avenue/Verdugo Road
- City of Pasadena – California Boulevard
- City of Pasadena – Del Mar Boulevard
- City of Pasadena – Hill Avenue
- City of Pasadena – Los Robles Avenue
- City of Pasadena – Orange Grove Boulevard
- City of Pasadena – Sierra Madre Boulevard

## **ISSUE:**

Amendments to the baseline agreements are needed for fourteen TLSP projects to reflect delays in construction.

## **BACKGROUND:**

The Commission has approved 22 traffic light synchronization projects totaling \$147,000,000 for the City of Los Angeles (City) and 62 additional traffic light synchronization projects totaling \$98,000,000 for agencies other than Los Angeles.

The project baseline agreements have been received and reviewed by the Department. The agreements for the projects were signed by the Department on October 28, 2008. The baseline

amendments are needed for the projects below and specific changes to the baseline are reflected in the attached spreadsheet.

**San Diego Association of Governments – Transit Signal Priority (Project 6813)**

Initiation of construction took longer than anticipated due to weather, and conflicts in the construction schedule between multiple projects. The project is in construction and completion is scheduled for March 2012. The baseline agreement is being amended to show the new project milestone dates.

**San Diego Association of Governments – At Grade Crossing Traffic Synchronization (Project 6809)**

Initiation of construction took longer due to delays in design and review of plans paid by Centre City Development Corporation. The project is in construction and completion is scheduled for August 2012. The baseline agreement is being amended to show the new project milestone dates.

**San Mateo C/CAG – SMART Corridor Projects (Project 6805)**

The project's southern limit has been extended to begin at the San Mateo/Santa Clara County line; the northern limits remain the same. The project limit was extended due to an additional \$7.5 million in TLSP funds programmed by the Commission at the January 2012 meeting. The project is in construction and completion is scheduled for June 2013. The baseline agreement is being amended to show the new project milestone dates.

**City of Watsonville – Signal Corridor Upgrade (Project 6825)**

Initiation of construction took longer than anticipated due to scheduling conflicts between multiple projects. The project is in construction and completion is scheduled for April 2013. The baseline agreement is being amended to show the new project milestone dates.

**City of Fresno – Shaw Avenue (Project 6752)**

Due to delay in Proposition 1B funding availability, the project schedule has been modified. The original request for allocation was deferred in June 2011 and the agency received allocation October 2011. The project is in construction and completion is scheduled for September 2012. The baseline agreement is being amended to show the new project milestone dates.

**City of Glendale – Three projects total**

Delays in schedules were due to recent requirements from the City's Information Technology Department requiring a redesign of the Communications Master Plan and reevaluation of the Ethernet switches for the fiber optic communications. The three baseline agreements are being amended to show the new projects' milestone dates.

**City of Pasadena – Six projects total**

Delays in schedules were caused by shortfalls of required matching funds. In addition, the City reduced programs and projects within the last 48 months to accommodate the loss of City workforce while sustaining all remaining programs and projects at a reduced operating level. The six baseline agreements are being amended to show the new projects' milestone dates.

Attachment

**TRAFFIC LIGHT SYNCHRONIZATION PROGRAM  
PROJECT AMENDMENT LIST  
(other than City of LA)**

Reference No.: 2.1c.(6)  
March 28-29, 2012  
Attachment

County	Applicant Name	Corridor Name	Current Project Cost	Revised Project Cost	Current Match Amount	Revised Match Amount	Approved TLSP CONST Funding	Current CONST Start Date	Revised CONST Start Date	Current CONST End Date	Revised CONST End Date
San Diego	SANDAG	Transit Signal Priority	\$ 2,947,000		\$ 1,996,000		\$ 951,000	November-08		December-11	March-12
San Diego	SANDAG	At-grade Crossing Traffic Synchronization	\$ 1,100,000		\$ 280,000		\$ 820,000	October-08		December-11	August-12
San Mateo	San Mateo C/CAG	SMART Corridor Projects	\$ 34,164,000		\$ 16,664,000		\$ 17,500,000	December-09		November-11	June-13
Santa Cruz	Watsonville	Signal Corridor Upgrage	\$ 180,000		\$ 60,000		\$ 120,000	June-10		November-11	April-12
Fresno	Fresno	Shaw Avenue	\$ 3,166,000		\$ 1,066,000		\$ 2,100,000	October-11	September-12	June-12	June-13
Los Angeles	Glendale	Brand Boulevard	\$ 1,301,000		\$ 451,000		\$ 850,000	September-11	July-12	March-12	March-13
Los Angeles	Glendale	Colorado Street/San Fernando Road	\$ 820,000		\$ 297,000		\$ 523,000	September-11	July-12	March-12	March-13
Los Angeles	Glendale	Glendale Avenue/Verdugo Road	\$ 2,531,000		\$ 873,000		\$ 1,658,000	September-11	July-12	March-12	March-13
Los Angeles	Pasadena	California Boulevard	\$ 76,000		\$ 8,000		\$ 68,000	August-11	April-12	April-12	April-13
Los Angeles	Pasadena	Del Mar Boulevard	\$ 172,000		\$ 34,000		\$ 138,000	August-11	April-12	April-12	April-13
Los Angeles	Pasadena	Hill Avenue	\$ 83,000		\$ 17,000		\$ 66,000	August-11	April-12	April-12	April-13
Los Angeles	Pasadena	Los Robles Avenue	\$ 134,000		\$ 27,000		\$ 107,000	August-11	April-12	April-12	April-13
Los Angeles	Pasadena	Orange Grove Boulevard	\$ 235,000		\$ 47,000		\$ 188,000	August-11	April-12	April-12	April-13
Los Angeles	Pasadena	Sierra Madre Boulevard	\$ 138,000		\$ 28,000		\$ 110,000	October-11	April-12	August-12	August-13

# Memorandum

To: CHAIR AND COMMISSIONERS  
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: March 28-29, 2012

Reference No.: 2.1c.(7a)  
Action Item

From: NORMA ORTEGA  
Chief Financial Officer

Prepared by: William D. Bronte, Chief  
Division of Rail

Subject: **HIGHWAY-RAILROAD CROSSING SAFETY ACCOUNT PROJECT BASELINE  
AMENDMENT**  
**RESOLUTION GS1B-P-1112-10, AMENDING RESOLUTION GS1B-P-1011-05**

## **RECOMMENDATION:**

The California Department of Transportation recommends the California Transportation Commission (Commission) approve a baseline agreement amendment for the Proposition 1B Highway-Railroad Crossing Safety Account (HRCSA) Sand Canyon Grade Separation project in Orange County.

## **ISSUE:**

The Orange County Transportation Authority (OCTA), the nominating agency for the Sand Canyon Grade Separation project, received a Proposition 1B HRCSA allocation in June 2010. A baseline agreement amendment to update the project schedule was approved by the Commission at its January 2011 meeting. This amendment will update the project cost and funding plan for the Sand Canyon Grade Separation project HRCSA baseline agreement.

The increase in the cost of the project is because a Southern California Regional Rail Authority maintenance-of-way facility, located within the project limits, must be relocated. In addition, there have been significant changes in utility relocation designs, schedules, and implementation strategies during the late stages of the project, which were not anticipated in the original Engineer's Estimate.

Although State Transportation Improvement Program (STIP) funds have been deprogrammed from the project, they were replaced by a combination of state Proposition 116 bond funds and federal Regional Surface Transportation Program (RSTP) funds. Additional local Measure M funds have been added to keep the project fully funded. Revised funding for the project is shown in the following table.

<b>Funding Source</b>	<b>Original Amount</b>	<b>Revised Amount</b>
HRCSA	\$8,000,000	\$8,000,000
STIP	\$30,000,000	\$0
Local Measure M	\$15,858,000	\$16,258,000
RSTP	\$746,000	\$9,328,000
Proposition 116	\$0	\$22,004,000
<b>Total Project Cost</b>	<b>\$54,604,000</b>	<b>\$55,590,000</b>

**RESOLUTION GS1B-P-1112-10:**

Be it Resolved, that the California Transportation Commission does hereby amend the Proposition 1B Highway-Railroad Crossing Safety Account Program baseline agreement for the Sand Canyon Grade Separation project, in accordance with the changes described above and illustrated below.

BASELINE (dollars in thousands)							
ID	Dst	Cnty	Nominator	Project Title	Const Start	Total Proj Cost	HRCSA Aprovd
20	12	OR	City of Irvine	Sand Canyon	May 11	\$ 54,604	\$ 8,000
20	12	OR	City of Irvine	Sand Canyon	May 11	\$ 55,590	\$ 8,000

# Memorandum

To: CHAIR AND COMMISSIONERS  
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: March 28-29, 2012

Reference No.: 2.1c.(7b)  
Action Item

From: NORMA ORTEGA  
Chief Financial Officer

Prepared by: William D. Bronte, Chief  
Division of Rail

Subject: **HIGHWAY RAILROAD CROSSING SAFETY ACCOUNT PROJECT BASELINE  
AMENDMENT  
RESOLUTION GS1B-P-1112-11, AMENDING RESOLUTIONS GS1B-P-1112-02,  
GS1B-P-0910-01 AND GS1B-P-0910-02**

The California Department of Transportation (Department) recommends the California Transportation Commission (Commission) approve baseline agreement amendments for the following Highway-Railroad Crossing Safety Account (HRCSA) projects:

- San Clemente Beach Trail Crossings Safety Enhancement Project
- 6<sup>th</sup> Street Overcrossing – Roadway
- Jerrold Avenue Bridge Grade Separation

## **ISSUE:**

### **San Clemente Beach Trail Crossings Safety Enhancement Project:**

At its September 2010 meeting, the Commission programmed the San Clemente Beach Trail Crossings Safety Enhancement Project in the Proposition 1B HRCSA 2010 Program. In October 2011, the Commission approved an amendment to the original baseline agreement. The nominating agency, Orange County Transportation Authority (OCTA), has requested another amendment to the baseline agreement to delay the project by seven months. Burlington Northern San Fe North Railway (BNSF) unexpectedly protested the authority of the Public Utilities Commission (PUC) to approve this project along the rail corridor. BNSF has not protested the implementation of the project, only the PUC's jurisdiction. The protest has delayed the estimated contract award from February 2012 to September 2012. OCTA estimates that the project completion date will be August 2013. A request to allocate HRCSA funds is planned for the June 2012 Commission meeting.

### **6<sup>th</sup> Street Overcrossing - Roadway:**

The Commission programmed the 6<sup>th</sup> Street Overcrossing - Roadway project in the Proposition 1B HRCSA 2010 program at its September 2010 meeting. The project sponsor, the City of Sacramento (City), has requested additional time for the completion of Design and Construction. The City is still working with the new owner and developer of the project site, Inland American, to process the necessary agreements. The Design phase is scheduled for completion in April 2012; Construction is scheduled for completion in December 2013. The City plans to request an allocation of HRCSA funds at the June 2012 Commission.

Jerrold Avenue Bridge Grade Separation:

The Commission programmed the Jerrold Avenue Bridge Grade Separation project in the HRCSA 2008 Program at its meeting in August 2008. HRCSA funding for the project was allocated in May 2010. The nominating agency, Peninsula Corridor Joint Powers Board (PCJPB), has requested an amendment to the baseline agreement to extend the schedule for construction. Shipment of the structural steel for the bridge was delayed by three months, however the project is substantially complete. The bridge is now in service and the remaining construction-related punch list items are scheduled to be completed by March 2012.

**RESOLUTION GS1B-P-1112-11:**

Be it Resolved, that the California Transportation Commission does hereby amend the Proposition 1B Highway-Railroad Crossing Safety Account Program baseline agreements for the San Clemente Beach Trail Crossings Safety Enhancement Project, Kato Road Grade Separation Project and North Spring Street Grade Separation Project in accordance with the changes described above and illustrated below.

<b>BASELINE</b> (dollars in thousands)					
<b>Cnty</b>	<b>Nominator</b>	<b>Project Title</b>	<b>Const Start</b>	<b>Total Proj Cost</b>	<b>HRCSA Aprovd</b>
ORA	OCTA	<del>San Clemente Beach Trail Crossings Safety Enhancements</del>	Feb 12	\$ 4,500	\$ 2,250
ORA	OCTA	San Clemente Beach Trail Crossings Safety Enhancements	Sept 12	\$ 4,500	\$ 2,250
SAC	City of Sacramento	<del>6<sup>th</sup> Street Overcrossing - Roadway</del>	Nov 12	\$ 15,730	\$ 7,865
SAC	City of Sacramento	6 <sup>th</sup> Street Overcrossing – Roadway	Nov 12	\$ 15,730	\$ 7,865
SF	PCJPB	<del>Jerrold Avenue Bridge Grade Separation</del>	June 10	\$ 14,000	\$ 3,333
SF	PCJPB	Jerrold Avenue Bridge Grade Separation	June 10	\$ 14,000	\$ 3,333

# Memorandum

To: CHAIR AND COMMISSIONERS  
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: March 28-29, 2012

Reference No.: 2.1c.(7c)  
Action Item

From: NORMA ORTEGA  
Chief Financial Officer

Prepared by: William D. Bronte, Chief  
Division of Rail

Subject: **HIGHWAY-RAILROAD CROSSING SAFETY ACCOUNT PROJECT BASELINE  
AMENDMENT**  
**RESOLUTION GS1B-P-1112-12, AMENDING RESOLUTION GS1B-P-1011-07B**

## **RECOMMENDATION:**

The California Department of Transportation recommends the California Transportation Commission (Commission) approve a baseline agreement amendment for cost and schedule changes to the Proposition 1B Highway-Railroad Crossing Safety Account (HRCSA) Warren Avenue Grade Separation project in Alameda County.

## **ISSUE:**

The Warren Avenue Grade Separation project was programmed into the Proposition 1B HRCSA 2010 program by the Commission at its September 2010 meeting. The original baseline agreement was approved by the Commission at its January 2011 meeting. The City of Fremont (City), the nominating agency for the Warren Avenue Grade Separation project, now is requesting a HRCSA baseline agreement amendment for schedule and funding changes. A concurrent Consideration of Funding and an allocation of HRCSA funds for construction is also being presented at this month's Commission meeting.

The Warren Avenue Grade Separation project is sponsored by the City as a portion of a larger overall project encompassing improvements sponsored by the Santa Clara Valley Transportation Authority in the vicinity of Mission Avenue and Warren Avenue, including freight rail relocation. Although the HRCSA cost remains \$9,600,000, the overall project cost for the Warren Avenue Grade Separation has increased by \$11,614,000. The cost increase is attributable to a combination of factors. Those factors include: (1) Revisions in the distribution of costs between various parts of the overall project; (2) Revisions in contributions from the various funding partners; (3) Protracted negotiations for acquisition of Right of Way (R/W); (4) Resultant delays in the finalization of a Construction and Maintenance (C&M) agreement for the completed project; and (5) Supply cost increases that occurred during the negotiation delays.

Design costs for the project will be \$5,852,000, which is \$2,857,000 less than the \$8,709,000 originally forecast in the baseline agreement. The costs for utility relocations and the acquisition of R/W will be \$20,051,000, which is \$10,613,000 higher than the \$9,438,000 that was estimated originally. Both the Design and R/W phases are fully funded with local funds.

Initial cost estimates for the construction phase were developed prior to the completion of Design and included both capital and support costs. Construction support costs have since been identified and are budgeted for \$8,217,000. Construction capital has decreased by \$4,359,000, from \$39,021,000 to \$34,662,000. Despite the shifting of appropriate costs to support, there were supply cost increases during the lengthy R/W acquisition and C&M agreement negotiations. Local funds have been added to the project funding plan to cover these increased costs.

Revised funding for the project is shown in the following table.

<b>Funding Source</b>	<b>Original Amt</b>	<b>Revised Amt</b>
HRCSA	\$9,600,000	\$9,600,000
Local Redevelopment	\$21,364,000	\$21,364,000
County Measure A	\$4,626,000	\$12,756,000
Railroad	\$5,717,000	\$6,878,000
AB 1462	\$15,861,000	\$18,184,000
<b>Total Project Cost</b>	<b>\$57,168,000</b>	<b>\$68,782,000</b>

Because of the delays due to the lengthy negotiations regarding the C&M agreement and the acquisition of R/W, the dates for the Ready-to-List project milestone, R/W certification, and Construction start have been delayed. New schedule dates are shown in the following table.

<b>Project Milestone</b>	<b>Original Date</b>	<b>Revised Date</b>
End Design	February 2011	February 2012
End R/W	May 2011	February 2012
Begin CON	November 2011	June 2012
End CON	November 2014	June 2015

**RESOLUTION GS1B-P-1112-12:**

Be it Resolved, that the California Transportation Commission does hereby amend the Proposition 1B Highway-Railroad Crossing Safety Account Program baseline agreement for the Sand Canyon Grade Separation project, in accordance with the changes described above and illustrated below.

<b>BASELINE</b> (dollars in thousands)						
<b>Dst</b>	<b>Cnty</b>	<b>Nominator</b>	<b>Project Title</b>	<b>Const Start</b>	<b>Total Proj Cost</b>	<b>HRCSA Aproved</b>
04	ALA	City of Fremont	Warren Avenue	Nov 11	\$ 57,168	\$ 9,600
04	ALA	City of Fremont	Warren Avenue	Jun 12	\$ 68,782	\$ 9,600

# Memorandum

To: CHAIR AND COMMISSIONERS

CTC Meeting: March 28-29, 2012

Reference No.: 4.15  
Action

  
From: BIMLA G. RHINEHART  
Executive Director

Subject: **ADOPTION OF 2012 STATE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)  
RESOLUTION G-12-05**

## **ISSUE:**

Under state law, the Commission adopts the biennial five-year State Transportation Improvement Program. Under law, the Commission may allocate STIP funds only in accordance with the adopted STIP. When the Commission adopted the fund estimate for the 2012 STIP, in August 2011, it scheduled the STIP adoption for March 28-29, 2012. State law requires that, at least 20 days prior to the adoption of the STIP, the Executive Director make available the recommendations of staff on the program. The 2012 STIP will cover the five-year period from 2012-13 through 2016-17.

## **RECOMMENDATION:**

Staff recommends that the Commission adopt the 2012 STIP in accordance with the Staff Recommendations made available to the Commission, the Department, and regional agencies on March 8, 2012. Staff recommends that the Commission adopt the STIP using the attached adoption resolution, noting any specific changes, corrections, or exceptions to the March 8, 2012 Staff Recommendations.

## **BACKGROUND:**

As background, this book item includes the text that was part of the Staff Recommendations. It does not include the 105 pages of spreadsheet tables and their descriptions that comprised the remainder of the Staff Recommendations. The Commission staff has made the full Staff Recommendations available by e-mail to Commissioners, the Department, and regional agencies and has posted them since March 9, 2012 on the Commission's website ([www.catc.ca.gov](http://www.catc.ca.gov)). The staff has also made a hard copy available to each Commissioner.

The Commission staff will present the Staff Recommendations for review and discussion on the first day of the meeting, March 28, 2012. The adoption is scheduled for the second day, March 29, 2012.

Attachments

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## **2012 STIP STAFF RECOMMENDATIONS**

### **California Transportation Commission**

### **March 8, 2012**

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This document presents the recommendations of the staff of the California Transportation Commission (CTC) for the 2012 State Transportation Improvement Program (STIP). Government Code Section 14529.3 requires that the Executive Director of the Commission make these recommendations available to the Commission, the Department of Transportation (Caltrans), and the transportation planning agencies and county transportation commissions at least 20 days prior to the Commission's adoption of the STIP. The Commission will receive comments on these recommendations and adopt the STIP at its March 28-29, 2012 meeting.

The 2012 STIP adds two new years of programming, 2015-16 and 2016-17, with \$1.483 billion in new STIP funding capacity. Added to the base of programming in the prior STIP, the new STIP will program about \$3.54 billion. However, the 2012 STIP Fund Estimate (FE) indicated a negative program capacity (-\$502 million) for the Public Transportation Account (PTA) over the FE period, starting in 2012-13. Due to the loss of PTA funding, the STIP is over programmed in 2012-13 by about \$170 million. Current projects have been delayed, and the transit projects programmed in the STIP will have to be delivered with other funds (if eligible for other STIP fund types) or unprogrammed.

In the 2010 STIP, some regions had less than their share programmed, while others had more. Because the 2012 STIP includes new capacity, the imbalances will be addressed to the extent possible. The Commission's first priority for new programming is for projects to meet county shares for the period ending 2015-16 (base or minimum target).

The 2012 Fund Estimate provided STIP program capacity in only two distinct categories, the federal Transportation Enhancement (TE) funds, and flexible funds from the State Highway Account (SHA) and the Transportation Facilities Account (TFA). PTA funds are no longer available to the STIP due to legislation (Chapters 11 and 12, Statutes of 2010, Eighth Extraordinary Session) which eliminated Transportation Investment Fund (TIF) funding, reduced PTA funding, and added SHA funding.

Staff recommendations are based on the levels identified in the fund estimate (state law only allows amendments to the fund estimate prior to March 1). In recognition of the aforementioned change in funding, the staff recommendations for highway and transit projects (non-TE) are based on the combined capacity identified in the Fund Estimate for the SHA and TFA. If available funding is less than assumed, the Commission may be forced to delay or restrict allocations using interim allocation plans. On the other hand, if available funding proves to be greater than assumed, it may be possible to allocate funding to some projects earlier than the year programmed.

The Commission's adopted STIP may include only projects that have been nominated by a regional agency in its regional transportation improvement program (RTIP) or by Caltrans in its interregional transportation improvement program (ITIP).

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The staff recommendation for the 2012 STIP includes the following:

- Transportation Enhancement. The staff recommendations include all of the TE projects and much of the reserves nominated in the RTIPs and the ITIP. The recommended TE projects (including reserves) nearly equal the \$167 million TE capacity available. While new TE capacity is primarily in the two outer years, changes to existing programmed projects allowed staff to recommend new projects in the year for which they were nominated. Some TE reserves were recommended later than requested, and amounts not recommended are limited to TE reserves.
- Highways and Transit (non-TE). In recognition of the change in STIP funding, the staff recommendations for non-TE projects are based on the combined capacity identified in the Fund Estimate for highway and transit projects. Through 2016-17, the recommended programming is about \$22 million less than the identified capacity.
  - The staff recommendations include all rail and transit projects nominated in the RTIPs and the ITIP, with the exception of a lower priority “tier 2” request. Most of the proposed changes are project delays or deletions, many of which may be due to those projects not being eligible for SHA or federal funds.
  - The staff recommendations propose programming many highway and road projects later than proposed in the RTIPs and ITIP. These changes were necessary to align programming to the capacity by year identified in the fund estimate. New programming for Planning, Programming, and Monitoring (PPM) was allowed within the statutory limits.
  - Staff recommendations include projects that may be nominated for funding from savings in the Proposition 1B Corridor Mobility Improvement Account (CMIA) and Route 99 Bond programs. Potentially, significant additional programming capacity may be available based on the amount of Proposition 1B savings used for projects included in the 2012 STIP. This additional capacity may allow the advancement of projects delayed in the 2010 STIP and the 2012 STIP.

The staff recommendations by project for each county and interregional share are listed on the pages that follow. The recommendations are based primarily on:

- the need identified in the Fund Estimate to delay highway, road and transit projects currently programmed in 2012-13;
- the programming targets identified in the Fund Estimate, especially the base (minimum) targets for the share period ending in 2015-16;
- project priorities and scheduling recommended by regional agencies in their RTIPs and by Caltrans in its ITIP; and
- Commission policies as expressed in the STIP guidelines, including:
  - projects that address state highway needs,
  - 1996 STIP grandfathered projects, and
  - projects that fund later components of projects previously included in the STIP.

## FUND ESTIMATE AND GUIDELINES FOR THE 2012 STIP

The development of the 2012 STIP began with the Commission's adoption of the 2012 STIP fund estimate, together with the adoption of amendments to the STIP guidelines, on August 10, 2011.

STIP proposals were made through the RTIPs and the ITIP, which were due to the Commission by December 15, 2011. The Commission subsequently held two public hearings on those proposals, one on February 1, 2012 in Los Angeles and the other on February 8, 2012 in Sacramento.

### **2012 STIP Fund Estimate**

The 2012 STIP Fund Estimate covered the five-year period of the 2012 STIP, 2012-13 through 2016-17, and estimated total statewide new programming capacity of \$1.483 billion, including \$162 million in TE funds, and a negative program capacity in the PTA (-\$502 million). The new capacity is mostly in the two new years of the STIP, 2015-16 and 2016-17. New highway, rail and transit projects can be programmed earlier than in the last two new years of the STIP only if there are delays or deletions in earlier years.

On March 24, 2011, AB 105 of 2011 re-enacted the fuel tax swap, and also implemented a new sales tax on diesel in addition to the 4.75 percent sales tax levied on each gallon of diesel fuel. Instead of requiring the transfer of proceeds from the new sales tax on diesel to the PTA, AB 105 redirects the revenues for deposit in the State Transit Assistance account. The amount retained in the PTA is insufficient to fund any projects in the STIP.

Based on the Fund Estimate, all currently programmed PTA-eligible projects can remain programmed only if the projects are eligible for State Highway Account or Federal funds. While PTA program capacity has been nearly eliminated, a region may still nominate transit and rail projects in its RTIP within the aforementioned State Highway Account and Federal funding constraints.

The programming of the 2012 STIP includes a base of \$2.061 billion programmed in years 2012-13 through 2014-15 to projects carried forward from the 2010 STIP, for a new 2012 STIP program total of \$3.543 billion.

### **SUMMARY OF 2012 STIP CAPACITY**

(\$ in millions)

	<b>Carryover Capacity</b>	<b>New Capacity</b>	<b>Total</b>
Federal Transportation Enhancement (TE)	\$ 253	\$ 162	\$ 415
Public Transportation Account (PTA)	502	-502	0
Highway/roads (TIF, TFA, SHA)	1,306	1,822	3,128
<b>Total (may not match FE due to rounding)</b>	<b>\$2,061</b>	<b>\$ 1,482</b>	<b>\$3,543</b>

The following table is a breakdown of the \$3.543 billion total STIP capacity by fiscal year:

**SUMMARY OF 2012 STIP CAPACITY BY YEAR**

(\$ in millions)

	2012-13	2013-14	2014-15	2015-16	2016-17	Total
Trans. Enhancement (TE)	\$ 83	\$ 83	\$ 83	\$ 83	\$ 83	\$ 415
Transit (PTA)	0	0	0	0	0	0
Roads (TIF, TFA, SHA)	678	550	600	650	650	3,128
<b>Total</b>	<b>\$ 761</b>	<b>\$ 633</b>	<b>\$ 683</b>	<b>\$ 733</b>	<b>\$ 733</b>	<b>\$3,543</b>

New programming capacity was determined in the fund estimate by estimating available revenues and deducting current commitments against those revenues. Programming capacity does not represent cash. It represents the level of programming commitments that the Commission may make to projects for each year within the STIP period. For example, cash will be required in one year to meet commitments made in a prior year, and a commitment made this year may require the cash over a period of years. The fund estimate methodology uses a “cash flow allocation basis,” which schedules funding capacity based upon cash flow requirements and reflects the method used to manage the allocation of capital projects.

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**STIP Guidelines**  
**Policies and Procedures Specific to the 2012 STIP**

The following specific policies and procedures address the particular circumstances of the 2012 STIP:

- **Schedule**. The following schedule lists the major milestones for the development and adoption of the 2012 STIP:

Caltrans presents draft Fund Estimate	July 15, 2011
Fund Estimate Workshop & STIP Guidelines hearing	July 27, 2011
CTC adopts Fund Estimate	August 10, 2011
Caltrans identifies State highway needs	September 14, 2011
Regions submit RTIPs	December 15, 2011
Caltrans submits ITIP	December 15, 2011
CTC STIP hearing, South	February 1, 2012
CTC STIP hearing, North	February 8, 2012
CTC publishes staff recommendations	March 8, 2012
CTC adopts STIP	March 28-29, 2012

- **Statewide fund estimate**. The statewide capacity for the 2012 STIP fund estimate identifies net new capacity available in the two years added to the STIP, 2015-16 and 2016-17, as well as net increase and decreases in capacity in earlier years. The estimate incorporates the 2011-12 Budget Act and other 2011 legislation enacted prior to the fund estimate adoption. Programming in the 2012 STIP will be constrained by fiscal year, with most new programming in the two years added to the STIP, 2015-16 and 2016-17.
- **County shares and targets**. The Fund Estimate tables of county shares and targets take into account all county and interregional share balances on June 30, 2011. 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 2015-16, the end of the county share period that falls within the 2012 STIP period. It is calculated as the sum of the share balance through the June 2011 Commission meeting and the STIP formula share of the statewide new capacity available through 2015-16. 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 2016-17. The Total Target is not a minimum, guarantee, or limit on project nominations or on project selection in any county or region for the 2012 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 2019-20. This represents the maximum amount that the Commission may program in

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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.

- **Transit and Rail Projects.** The 2012 STIP Fund Estimate indicates that there is negative (-\$502 million) program capacity for the Public Transportation Account (PTA). This means that many of the **transit projects currently programmed in the STIP will either have to be delivered with other funds (if the transit project is eligible for State Highway Account or Federal funds) or be unprogrammed.** A region in its RTIP, and Caltrans in the ITIP, shall indicate, for all currently programmed and new transit and rail projects, if the projects are eligible to be funded with Federal or State Highway Account funds. **Transit and rail projects currently programmed in 2012-13 through 2014-15 that are not eligible to be funded with Federal or State Highway Account funds must be unprogrammed. A region that unprograms a transit or rail project because the project cannot be funded with Federal or State Highway Account funds may nominate another project in its place.**

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%) will have to be provided from a non-STIP source.

While PTA program capacity has been nearly eliminated, a region may still nominate transit and rail project in its RTIP within the aforementioned State Highway Account and Federal funding constraints.

- **Transportation Enhancement (TE) target.** The fund estimate tables include targets for TE programming from each county and the interregional share. This target is the formula distribution of the new statewide TE capacity for the two new years in the STIP period. The TE targets are calculated as share formula proportions of the estimated statewide TE apportionments available for new programming. They are provided for guidance only. In order to improve delivery of TE projects, the Commission encourages Caltrans and larger regions to program larger TE projects.

**It is important to note that while separate TE targets are provided there are no separate TE shares. Programmed TE projects count against a county's total share.** As specified in section 22 of the STIP guidelines, an RTIP may propose, and the Commission may program, either more or less than the TE target in a county for TE projects.

While nearly all new TE capacity is in the two new years of the Fund Estimate (2015-16 and 2016-17), an RTIP or ITIP may propose to program any amount in any fiscal year for TE, including changes in the programming of currently programmed projects or reserves. The Commission may change the proposed programming years for TE projects in the adopted STIP if, and only if, statewide TE proposals exceed statewide TE apportionments. Where that occurs, the Commission will give priority to projects carried forward from the prior STIP and may give priority to identified projects over TE reserves.

- TE Allocations. In order to improve delivery of TE projects, the Commission will, in the fourth quarter of the fiscal year, consider advancing for allocation TE projects programmed in outer years if in the first three quarters of the fiscal year less than 75% of the current-year TE projects have been allocated. The Commission's priority for advancing TE projects will be construction allocations for non-motorized transportation projects. If there is not sufficient TE allocation capacity to allocate funds to all TE-eligible projects programmed in that year, the Commission, consistent with Streets and Highways Code section 2373 and section 22 of these guidelines, intends to give priority for allocation to TE projects selected using criteria developed per SB 286.
- Limitations on planning, programming, and monitoring (PPM). The fund estimate includes a table of PPM limitations that identifies the 5% limit for county and interregional shares for the 2012-13 through 2015-16 share period and for 2016-17, based upon the 2008, 2010, and 2012 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 2012 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 2012 STIP. The Commission will consider AB 3090 or GARVEE bonding proposals as amendments to the STIP after the initial adoption.
- Commission expectations and priorities. For the 2012 STIP, the Commission expects to give first priority to the reprogramming of projects from the 2010 STIP, as amended, and to new projects to meet county shares for the period ending in 2015-16.

Because of the loss of PTA revenues anticipated in the 2012 STIP fund estimate, **transit and rail projects currently programmed in 2012-13 through 2014-15 that are not eligible to be funded with Federal or State Highway Account funds must be unprogrammed.** Additionally, **excluding TE the STIP is overprogrammed**

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**(underfunded) by approximately \$101 million through 2012-13. This may require that some projects programmed in 2012-13 be delayed (reprogrammed) to 2013-14.** Any cost increases or other new programming in early years will require more reprogramming to later years.

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 needs as described in section 20 of the guidelines. As specified in section 20, the Department may nominate or recommend State highway improvement projects for inclusion in RTIPs and identify any additional State highway improvement needs within each region that could be programmed by 2019-20 (three years beyond the end of the STIP period) using revenue assumptions similar to those adopted for the 2012 STIP fund estimate.

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## **STIP PROPOSALS**

The Commission may include in the STIP only projects that have been nominated by a regional agency in its RTIP or by Caltrans in its ITIP. For the 2012 STIP, those RTIPs and the ITIP were due to the Commission by December 15, 2011.

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The Fund Estimate identified \$167 million in new Transportation Enhancement capacity. Against this capacity, Caltrans and the regions proposed \$178 million in TE programming.

The Fund Estimate indicated that the flexible funds are over-programmed by \$170 million in the first year of the 2012 STIP period (2012-13) with little new capacity through 2014-15. The RTIP and ITIP proposals included about \$567 million in new programming in the 2012-13 through 2014-15 period. That means many projects need to be delayed in the adopted 2012 STIP.

The project listings on the spreadsheets with these recommendations include changes and corrections received since the preparation of the Commission Briefing Book for the STIP hearings, and a variety of updated information provided by regions and Caltrans.

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## RECOMMENDED STIP ACTIONS

Staff recommends the adoption of the 2012 STIP to include the specific projects and schedules shown in the spreadsheets at the end of this document and as further described in the following narrative. These recommendations identify specific project components and costs for each year of the 2012 STIP, with separate groupings for highway and transit, and Transportation Enhancement projects.

The table on page 1 of the spreadsheets identifies the total amounts recommended from each county and the interregional share for highways, rail/transit, and Transportation Enhancement (TE). The table sums the amounts recommended for each county and the interregional program by fiscal year. It also compares the statewide total recommended by fiscal year to the statewide capacity by fiscal year.

The table on page 2 of the spreadsheets sums the recommendations for highways and transit projects (non-TE). It also compares the statewide total recommended for highways and transit projects by fiscal year to the statewide capacity by fiscal year.

The table on page 3 of the spreadsheets sums the recommendations for TE projects. This table compares the amounts recommended to the TE targets for each county and interregional share and to the statewide TE capacity by fiscal year.

The project recommendations are based primarily on:

- the need identified in the Fund Estimate to delay highway, road and transit projects currently programmed in 2012-13;
- the programming targets identified in the Fund Estimate, especially the base (minimum) targets for the share period ending in 2015-16;
- project priorities and scheduling recommended by regional agencies in their RTIPs and by Caltrans in its ITIP;
- the importance of PPM to regional agencies; and
- Commission policies as expressed in the STIP guidelines, including:
  - projects that address state highway needs,
  - 1996 STIP grandfathered projects, and
  - projects that fund later components of projects previously included in the STIP.

### **Project Recommendations**

The staff recommendation identifies specific projects and project components to program including reprogramming to reduce program levels in 2012-13 through 2014-15 to the capacity identified in the Fund Estimate.

The staff recommendation gives priority to reprogramming projects from the 2010 STIP, as amended, and new projects to meet county shares for the period ending 2015-16. The recommended scheduling reflects the limits of Fund Estimate program capacity.

New programming for PPM is recommended within the statutory limits. In general however, new highway and road projects were not recommended for programming in 2012-13 through 2014-15 unless offset by a like amount of deprogramming.

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Major new funding recommended for the 2012 STIP includes:

- North State:
  - El Dorado (TE), Route 49 Bridge ped and bike enhancements, \$4.25 million.
  - Humboldt, Route 101 Eureka-Arcata corridor improvement, \$16 million.
  - Sacramento (TE), Sacramento City College pedestrian overcrossing, \$7 million.
- San Francisco Bay Area:
  - Alameda, Route 84 expressway widening, \$37 million.
  - Alameda, Route 680 Freeway Performance Initiative, \$31 million.
  - Alameda (TE), Route 80 Bay Bridge Gateway Park, \$30 million.
  - Contra Costa, Route 680 aux lanes, Sycamore Valley-Crow Canyon, \$19.5 million.
  - Contra Costa (Rail), two BART and two intercity rail projects, \$44 million.
  - San Francisco, Route 101 Doyle Drive replacement, phase 2, \$14 million.
  - San Mateo, Route 101 Broadway interchange, \$19 million.
  - Sonoma (TE), SMART bike/ped path, Rohnert Park, \$3 million.
- San Joaquin Valley:
  - Fresno, Route 180 new freeway, Trimmer Springs-Frankwood Av, \$52.2 million.
  - Kern, Route 14 Freeman Gulch widening, \$42 million.
  - Madera, Route 41 passing lanes, \$11 million.
  - Stanislaus, Route 132 expressway, Dakota Av-Rt 99 (west), \$19 million.
  - Tulare, Route 99, Tulare to Goshen, 6-lane freeway, \$20.8 million.
- Central Coast:
  - Monterey, Route 156 4-lane expressway, Castroville-Prunedale, \$32.5 million.
  - Monterey (Rail), Caltrain extension, \$10.3 million.
  - San Luis Obispo, Route 46 corridor improvements (Whitley 2B), \$58 million.
  - Santa Barbara, Route 101 Carpinteria Crk-Linden, I/C imprvmnts, \$21.7 million.
- Southern California:
  - Los Angeles, Route 10 HOV lanes, Citrus St-Route 57, \$23 million.
  - Los Angeles, Route 138 widening, 3 segments, \$82.2 million.
  - Los Angeles (Rail), 78 light rail vehicles, \$27 million.
  - Los Angeles (Rail), Crenshaw/LAX rail line, \$34.4 million.
  - Los Angeles (Rail), double track near Northridge Station, \$63.5 million.
  - Orange, Route 5 HOV lanes, 3 projects, \$164.1 million.
  - Riverside, Route 215, Scott Rd-Nuevo, add mixed flow lane, \$42.6 million.
  - Riverside, Route 15, French Valley Parkway interchange, \$18.8 million.
  - Riverside, Route 10, Jefferson St I/C, widen overcrossing, \$19.5 million.
  - San Bernardino, Route 58 expressways, Kramer and Hinkley, \$201.8 million.
  - San Bernardino (TE), Route 58 expressways, Kramer and Hinkley, \$7.7 million.
  - San Bernardino, Route 15 widening and Devore interchange, \$45.1 million.
  - San Bernardino, Route 10 HOV lanes, Haven Ave-Ford St, \$40 million.
  - San Bernardino, Route 215/Barton interchange reconstruction, \$22.6 million.
  - San Diego, Route 5 HOV extensions, soundwalls, and bridge, \$102.1 million.
  - Ventura, Route 101, LA county line-Rt 23, improvements, \$20 million.

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## UNCERTAINTIES FOR FUTURE FUNDING ALLOCATIONS

The 2012 STIP staff recommendation is consistent with the adopted 2012 Fund Estimate, as required by statute. As previously noted, state legislation passed in 2010 that significantly altered the STIP fund sources. Funding conditions may, and usually do, continue to change from the assumptions made in the fund estimate. The Commission and Caltrans will need to continue to monitor those conditions to determine its ability to allocate funding to STIP projects. If available funding is less than was assumed in the fund estimate, the Commission may be forced to delay or restrict allocations through the use of allocation plans. On the other hand, if available funding proves to be greater than was assumed in the fund estimate, it may be possible to allocate funding to some projects sooner than the year programmed.

One major area of uncertainty is when the next Federal Highway Act will be enacted and what will the funding level be. The last Act covered federal fiscal years 2005 through 2009 and expired on September 30, 2009. Since then, Congress has issued several continuing resolutions. Without a new Act there is no assurance of federal funding levels. There are currently two proposals for Federal Reauthorization being considered by the Congress. The Senate proposal, submitted by Senator Barbara Boxer, is titled "Moving Ahead for Progress in the 21st Century" (MAP-21) and would reauthorize surface transportation programs for two years at current funding levels, plus inflation; however, it does not contain earmarks. In the House, Representative John Mica re-submitted his transportation bill, House Resolution 7 (HR7) titled "American Energy and Infrastructure Jobs Act". The House plan consists of \$260 million in funding and leaves FY 2012 appropriated funding levels for Highway Trust Fund programs unchanged. Three House committees plan to mark up the bill by early February.

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## APPENDIX TO 2012 STIP STAFF RECOMMENDATIONS

### SUMMARY TABLES

The tables on the following pages are included with these recommendations for information and reference. They include three statewide summary tables and separate project listings for each of the 59 county shares and the interregional share.

The three statewide summary tables are:

- **Staff Recommendation, All Projects.** Includes, for each county share and the interregional program, the net new programming recommended by fiscal year. At the bottom of the table is a comparison of the statewide total recommended to the year-by-year capacity for new programming.
- **Staff Recommendation, Highway and Transit Projects.** Includes, for each county share and the interregional program, the net new programming recommended for highway and transit projects by fiscal year. At the bottom of the table is a year-by-year comparison of the statewide total recommended for highway and transit projects to the annual program capacity (excluding TE).
- **Staff Recommendation, Transportation Enhancement (TE) Projects.** Includes, for each county share and the interregional share, the net new TE programming recommended by fiscal year. At the bottom of the table is a comparison of the statewide total recommended to the year-by-year capacity for new TE programming.

### COUNTY AND INTERREGIONAL TABLES

The separate tables for each of the county shares and the interregional share include:

- **STIP Projects at Fund Estimate (August 2011).** These are the projects and amounts programmed in the STIP when the fund estimate was adopted. These projects constitute the base against which fund estimate estimated capacity and the base against which programming was proposed and is recommended.
- **Recommended 2012 STIP Programming.** This section includes all recommended changes to existing programming, by component and fiscal year. In most cases, changes to an existing project are displayed by listing the existing programming as a deduction (negative), followed by the programming as now proposed (positive). This section first lists highway projects (i.e., projects other than TE or PTA-eligible) and their subtotal, then the rail and transit projects and their subtotal, then the TE projects and their subtotal, followed by the Total Programming Recommended. Where the recommendation is for a different fiscal year from the one proposed in the RTIP or ITIP, the color or shading in a cell indicates the fiscal year for which the project was originally proposed.

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- **Notes/Projects Not Included in Staff Recommendation.** This box at the bottom of each table identifies projects proposed by the regional agency or Caltrans that are not included in the staff recommendation, together with various notes and comments on the proposed projects and the staff recommendation.
  - **Balance of STIP County Share.** The box at the bottom of the page identifies the share balance, the total recommended new programming, and the share balance based on the staff recommendations.
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March 29, 2012

**DRAFT****CALIFORNIA TRANSPORTATION COMMISSION  
Adoption of 2012 State Transportation Improvement Program****Resolution No. G-12-05**

- 1.1 WHEREAS Government Code Section 14529 requires the California Transportation Commission biennially to adopt and submit to the Legislature and Governor a state transportation improvement program (STIP), and
- 1.2 WHEREAS, pursuant to Section 14529, the 2012 STIP is a five-year STIP, adding two new program years, 2015-16, and 2016-17, and
- 1.3 WHEREAS, pursuant to Section 14525, the Commission adopted the 2012 STIP Fund Estimate on August 10, 2011, and
- 1.4 WHEREAS, pursuant to Section 14530.1, the Commission adopted amendments to the STIP guidelines, to be applicable to the 2012 STIP development process, on August 10, 2011, and
- 1.5 WHEREAS the 2012 STIP fund estimate provided \$1.483 billion in new STIP programming capacity, and
- 1.6 WHEREAS the new capacity includes \$1.320 billion for highways, roads and transit from the state highway account and Prop 1B bonds (includes -\$502 million of Public Transportation Account funds), and
- 1.7 WHEREAS the new capacity includes \$162 million that is restricted to projects eligible for funding from federal Transportation Enhancement funds, and
- 1.8 WHEREAS, based on the fund estimate, \$170 million of projects programmed in 2012-13 need to be delayed (reprogrammed), and
- 1.9 WHEREAS, the program capacity in the 2012 STIP allows for programming to address imbalances from the prior (2010) STIP and the first priority for new programming is to meet county shares for the period ending 2015-16 (base or minimum target), and
- 1.10 WHEREAS the statutes define the STIP as a resource management document to assist the state and local entities to plan and implement transportation improvements and to utilize resources in a cost effective manner, and
- 1.11 WHEREAS the statutes make 75% of all new STIP funds available for the regional improvement program, subdivided by formula into county shares, with projects to be nominated by each regional agency in its regional transportation improvement program (RTIP), and
- 1.12 WHEREAS the statutes make the remaining 25% of all new STIP funds available for the interregional improvement program, with projects to be nominated by the Department of Transportation (Caltrans) in its interregional transportation improvement program (ITIP) or, under limited circumstances, by a regional agency in its RTIP, and
- 1.13 WHEREAS the Commission has received and reviewed the 2012 RTIPs and the 2012 ITIP submitted on or about December 15, 2011, as well as various amendments and corrections submitted subsequently, and
- 1.14 WHEREAS, pursuant to Section 14529, the Commission held two public hearings, one in Los Angeles on February 1, 2012, and the other in Sacramento on February 8, 2012, for the purpose of reconciling any objections by any county or regional agency to the ITIP or the Department's

objections to any RTIP, and has considered the testimony heard at those hearings along with further written and oral comments, and

- 1.15 WHEREAS the total amount programmed in each fiscal year may not exceed the amount specified in the adopted fund estimate, and
- 1.16 WHEREAS the Commission staff recommendations for the 2012 STIP were published and made available to the Commission, the Department, regional transportation agencies, and county transportation commissions on March 8, 2012, and
- 1.17 WHEREAS the staff recommendations conform to the fund estimate and other requirements of statute for the STIP, and
- 2.1 NOW THEREFORE BE IT RESOLVED that the California Transportation Commission hereby adopts the 2012 State Transportation Improvement Program to include the program described in the staff recommendations, including the attachments to this resolution, and
- 2.2 BE IT FURTHER RESOLVED that, except as otherwise noted in the staff recommendations or this resolution, the 2012 STIP includes all projects remaining from the 2010 STIP, as currently amended, for which funding has not yet been allocated, and
- 2.3 BE IT FURTHER RESOLVED that each of the local road and transit rehabilitation projects included in the staff recommendations or remaining from the prior STIP is included in the 2012 STIP, subject to verification by the Department at the time of allocation by the Commission that the project meets the standard for rehabilitation and does not include ineligible maintenance costs, and
- 2.4 BE IT FURTHER RESOLVED that each of the projects identified in the staff recommendations as eligible for Transportation Enhancement funding is included in the 2012 STIP subject to verification by the Department and the Federal Highway Administration that the project is indeed eligible for Transportation Enhancement funding, and
- 2.5 BE IT FURTHER RESOLVED that the Commission intends that all STIP projects that are eligible or could be made eligible for Transportation Enhancement funds shall be funded from the state's Federal Transportation Enhancement apportionment, whether or not they are identified in the staff recommendations as Transportation Enhancement eligible and whether or not they are designated for programming from Transportation Enhancement funding, and
- 2.6 BE IT FURTHER RESOLVED that the Commission intends that STIP rail and transit projects, including grade separations on passenger rail lines, be eligible for, and funded from the Public Transportation Account, if available, or, if eligible, from the state's Federal Transportation Enhancement apportionment, and
- 2.7 BE IT FURTHER RESOLVED that if available funding is less than assumed in the fund estimate, the Commission may be forced to delay or restrict allocations using interim allocation plans, or, if available funding proves to be greater than assumed, it may be possible to allocate funding to some projects earlier than the year programmed, and
- 2.8 BE IT FURTHER RESOLVED that the Commission acknowledges the Department's continued intent to nominate up to \$91 million in a future ITIP for programming of a segment of the North County Corridor – State Route 108 for construction of an ITIP eligible segment with independent utility, and
- 2.9 BE IT FURTHER RESOLVED that the Commission's priority for new programming when new program capacity becomes available, whether in the 2014 STIP or earlier, will go to counties with unprogrammed share balances that are not meeting the minimum, or base, target through 2015-16, and to projects delayed in the 2010 or 2012 STIPs, and

- 2.10 BE IT FURTHER RESOLVED that changes to or the addition of the STIP funding of projects also funded from competitive Proposition 1B programs does not constitute approval of non-STIP Proposition 1B programming actions, and
- 2.11 BE IT FURTHER RESOLVED that the approval of such actions requires the approval of a baseline or program amendment, or inclusion in a new programming action in the appropriate Proposition 1B program, with subsequent conforming STIP amendments as needed based on the Proposition 1B programming action, and
- 2.12 BE IT FURTHER RESOLVED that Commission staff, in consultation with the Department and regional agencies, is authorized to make further technical changes in cost, schedules, and descriptions for projects in the 2012 STIP, consistent with the fund estimate, in order to reflect the most current information, or to clarify the Commission's programming commitments, with report of any substantive changes back to the Commission for approval at the April 25-26, 2012 meeting.

**ATTACHMENT A**  
**2012 STIP STAFF RECOMMENDATIONS**  
**ERRATA**

(All costs listed in \$1,000's)

**County Share Summaries:**

- Alameda: Delete SR-84, 4-lane expressway, 880-238 project (81D) totaling \$9,300.
- Lassen: Delete City street rehab C project (2459) totaling \$2,974 and City street rehab D project (2460) totaling \$2,811. Program proposed new City street rehab projects as follows:
  - City street rehab (SC) (2511), E&P (\$5) in 13-14, PS&E (\$30) in 14-15, Const (\$963) in 15-16 (project recommended to be delayed one year).
  - City street rehab (SC1) (2512), E&P (\$5) in 13-14, PS&E (\$30) in 14-15, Const (\$866) in 15-16 (project recommended to be delayed one year).
  - City street rehab (SC2) (2513), E&P (\$5) in 13-14, PS&E (\$30) in 14-15, Const (\$992) in 15-16.
  - City street rehab (SC3) (2514), E&P (\$5) in 13-14, PS&E (\$30) in 14-15, Const (\$951) in 15-16.
  - City street rehab (SC4) (2515), E&P (\$5) in 14-15, PS&E (\$30) in 15-16, Const (\$955) in 16-17.
  - City street rehab (SC5) (2516), E&P (\$5) in 14-15, PS&E (\$30) in 15-16, Const (\$956) in 16-17.
- Modoc: For Perez Inspection Station, install CCTV and RWS project (3383) delay \$167 Const one year to 2013-14.
- Napa: For Route 12/29/221 Soscol intersection separation (376), reverse transfer of \$1,000 between PS&E and E&P, such that E&P totals \$4,800 and PS&E totals \$1,500.

**ATTACHMENT B**  
**2012 STIP STAFF RECOMMENDATIONS**  
**LATE CHANGES AND CLARIFICATIONS**

(All costs listed in \$1,000's)

- Alameda: For Rt. 680 Freeway Performance Initiative project (new), split into two phases, with Alameda County's share of \$2,000 in Phase 1 (Washington Blvd. to Mission Blvd.) split between Const of \$1,000 and Con Sup of \$1,000, in 2014-15.
- Contra Costa: For Rt. 680 Freeway Performance Initiative project (new), split into two phases, with \$5,000 for Const for Phase 1 (Washington Blvd. to Mission Blvd.) in 2014-15, and \$20,700 for Const and \$3,300 for Con Sup for Phase 2 (Santa Clara Co. line to Contra Costa Co. line) in 2015-16. For Rt. 680 SB HOV gap closure, N Main – Livorna Rd (new), advance \$5,557 for PS&E one year to 2015-16.
- Lassen: For Skyline Rd East/Extension, phase 2 project (2121A), advance one year, with \$125 in R/W (\$75) and PS&E (\$50) in 2013-14 and \$3,900 Const in 2014-15. For City street rehab (FC) (2510), advance one year, with \$50 in E&P in 2013-14, \$50 in PS&E in 2014-15, and \$1,846 in Const in 2015-16.
- Marin: For Sir Francis Drake Blvd bike lane project (2127Q), delay \$35 Const one year to 2013-14.
- Modoc: For CR1, Cedarville to Lake City, rehab project (3269), change scope/name to CR1, Cedarville to Fort Bidwell, rehab.
- Santa Cruz: For Airport Blvd at Freedom Blvd, modifications project (2366), advance \$850 Const from 2015-16 to 2014-15. For Rt. 1 Harkins Slough Rd. interchange project (413), advance \$6,878 Const to 2014-15.
- Siskiyou: For Rt. 89 Interchange operational improvements project (3156), reduce E&P by \$480, to \$420 in prior year.
- Solano: For Sir Francis Drake Blvd bike lane project (2127Q), delay \$294 Const one year to 2013-14.
- Various: The table on the following page is a list of new or corrected PPNOs:

County	PPNO	Project name
Alpine	6626	Hot Springs Creek bridge, replace (HBP match)
Butte	2430	Midway Bridges across Butte Creek, replace (HBP)
Butte	2431	Downtown Hazel St streetscape revitalization
Butte	2432	Chico Bike Map Update
Colusa	2852	Citywide, various locations, rehab and ped safety
Colusa	2853	Norman Rd, Willow Creek-Argo St, rehab
El Dorado	3575	In Placerville, El Dorado Trail Class I Bike Path
El Dorado	1217A	Rt 50 Western Placerville interchanges, Phase 2A
El Dorado	1217B	Rt 50 Western Placerville interchanges, Phase 2B
El Dorado	1217C	Rt 50 Western Placerville interchanges, Phase 2C
Glenn	3781	Papst Ave, Rt 32-Bryant St, improve/reconstruct
Glenn	3782	Rt 5 and Road 57 Interchange Beautification
Glenn	3783	Rt 5/Rt 32 Interchange Beautification
Glenn	3785	Tehama St, UPRR-Woodward Ave, reconstruct
Glenn	3786	Road M 1/2, Rt 32-Bryant St, reconstruct
Glenn	3787	Green St, Crestwood-Butte St, reconstruct
Glenn	3915	Rt 5/Rt 162 Interchange Beautification
Inyo	2517	TE reserve
Inyo	2598	Ed Powers Rd, Red Hill-Rt 395, bicycle lanes
Inyo	2599	West Bishop resurfacing
Mariposa	3002	Old Toll Rd Ph1, PM 10-10.675, rehab
Mariposa	3003	Old Toll Rd Ph2, PM 12.678-15.236, rehab
Mono	2595	Meridian Roundabout and signal relocation
Mono	2596	Waterford Ave gap closure
Mono	2597	Mammoth Creek gap closure
Nevada	4119	Rt 49, Signal Preemption - three locations
Orange	3636A	HOV lane buffer removal/continuous access, south end
Orange	2958A	Eastbound reconfiguration, Garden Grove Bl-Rt 5/Rt 57
Sacramento	5837	HOV lanes/soundwalls, Rt 50- Laguna Blvd (Ph 1)
Sacramento	5988	20 CNG replacement buses, spare parts
Sacramento	5989	Auburn Blvd complete streets, Sylvan-Sycamore
Sacramento	5990	Laguna Creek trail - North Camden Spur
Sacramento	6575	Folsom Lake Class I bikeway
Sacramento	6576	C Street/Central Galt Complete Streets
Sacramento	6577	Sacramento City College Pedestrian Overcrossing
Sacramento	6578	Countywide Bike Lane Gap Closure and Signal Detection
Sacramento	6579	Fair Oaks Blvd improvements, Landis-Engle (Ph 2)
Sacramento	6580	Franklin Blvd improvements, 47th Ave-city limits
San Joaquin	6630	Harney Lane grade separation/UPRR
Sutter	8126	Butte House Rd and Pease Rd Class II bike lanes
Yolo	8726	Third St improvements, A St -B St, CIP No. 8164
Yolo	8727	East Main St improvements, East St-Pioneer Ave
Yuba	9679	N. Beale Rd Complete Streets revitalization (Ph 1)
Yuba	9680	Powerline Rd Safe Route to School, 9th-6th (Ph 3)

## Memorandum

**To:** CHAIR AND COMMISSIONERS  
CALIFORNIA TRANSPORTATION COMMISSION

**CTC Meeting:** March 28-29, 2012

**Reference No.:** 4.6  
Action Item

**From:** NORMA ORTEGA  
Chief Financial Officer

**Prepared by:** William D. Bronte, Chief  
Division of Rail

**Subject:** AMENDMENT TO PROPOSITION 1B INTERCITY RAIL PROJECT LIST  
RESOLUTION ICR1B-P-1112-01, AMENDING RESOLUTION ICR1B-P-1011-05

### RECOMMENDATION:

The California Department of Transportation (Department) requests that the California Transportation Commission (Commission) provide its consent to amending Resolution ICR1B-P-0708-01 to update the Proposition 1B Intercity Rail Improvement (ICR1B) project list to revise the description of the Procure New Rail Cars project scope, to update the project budget for the Commerce-Fullerton Triple Track project and split the project into segments, and to add the Raymer to Bernson Double Track project.

### ISSUE:

The ICR1B project list includes \$392.157 million in intercity rail projects and \$7.843 million in bond issuance costs. The Department requests that this list be amended to update the scope of the Procure New Rail Cars project, to identify stand-alone segments in the Commerce-Fullerton Triple Track project in order to clarify the project's funding, scope and reporting and to add the Raymer to Bernson Double Track project.

These actions would not increase or decrease the overall amount of bond funding programmed in the ICR1B program.

#### Procure New Rail Cars

At the time of programming the original ICR1B project list, it was conservatively estimated that the available funds would allow the Department to purchase 36 railcars and 6 locomotives. As reported at the December 2011 Commission meeting, current cost estimates and the receipt of federal funds should allow the Department to purchase a total of 42 railcars and 6 locomotives.

#### Commerce/Fullerton Triple Track

The Commerce-Fullerton Triple Track ICR1B project was originally listed on the ICR1B project list as a single-phase project for \$160,102,000. The ICR1B project consists of Segment 6, Segment 7 and Segment 8, which are part of a larger overall project consisting of eight segments. The cost for Segments 6, 7 and 8 is \$108,546,875. The difference of \$51,555,125 was programmed to earlier segments of the overall project and inadvertently reported with the ICR1B

funding. Also, Segment 7 of the project received a federal grant since the initial ICR1B project list was programmed. The current project budget, revised project budget, and budgets for the three segments are shown in the table below.

<b>Funding Source</b>	<b>Current</b>	<b>Revised</b>	<b>Segment 6</b>	<b>Segment 7</b>	<b>Segment 8</b>
STIP	\$40,680,000	\$0	\$0	\$0	\$0
TCRP	\$49,422,000	\$7,991,000	\$0	\$0	\$7,991,000
Proposition 1B	\$70,000,000	\$62,500,000	\$32,000,000	\$0	\$30,500,000
Recovery Act	\$0	\$38,055,875	\$0	\$38,055,875	\$0
<b>TOTAL</b>	<b>\$160,102,000</b>	<b>\$108,546,875</b>	<b>\$32,000,000</b>	<b>\$38,055,875</b>	<b>\$38,491,000</b>

Segment 6 will construct a third main track from Milepost (MP) 154.5 to MP 157.6, which is a part of the original ICR1B project scope. Segment 8 will construct a third main track from MP 157.4 to MP 158.8, which is also a part of the original ICR1B project scope. Segment 6 and Segment 8 will be shown as separate projects in the ICR1B project list.

Segment 7 will construct third main track from MP 150.7 to MP 154.5, which is also a part of the original ICR1B project scope. However, Segment 7 received a federal grant of federal American Recovery and Reinvestment Act of 2009 (Recovery Act) funds in the amount of \$38,055,875 from the Federal Railroad Administration so ICR1B funds are no longer needed for construction of Segment 7. Segment 7 can be removed from the ICR1B project list, making \$7,500,000 of ICR1B funds available for the Raymer to Bernson Double Track project which will be added to the ICR1B project list.

Raymer to Bernson Double Track

The Raymer to Bernson Double Track project will construct approximately six miles of double tracking along the Pacific Surfliner Corridor in Ventura County. The project limits are from Control Point (CP) Raymer at MP 453.1 to CP Bernson at MP 446.8. The completed project will result in improved travel times for the Pacific Surfliner intercity passenger rail service; other project benefits include an improvement in operational reliability and on-time performance. The project will also allow for additional intercity passenger and commuter services in the future. The total project cost is \$72,955,000, of which \$7,500,000 is proposed for ICR1B funding.

These benefits are consistent with the State’s intercity passenger rail goals for the corridor. The Raymer to Bernson Double Track project fits the ICR1B program guidelines. The proposed funding is shown in the following table.

<b>Funding Source</b>	<b>PA&amp;ED</b>	<b>PS&amp;E</b>	<b>CON</b>	<b>TOTAL</b>
STIP (2012 proposed)	\$0	\$0	\$63,500,000	\$63,500,000
Proposition 1B	\$0	\$0	\$7,500,000	\$7,500,000
Local Match	\$191,000	\$200,000	\$0	\$391,000
Recovery Act	\$764,000	\$800,000	\$0	\$1,564,000
<b>TOTAL</b>	<b>\$955,000</b>	<b>\$1,000,000</b>	<b>\$71,000,000</b>	<b>\$72,955,000</b>

**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. A minimum of \$125 million is designated for procurement of additional intercity passenger railcars and locomotives. This \$400 million program is part of the \$4 billion Public Transportation Modernization, Improvement, and Service Enhancement Account (PTMISEA). This account is to be used to fund public transportation projects. Pursuant to paragraph (2) of subdivision (c) of Section 8879.50 of the Government Code, the Department is the administrative agency for the PTMISEA.

At its December 2007 meeting, the Commission approved the guidelines for intercity passenger rail projects in the PTMISEA. The guidelines allow the Department, if necessary, to return to the Commission to request its consent to modify the project list.

The necessary changes are reflected in strikethrough and bold underline in the revised Proposition 1B Intercity Rail Projects list.

**RAIL PROPOSITION 1B BOND PROJECTS AMENDMENT (Proposed)**

<b>Project/Description</b>	<b>Corridor</b>	<b>Funding Request</b>
<b>New Projects</b>		
<b>Procure New Rail Cars:</b> <sup>2</sup> <sub>1</sub> Purchase bi-level intercity rail cars and locomotives (est. <del>36</del> <b>42</b> cars and 6 locomotives).	Capitol Corridor, Pacific Surfliner, San Joaquin	\$ 150,000,000
<b>Commerce/Fullerton Triple Track:</b> <sup>2</sup> Construct 8 miles of triple track between Commerce/ Fullerton	<del>Pacific Surfliner,</del> <b>Metrolink</b>	<del>\$ 70,000,000</del>
<b>Commerce/Fullerton Triple Track - Segment 6:</b> <sup>2</sup> <sub>1</sub> <b>Construct third main track from MP 154.5 to MP 157.6</b>	<u>Pacific Surfliner,</u> <u>Metrolink</u>	<b>\$ 32,000,000</b>
<b>Commerce/Fullerton Triple Track - Segment 8:</b> <b>Construct third main track from MP 157.4 to MP 158.8</b>	<u>Pacific Surfliner,</u> <u>Metrolink</u>	<b>\$ 30,500,000</b>
<b>New Station Track at LA Union Station:</b> <sup>2</sup> <sub>1</sub> Build new track, platform and renovate canopies.	Pacific Surfliner, Metrolink	\$ 35,100,000
<b>San Onofre to Pulgas Double Track Project - Phase 1:</b> <sup>2</sup> <sub>1</sub> Design and environmental work for Phases 1 and 2 of project, plus construction of Phase 1	Pacific Surfliner	\$ 30,000,000
<b>Sacramento Maintenance Facility:</b> Design and build storage track and maintenance facility.	Capitol Corridor, San Joaquin	\$ 4,550,000
<b>Oakley to Port Chicago:</b> <sup>2</sup> <sub>1</sub> Construct double track.	San Joaquin	\$ 25,450,000
<b>Coast Daylight Track and Signal:</b> Track and signal project to allow Pacific Surfliner extension to San Francisco Bay Area.	Pacific Surfliner, Coast Daylight	\$ 25,000,000
<b>Mid-Route Layover Facility:</b> Design and build layover facility.	San Joaquin	\$ 14,601,000
<b>Kings Park Track and Signal Improvements:</b> <sup>2</sup> <sub>1</sub> Improve track and signals along San Joaquin Intercity rail line near Hanford in Kings County.	San Joaquin	\$ 3,500,000
<b>Wireless Network for Northern California IPR Fleet:</b> <sup>2</sup> <sub>1</sub> 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
<b>Raymer to Bernson Double Track:</b> <b>Construct double track from MP 453.1 to MP 446.8 in Ventura County</b>	<b><u>Pacific Surfliner,</u></b> <b><u>Metrolink</u></b>	<b>\$ 7,500,000</b>
<b>NEW PROJECTS SUBTOTAL</b>		<b>\$ 358,201,000</b>
<b>Projects Reprogrammed from 2006 STIP</b>		
<b>Santa Margarita Bridge and Double Track:</b> <sup>2</sup> <sub>1</sub> Replace bridge with 2-track bridge and construct additional double track.	Pacific Surfliner	\$ 16,206,000
<b>Emeryville Station and Track Improvements:</b> <sup>2</sup> <sub>1</sub> Extend siding track with associated signal and other track.	Capitol Corridor, San Joaquin	\$ 6,250,000
<b>Bahia Benicia Crossover:</b> <sup>2</sup> <sub>1</sub> Construct crossover between two mainline tracks and additional track improvements and upgrades including frog replacement and tie tamping on the Capitol Corridor.	Capitol Corridor	\$ 4,750,000
<b>SCRRA Sealed Corridor:</b> <sup>2</sup> <sub>1</sub> Enhance safety of grade crossings and Railroad Right of Way.	Metrolink	\$ 3,000,000
<b>STIP Projects Subtotal</b>		<b>\$ 33,956,000</b>
<b>SUB-TOTAL ALL PROJECTS</b>		<b>\$ 392,157,000</b>
Bond Issuance Costs - Loan admin costs, arbitrage rebates, etc. <sup>1</sup>		<b>\$ 7,843,000</b>
<b>TOTAL RAIL BOND FUNDS</b>		<b>\$ 400,000,000</b>

<sup>1</sup> 2. Bond Issuance Cost is 2 percent of the Bond amount.

<sup>2</sup> 1. Projects with CTC allocations (full or partial).

**RAIL PROPOSITION 1B BOND PROJECTS AMENDMENT (Amended)**

<b>Project/Description</b>	<b>Corridor</b>	<b>Funding Request</b>
<b>Procure New Rail Cars:</b> <sup>1</sup> Purchase bi-level intercity rail cars and locomotives (est. 42 cars and 6 locomotives).	Capitol Corridor, Pacific Surfliner, San Joaquin	\$ 150,000,000
<b>Commerce/Fullerton Triple Track - Segment 6:</b> <sup>1</sup> Construct third main track from MP 154.5 to MP 157.6	Pacific Surfliner, Metrolink	\$ 32,000,000
<b>Commerce/Fullerton Triple Track - Segment 8:</b> <sup>1</sup> Construct third main track from MP 157.4 to MP 158.8	Pacific Surfliner, Metrolink	\$ 30,500,000
<b>New Station Track at LA Union Station:</b> <sup>1</sup> Build new track, platform and renovate canopies.	Pacific Surfliner, Metrolink	\$ 35,100,000
<b>San Onofre to Pugas Double Track Project – Phase 1:</b> <sup>1</sup> Design and environmental work for Phases 1 and 2 of project, plus construction of Phase 1.	Pacific Surfliner	\$ 30,000,000
<b>Sacramento Maintenance Facility:</b> Design and build storage track and maintenance facility.	Capitol Corridor, San Joaquin	\$ 4,550,000
<b>Oakley to Port Chicago:</b> <sup>1</sup> Construct double track.	San Joaquin	\$ 25,450,000
<b>Coast Daylight Track and Signal:</b> Track and signal project to allow Pacific Surfliner extension to San Francisco Bay Area.	Pacific Surfliner, Coast Daylight	\$ 25,000,000
<b>Mid-Route Layover Facility:</b> Design and build layover facility.	San Joaquin	\$ 14,601,000
<b>Kings Park Track and Signal Improvements:</b> <sup>1</sup> Improve track and signals along San Joaquin Intercity rail line near Hanford in Kings County.	San Joaquin	\$ 3,500,000
<b>Wireless Network for Northern California IPR Fleet:</b> <sup>1</sup> 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
<b>Raymer to Bernson Double Track:</b> Construct double track from MP 453.1 to MP 446.8 in Ventura County.	Pacific Surfliner, Metrolink	\$ 7,500,000
<b>Santa Margarita Bridge and Double Track:</b> <sup>1</sup> Replace bridge with 2-track bridge and construct additional double track.	Pacific Surfliner	\$ 16,206,000
<b>Emeryville Station and Track Improvements:</b> <sup>1</sup> Extend siding track with associated signal and other track.	Capitol Corridor, San Joaquin	\$ 6,250,000
<b>Bahia Benicia Crossover:</b> <sup>1</sup> Construct crossover between two mainline tracks and additional track improvements and upgrades including frog replacement and tie tamping on the Capitol Corridor.	Capitol Corridor	\$ 4,750,000
<b>SCRRA Sealed Corridor:</b> <sup>1</sup> Enhance safety of grade crossings and Railroad Right of Way.	Metrolink	\$ 3,000,000
<b>SUB-TOTAL ALL PROJECTS</b>		<b>\$ 392,157,000</b>
Bond Issuance Costs - Loan admin costs, arbitrage rebates, etc. <sup>2</sup>		<b>\$ 7,843,000</b>
<b>TOTAL RAIL BOND FUNDS</b>		<b>\$ 400,000,000</b>

1. Projects with CTC allocations (full or partial).

2. Bond Issuance Cost is 2 percent of the Bond amount.

**CALIFORNIA TRANSPORTATION COMMISSION**

**Commission Advice and Consent  
Proposition 1B Intercity Rail Capital Program Amendment**

**Resolution ICR1B-P-1112-01,  
Amending Resolution ICR1B-P-1011-05**

- 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 initial intercity rail Proposition 1B project list was approved at February 2008 California Transportation Commission (Commission) meeting; and
- 1.4 WHEREAS, the 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
- 1.5 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
- 1.6 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 advice to the amended list of intercity rail Proposition 1B projects; and
- 2.2 BE IT FURTHER RESOLVED that the Department shall report on a quarterly basis to the Commission on the allocation status of the Proposition 1B intercity passenger rail projects as part of the Department’s quarterly delivery report.

# Memorandum

To: CHAIR AND COMMISSIONERS

CTC Meeting: March 28-29, 2012

Reference No.: 4.8  
Action

From: BIMLA G. RHINEHART  
Executive Director

Subject: **PROPOSITION 1B STATE-LOCAL PARTNERSHIP FORMULA PROGRAM – NEW AND AMENDED PROGRAMMING**  
**RESOLUTION SLP1B-P-1112-08**

## **ISSUE:**

Proposition 1B, passed in November 2006, authorized \$1 billion for the State-Local Partnership Program (SLPP). The program is divided into two sub-programs – a formula program to match local sales tax, property tax and/or bridge tolls (95%) and a competitive program to match local uniform developer fees (5%).

The California Transportation Commission (Commission) adopted SLPP Guidelines for 2010-11 through 2012-13 in April 2010. Commission staff has received additional project applications for the formula portion of the program (in both 2011-12 and 2012-13) and amendments to correct fiscal year of programming. The proposed new and amended programming is highlighted on the attached table. Any programming deficits will be corrected when the final 2012-13 formula distribution is determined.

## **RECOMMENDATION:**

Staff recommends the Commission adopt the attached SLPP program including new formula projects, in accordance with Resolution SLP1B-P-1112-08.

## **BACKGROUND:**

The Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2006, approved by the voters as Proposition 1B on November 7, 2006, 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) to add Article 11 (commencing with Section 8879.66) to Chapter 12.491 of Division 1 of Title 2 of the Government Code, defining the program, eligibility of applicants, projects and matching funds.

Attachment

STATE OF CALIFORNIA

CALIFORNIA TRANSPORTATION COMMISSION

**CALIFORNIA TRANSPORTATION COMMISSION**

**Adoption of Proposition 1B  
State-Local Partnership Program (SLPP)**

**RESOLUTION SLP1B-P-1112-08**

- 1.1 WHEREAS the Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2006, approved by the voters as Proposition 1B on November 7, 2006, includes \$1 billion for the State-Local Partnership Program (SLPP) to fund transportation capital improvement projects; and
- 1.2 WHEREAS the Bond Act provides that SLPP funds are available, upon appropriation by the Legislature, to Transportation Agencies, as allocated by the California Transportation Commission (Commission); and
- 1.3 WHEREAS the SLPP is subject to the provisions of Article 11 of the Government Code, Sections 8879.66 through 8879.76, as enacted in implementing legislation in 2008 (AB 268) designating the Commission the administrative agency responsible for programming SLPP and the agency authorized to adopt guidelines for the program; and
- 1.4 WHEREAS the funds available in the SLPP account shall be made available for allocation by the Commission over a period of five years, from 2008-09 to 2012-13; and
- 1.5 WHEREAS ninety-five percent of the funds shall be available to be distributed by formula and five percent shall be available to be distributed through a competitive grant application process (as specified in Sections 8879.72 and 8879.73 of the Government Code); and
- 1.6 WHEREAS the Commission adopted SLPP Guidelines for 2010-11 through 2012-13 on April 7, 2010, that identified the Commission's policy and expectations for the SLPP, including program development timelines and requirements for project nomination; and
- 1.7 WHEREAS the Commission received additional programming requests for 2011-12 and 2012-13; and
- 1.8 WHEREAS funds remain available for programming and allocation through the end of 2012-13.
- 2.1 NOW THEREFORE, BE IT RESOLVED that the Commission adopts the attached list showing new and amended projects in 2011-12 and 2012-13 for the formula portion of the State-Local Partnership Program, and

- 2.2 BE IT FURTHER RESOLVED that a project's approved SLPP funding is to be considered a "not to exceed amount" and that any increase in project cost is the responsibility of the nominating agency, and
- 2.3 BE IT FURTHER RESOLVED that the implementing agency will submit semiannual reports on the activities and progress made toward implementation of the project, and, within six months of the project becoming operable, a final delivery report on the scope of the completed project, its final costs as compared to the approved project budget, its duration as compared to the original project schedule and performance outcomes derived from the project, and
- 2.4 BE IT FURTHER RESOLVED that the Department of Transportation will ensure that project expenditures and outcomes are audited. For each SLPP project, the Commission expects the Department to provide a semi-final audit report within 6 months after the final delivery report and a final audit report within 12 months after the final delivery report.

Attachment

**Proposition 1B State-Local Partnership Program**

March 29, 2012

Formula Programming

Item 4.8

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**Resolution SLP1B-P-1112-08**

Applicant Agency Project Title	Implementing Agency	2008-09	2009-10	2010-11	2011-12	Estimated 2012-13
<b>SALES TAX - NORTH</b>						
<b>Sacramento</b>	Beg. Balance	\$7,214	\$7,154	\$13,526	\$9,917	\$16,232
Highway 50 HOV - Watt to Sunrise	Caltrans	\$7,214				
South Sacramento Light Rail, Ph 2	Sac RT			\$7,200	\$0	\$0
Folsom Blvd Enhancement, Ph 2	Rancho Cordova			\$2,724	\$0	\$0
<b>Rt 50 / Watt Ave I/C Improvements</b>	Sac. County					<b>\$8,158</b>
	Balance	\$0	\$7,154	\$3,602	\$9,917	\$8,074
<b>San Francisco</b>		\$4,176	\$8,397	\$12,172	\$15,765	\$19,358
<b>Doyle Drive Replacement Project</b>	Caltrans		<b>\$8,397</b>			<b>\$19,360</b>
	Balance	\$4,176	\$8,397	\$12,172	\$15,765	(\$2)
<b>San Joaquin</b>		\$3,472	\$6,914	\$4,875	\$7,929	\$7,183
Lower Sacramento Rd/UPRR Grade Sep	City of Stockton		\$5,100			
<b>I-5 - French Camp Road I/C</b>	City of Stockton				<b>\$3,800</b>	
<b>Rt 99 - South Stockton 6-lane</b>	Caltrans					<b>\$7,100</b>
	Balance	\$3,472	\$1,814	\$4,875	\$4,129	\$83
<b>Santa Clara</b>	Beg. Balance	\$9,303	\$10,575	\$18,868	\$26,814	\$7,946
BART Warm Springs Extension	BART	\$8,000				
<b>BART Vehicle Procurement</b>	SCVTA				<b>\$26,814</b>	<b>\$7,946</b>
	Balance	\$1,303	\$10,575	\$18,868	\$0	\$0
<b>SALES TAX - SOUTH</b>						
<b>Orange</b>	Beg. Balance	\$16,451	\$32,572	\$49,666	\$66,984	\$76,514
Imperial Hwy & Assoc Rd Smart Street	Brea	\$200				
<b>Cow Camp Road-Segment 1</b>	<b>OCTA</b>				<b>\$3,717</b>	<b>\$3,717</b>
Brookhurst St Improv.-Ball Rd to Katella Av	OCTA				\$3,393	
Bristol St Widening-3rd to Civic Center Dr	OCTA				\$3,120	
<b>Harbor Blvd &amp; Adams St. Improvements</b>	<b>OCTA</b>				<b>\$1,482</b>	<b>\$1,482</b>
La Paz Bridge & Road Widening	OCTA				\$1,275	
<b>Oso Parkway Widening</b>	<b>OCTA</b>				<b>\$1,204</b>	<b>\$1,204</b>
I-5 HOV Ave Pico-Ave Vista Hermosa	Caltrans					\$20,789
SR 91 Aux Lane, Tustin Ave-SR55 I/C	Caltrans					\$14,000
<b>Moulton Pkwy Smart Street, Seg. 3</b>	Orange County					<b>\$3,421</b>
	Balance	\$16,251	\$32,572	\$49,666	\$59,196	\$31,901
<b>San Diego</b>	Beg. Balance	\$16,583	\$33,082	\$21,377	\$39,204	\$24,563
Blue Line Light Rail Vehicles	SANDAG		\$31,097			
I-805 HOV Managed Lanes - North	Caltrans				\$2,000	
Blue Line Crossovers & Signals	SANDAG				\$10,200	
Blue Line Station Rehabilitation	SANDAG				\$20,268	
<b>Blue Line Rail Infrastructure</b>	SANDAG					<b>\$24,144</b>
	Balance	\$16,583	\$1,985	\$21,377	\$6,736	\$419

# Memorandum

To: CHAIR AND COMMISSIONERS  
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: March 28-29, 2012

Reference No.: 4.7  
Action Item

From: NORMA ORTEGA  
Chief Financial Officer

Prepared by: Rachel Falsetti  
Division Chief  
Transportation Programming

Subject: **LOCAL ALTERNATIVE TRANSPORTATION IMPROVEMENT PROGRAM ADVANCE FUNDING REQUEST FOR THE I-880/MISSION BOULEVARD INTERCHANGE IMPROVEMENTS PROJECT RESOLUTION LATIP-1112-01**

## **RECOMMENDATION:**

The California Department of Transportation (Department) recommends that the California Transportation Commission (Commission) approve one advance funding request authorized by Assembly Bill (AB) 1462 for the I-880/Mission Boulevard Interchange Improvements Project (PPNO 0016V) in the city of Fremont in Alameda County.

## **ISSUE:**

The Alameda County Transportation Commission (ACTC) has requested that the Commission approve an advanced funding request for the I-880/Mission Boulevard Interchange Improvements project. This project is included as a top funding priority in the Local Alternative Transportation Improvement Program (LATIP) approved by the Commission at its January 2010 meeting. The projects included in the LATIP will be funded from the proceeds of the sale of the properties originally purchased for the construction of the State Route 84 Historic Parkway project. The Alameda County Transportation recognizes that it will take additional time for the Commission to rescind the State Route 84 Historic Parkway and for the Department to dispose of surplus properties to generate sufficient revenue for the LATIP projects. The I-880/Mission Boulevard Interchange Improvements project will be ready for advertisement in April 2012. The Santa Clara Valley Transportation Authority (VTA) will be administering the construction contract.

A concurrent book item is also being presented at this month's meeting for the Commission's approval of future consideration of funding for this project.

AB 1462 authorizes local agencies to advance projects in the LATIP with local funds, to be repaid when revenues from excess property sales become available. Through a cooperative agreement with the ACTC, the VTA has agreed to advance \$42.35 million in Measure "A" funds for the construction of the I-880/Mission Boulevard Interchange Improvements project. The VTA Board of Directors approved this funding commitment on December 8, 2011.

The overall I-880/Mission Boulevard Interchange and Freeway High Occupancy Vehicle (HOV) Widening Project was split into two phases: Phase 1A included the removal of the existing interchange and the reconstruction of a majority of the overall project except for the elements included in Phase 1B; and Phase 1B includes the widening of the Mission Boulevard underneath the Union Pacific Railroad (UPRR) structures, replacement the UPRR Underpass, and the replacement of on-off ramps between Kato Road and Mission Boulevard. The Phase 1B was subsequently combined with the Warren Avenue Grade Separation Project (Phase 2) to form Phase 1B/2 project. The Phase 1B/2 project was further combined with the relocation of the Truck-Rail Transfer Facility which currently resides within the UPRR corridor. This combined project is the project that has been identified as the I-880/Mission Boulevard Interchange project in the approved LATIP.

### **BACKGROUND:**

In 1958, State Route 84 from State Route 17 (I-880) to State Route 238 (Mission Boulevard) was adopted by the California Highway Commission (now the California Transportation Commission). Then in the 1960's-70's, project development started on the freeway project and portions of the required right-of-way were acquired. In 1980, the Commission rescinded the Route Adoption of the Route 84 corridor between I-880 and Route 238 (Mission Boulevard) in Fremont and Union City.

The 1986 Alameda County Measure B Expenditure Plan included the Historic Parkway project on Route 84 to provide an improved link between I-880 and Route 238 (Mission Boulevard) in the cities of Fremont, Newark and Union City. The planned improvements included a combination of new roadways along the previously reserved rights of way and improvements to existing roadways and intersections in the corridor between the I-880/Decoto Road Interchange and the planned intersection at Mission Boulevard (Route 238).

The Historic Parkway project Environment Impact Report (EIR) was completed in 2002 by the Department, however, due to continued local opposition, the Federal Highway Administration (FHWA) did not issue a Record of Decision. Several years later, based upon the consensus reached by the affected parties and the Department, as documented in a signed 2007 Memorandum of Understanding, an alternative set of improvements was identified and included as Amendment No. 2 to the 1986 Alameda County Transportation Authority (ACTA) Sales Tax Expenditure Plan. The amendment sought to replace the Historic Parkway project with a program of projects and actions intended to relieve congestion in southern Alameda County in the same corridors that would have been affected by the Historic Parkway.

The State Route 84 Historic Parkway Technical Advisory Committee (TAC), consisting of representatives from the Cities of Fremont, Newark and Union City, the Alameda County Congestion Management Agency (ACCMA), ACTA and Department was formed to consider proposed projects in the southern Alameda County area that would provide congestion relief. After a series of meetings the TAC developed a prioritized LATIP project list was approved by the TAC on September 29, 2008. The Department reaffirmed its approval of the LATIP and endorsed the Project Initiation Document. The Cities of Fremont, Newark and Union City, ACCMA and ACTA (now both merged into ACTC) approved the prioritized LATIP by resolution during individual Board and City Council meetings. The Metropolitan Transportation Commission also provided it concurrence to the proposed LATIP program of projects.

With the local endorsements obtained, the LATIP was submitted to the Commission for approval. The SR 84 Historic Parkway LATIP project List consists of land disposition fees and eight projects estimated to cost approximately \$162 million in 2009 dollars. At the January 2010 meeting, the Commission approved the LATIP for the SR 84 Historic Parkway Project.

**RESOLUTION LATIP-1112-01:**

Resolved, with all conditions stipulated still in effect, that the California Transportation Commission hereby approves an advance funding request for one project programmed in, or otherwise funded from, the Local Alternative Transportation Improvement Program (LATIP); and

Be it Further Resolved, that the agency understands that they proceed its own risk, as reimbursement is dependent on future availability of the LATIP funding; and

Be it Further Resolved, that the project component covered by an approved advance should be ready to proceed to contract award (or equivalent) once the advanced funding is approved; and

Be it Further Resolved, that the agency shall report to the California Department of Transportation within four months following the approval on progress in executing agreements and third-party contracts needed to execute the work.

# Memorandum

To: CHAIR AND COMMISSIONERS

CTC Meeting: March 28-29, 2012

Reference No.: 4.10  
Action

  
From: BIMLA G. RHINEHART  
Executive Director

Subject: AMENDMENT TO THE FISCAL YEAR (FY) 2010-11  
ENVIRONMENTAL ENHANCEMENT AND MITIGATION (EEM) PROGRAM  
RESOLUTION G-12-03, AMENDING RESOLUTION G-11-06

## ISSUE

The Commission has the statutory responsibility to allocate the \$10 million provided in the State Budget to fund the Environmental Enhancement and Mitigation (EEM) Program, as prioritized by the California Natural Resources Agency.

Should the Commission program \$74,140 to the top project on the EEM Program Substitution List to replace an approved project in the same category being withdrawn by the applicant agency?

## RECOMMENDATION

Staff recommends that the Commission adopt the attached resolution to program the available balance of \$74,140 to the next top-ranked project on the EEM Program Substitution List.

## BACKGROUND

The California Natural Resources Agency received 65 grant applications for the EEM Program in Fiscal Year (FY) 2010-11. Of those, 4 applications were disqualified. The remaining 61 eligible applications were evaluated and used to develop a Recommended for Funding List (35 projects) and a Substitution List (26 projects).

At its March 23-24, 2011 meeting, the Commission adopted the FY 2010-11 EEM Program of 35 projects for \$10,000,000 including 16 projects in the north for \$4,721,276 and the 19 projects in the south for \$5,278,724. The 35 projects on the final Projects Recommended for Funding List were the top-ranked projects, and were shown in North/South sections by project Category.

At its June 22-23, 2011 meeting, the Commission amended the FY 2010-11 EEM Program to remove the Dirty Socks Spring Acquisition and Protection project in Inyo County for \$74,140, withdrawn by its proponent, Eastern Sierra Land Trust. The \$74,140 went to The Trust for Public Land, in San Luis Obispo County, for its Righetti Ranch Resource Lands Acquisition project, the next project on the Substitution List.

In February 2012, The Trust for Public Land advised the Department that they had cancelled the Righetti Ranch Resource Lands Acquisition project, and requested that the \$74,140 allocated to the project be removed and the project be withdrawn from the FY 2010-11 EEM Program.

The Department, after consulting with the California Natural Resources Agency, contacted the River Park Conservancy, an agency in San Diego County, with the next top-ranked project on the Substitution List (Bostonia House Research Field Station), to find out if the \$74,140 available would allow Lakeside's River Park Conservancy to proceed with the project.

The agency has accepted the available amount of \$74,140 and has found additional local funds, cash and in-kind donations to make up the difference.

Under EEM statutes, Streets and Highways Code Section 164.56(d), the Resources Agency is responsible for developing and adopting procedures and criteria; evaluating grant proposals; submitting a list of ranked projects recommended for funding; and finding that the projects are eligible for funding under Article XIX of the State Constitution. The Resources Agency's procedures and criteria contain a detailed, quantitative scoring mechanism that is used to evaluate and rank projects in priority order by assigning point scores to each project. In accordance with the provisions of Section 187 and 188 of the Streets and Highways Code, an attempt is made to allocate 40% of the total amount recommended to projects in the northern counties and 60% of the total amount to projects in southern counties.

The EEM Program is designed to undertake "environmental enhancement and mitigation projects that are directly or indirectly related to the environmental impact of modifying existing transportation facilities or for the design, construction, or expansion of new transportation facilities". EEM projects must provide environmental enhancements and mitigation over and above what is otherwise called for under the California Environmental Quality Act (CEQA) of 1970 or the National Environmental Policy Act (NEPA) of 1969.

The general categories of EEM projects eligible for funding are:

- Highway Landscape and Urban Forestry projects designed to offset vehicular emissions of carbon dioxide through the planting of trees and other suitable plants. Projects may be within or outside the right-of-way of the related transportation facility. Projects within the right-of-way, however, are not intended to supplant or augment highway landscaping that would normally be funded by the responsible public agency. Any planting within public road rights-of-way shall be limited to trees only.
- Resource Lands acquisition, restoration or enhancement of resource lands to mitigate the loss of, or the detriment to, resource lands lying within or near the right-of-way, acquired for proposed transportation improvements. Resource lands include natural areas, wetlands, forests, woodlands, meadows, streams, or other areas containing fish or wildlife habitat. Enhancement of resource lands may include the restoration of wildlife corridors.
- Roadside Recreational acquisition and/or development of roadside recreational opportunities, including roadside rests, scenic overlooks, trails, trailheads, sno-parks, and parks.

Any local, state or federal agency or nonprofit entity may apply for and receive grants under the EEM Program. The applicant is not required to be a transportation organization but must be able to demonstrate adequate charter or enabling authority to carry out the type of project proposed. Two or more entities may participate in a joint project.

Attachments

California Transportation Commission

AMENDMENT OF THE ADOPTED FISCAL YEAR 2010-11  
ENVIRONMENTAL ENHANCEMENT AND MITIGATION PROGRAM

Resolution G-12-03, amending Resolution G-11-06

- 1.1 WHEREAS, Streets and Highways Code Section 164.56 establishes the Environmental Enhancement and Mitigation (EEM) Program; and
- 1.2 WHEREAS, this program provides \$10 million annually for environmental enhancement and mitigation projects which are directly or indirectly related to the environmental impact of modifying existing transportation facilities or for the design, construction or expansion of new transportation facilities; and
- 1.3 WHEREAS, the Resources Agency is charged with evaluating proposals submitted for this program and providing a list of proposals recommended for funding to the Commission; and
- 1.4 WHEREAS, the Commission is responsible for awarding grants to fund proposals which are included on the list prepared by the Resources Agency; and
- 1.5 WHEREAS, on March 23, 2011, the Commission adopted Resolution G-11-03, approving the final Fiscal Year (FY) 2010-11 EEM Projects Recommended for Funding list totaling \$10,000,000 for thirty-five projects, and
- 1.6 WHEREAS, in April 2011, a project in Inyo County approved for \$74,140, Dirty Socks Spring Acquisition and Protection, was withdrawn by its proponent, Eastern Sierra Land Trust; and the available \$74,140 was offered to The Trust for Public Land, in San Luis Obispo County, and they accepted it for the Righetti Ranch Resource Lands Acquisition project, the next project on the Substitution List; and
- 1.7 WHEREAS, on June 23, 2011, the Commission adopted Resolution G-11-06, approving the amended FY 2010-11 EEM Program, including the removal of the Eastern Sierra Land Trust Dirty Socks Spring Acquisition and Protection project in Inyo County, and the addition of The Trust for Public Land Righetti Ranch Resource Lands Acquisition project in San Luis Obispo County, the next project on the Substitution List, for \$74,140; and
- 1.8 WHEREAS, in February 2012, The Trust for Public Land advised the Department that they had cancelled the Righetti Ranch Resource Lands Acquisition project, and requested that the \$74,140 allocated be removed and the project be withdrawn from the EEM Program; and

- 1.9 WHEREAS, also in February 2012, the Department, after consulting with the California Natural Resources Agency, contacted the Lakeside's River Park Conservancy, a San Diego County agency with the next project on the Substitution List (Bostonia House Research Field Station), and the Department submitted a request to add Lakeside's River Park Conservancy's Bostonia House Research Field Station project and to program the available \$74,140 to the project; and
- 1.10 WHEREAS, the amended FY 2010-11 Recommended for Funding list, including supplemental information, has been reviewed by Commission staff, and appears to meet all basic requirements as specified in the EEM statutes, and the Commission policies and guidelines.
- 2.1 NOW THEREFORE BE IT RESOLVED, that the Commission adopts the amended list for the FY 2010-11 Environmental Enhancement and Mitigation Program totaling \$10,000,000 for thirty-five projects, as indicated in the attached revised list of projects.
- 2.2 BE IT FURTHER RESOLVED, that it is the intent of the Commission to allocate available Fiscal Year 2010-11 funds for the newly amended project, and expects that funds so allocated should be expended on a timely basis, preferably by June 30, 2012; and
- 2.3 BE IT FURTHER RESOLVED, that for projects which include land acquisition, the Commission would encourage grant recipients to reduce overall project costs by exploring the feasibility of acquiring easements rather than fee title when appropriate; and
- 2.4 BE IT FURTHER RESOLVED, that due to the uniqueness of the individual projects in this program, the Commission hereby directs the Department of Transportation to be especially diligent in the on-site inspection and auditing of the projects included in this program.

**AMENDED 2010-11 ENVIRONMENTAL ENHANCEMENT AND MITIGATION PROGRAM**

<b>PROJECTS RECOMMENDED FOR FUNDING (35 PROJECTS) - amended 03-29-2012</b>				
	<b>CO</b>	<b>APPLICANT</b>	<b>PROJECT NAME</b>	
<b>NORTHERN COUNTIES (16 PROJECTS)</b>				
HLUF	ED	El Dorado County Department of Transportation	US 50/Missouri Flat Road Interchange Landscaping Enhancements	\$ 220,000
HLUF	SCL	Our City Forest	The Greening of San Jose International Airport Neighborhoods	\$ 298,480
HLUF	SM	City of Menlo Park	Highway 84 Carbon Offset Project: Creating a Natural Carbon Sink at Bedwell Bayfront Park	\$ 350,000
HLUF	ALA	City of Berkeley - Parks Department	City of Berkeley Urban Reforestation Project	\$ 248,600
RL	SON	Sonoma County Water Agency	Rohnert Park/Cotati Highway 101 Widening: Laguna De Santa Rosa Habitat Enhancement and Restoration Project	\$ 239,116
RL	HUM	Humboldt County Resource Conservation District	Riverside Ranch Restoration	\$ 350,000
RL	SON	Sonoma County Water Agency	Rohnert Park/Cotati Highway 101 Widening: Copeland Creek Habitat Enhancement and Restoration Project	\$ 345,580
RL	PLU	Feather River Land Trust	Quincy Learning Landscape Acquisition Project	\$ 293,500
RL	CAL	The Trust for Public Land	Rodden Ranch Resource Lands Conservation Easement Project	\$ 350,000
RR	SCL	City of Cupertino	Stevens Creek Corridor Park & Restoration Project, Phase 2	\$ 245,000
RR	YUB	South Yuba River Citizens League (SYRCL)	Yuba River Wild Salmon and Wildlife Interpretation and Recreation Facilities	\$ 231,000
RR	SON	Sonoma Marin Area Rail Transit District	Regional SMART Pathway- Sonoma County Hearn/Bellevue Segment	\$ 350,000
RR	PLU	Mohawk Valley Stewardship Council	The White Sulphur Ranch Roadside Recreation Facility	\$ 350,000
RR	SCL	City of San Jose	Coyote Creek Trail (Highway 237 Bikeway to Tasman Drive Light Rail)	\$ 350,000
RR	MRN	Sonoma Marin Area Rail Transit District	Regional SMART Pathway- Marin County N. San Pedro to Civic Center Segment	\$ 350,000
RR	NEV	American Rivers	Deer Creek: Restoration, Recreation, and Education	\$ 150,000
			<b>SUBTOTAL - NORTHERN COUNTIES</b>	<b>\$ 4,721,276</b>
<b>SOUTHERN COUNTIES (19 PROJECTS)</b>				
HLUF	LA	Hollywood Beautification Team	Tree Plantings Associated with Interstate 5 HOV Lanes in LA County	\$ 151,410
HLUF	LA	Hollywood Beautification Team	Native Habitat Restoration on Public Road Right of Ways Highway 101 in Los Angeles	\$ 92,125
HLUF	TUL	City of Visalia	Valley Oak Reforestation Project	\$ 311,250
HLUF	SLO	City of Pismo Beach	Hwy 101 Beautification	\$ 125,220
HLUF	SD	Urban Corps of San Diego	EEMP 905/805	\$ 330,500
HLUF	LA	City of Pasadena	Urban Forestry Revitalization Project	\$ 350,000
HLUF	LA	Koreatown Youth and Community Center	Greening the Expo Line- Continuation	\$ 100,000
HLUF	SD	Urban Corps of San Diego	EEMP 94	\$ 330,585
HLUF	LA	North East Trees	La Brea Greenbelt Urban Forestry Project	\$ 350,000
RL	RIV	Coachella Valley Conservation Commission	NCCP Acquisitions and Conservation of Desert Sand Dune Ecosystem	\$ 300,000
RL	KER	The Nature Conservancy	Rudnick Ranch Acquisition	\$ 500,000
RL	SD	California Chaparral Institute	Carmel Mountain Habitat Restoration Project	\$ 349,784
RL	SD	San Elijo Lagoon Conservancy	Continued Restoration and Enhancement of San Elijo Lagoon through Improved Tidal Circulation	\$ 167,900
RL	LA	Los Angeles Conservation Corps	Audubon Habitat Restoration Project	\$ 345,810
RL	INY	<del>Eastern Sierra Land Trust</del>	<del>Dirty Socks Spring Acquisition and Protection (withdrawn)</del>	<del>\$ 74,140</del>
RL	SLO	<del>The Trust for Public Land</del>	<del>Righetti Ranch Resource Lands Acquisition Project (addition from Substitution List, later withdrawn)</del>	<del>\$ 74,140</del>
RL	SD	Lakeside's River Park Conservancy	Bostonia House Research Field Station (addition from Substitution List)	\$ 74,140
RL	SLO	City of El Paso de Robles	Charolais Corridor Multi-Use Trail and Restoration Project	\$ 350,000
RL	SB	The Trust for Public Land	Ocean Meadows Resource Lands Acquisition Project	\$ 350,000
RR	LA	Amigos De Los Rios	Emerald Necklace Multi-Benefit Park & Greenway Project- Upper San Gabriel River	\$ 350,000
RR	LA	Amigos De Los Rios	Emerald Necklace Expanded Multi-Benefit Park & Greenway	\$ 350,000
			<b>SUBTOTAL - SOUTHERN COUNTIES</b>	<b>\$ 5,427,004</b>
			<b>TOTAL RECOMMENDED PROGRAM</b>	<b>\$10,000,000</b>

## AMENDED 2010-11 ENVIRONMENTAL ENHANCEMENT AND MITIGATION PROGRAM

SUBSTITUTION LIST (26 24 PROJECTS) - amended 03-29-2012				
	CO	APPLICANT	PROJECT NAME	REQUEST
<b>NORTHERN COUNTIES (9 PROJECTS)</b>				
HLUF	MRN	FireSafe Marin	Highway 101 Restoration and Planting Project	\$ 350,000
HLUF	PLA	City of Rocklin	Sierra College Boulevard/I-80 Interchange	\$ 245,000
HLUF	FRE	Fresno Metropolitan Flood Control District	Basin "II4" & "JJ" Landscaping	\$ 306,509
HLUF	ALA	City of Livermore	Isabel Avenue Environmental Enhancement Project	\$ 225,000
HLUF	SAC	City of Galt	Central Galt Interchange Landscape Improvement	\$ 308,602
RL	SCR	The Trust for Public Land	King Property Resource Lands Acquisition	\$ 350,000
RL	SCR	City of Santa Cruz	Implementation of the Resource Management Plan of the Arana Gulch Master Plan	\$ 350,000
RL	MON	Elkhorn Slough Foundation	Wetland Enhancement in Whistlestop Lagoon, Elkhorn Slough, CA	\$ 348,589
RR	SHA	City of Redding	Buenaventura Blvd Bike Lane Connector	\$ 300,000
<b>SOUTHERN COUNTIES (47 15 PROJECTS)</b>				
HLUF	SLO	City of Atascadero	El Camino Real Urban Forestry Project	\$ 350,000
HLUF	ORA	City of Irvine	MacArthur Boulevard Landscaping Enhancement	\$ 151,946
HLUF	ORA	City of Costa Mesa	Newport Boulevard Greening Project	\$ 274,475
HLUF	ORA	City of Irvine	Warner Avenue Landscaping Enhancement Project	\$ 142,525
HLUF	ORA	City of Irvine	Irvine Boulevard Median Landscaping Enhancement	\$ 78,317
HLUF	ORA	City of Garden Grove	Harbor Boulevard Environmental Enhancement	\$ 350,000
HLUF	LA	City of Industry	State Route 60 Azusa Avenue Interchange Environmental Enhancement	\$ 350,000
HLUF	LA	City of Santa Clarita	Railroad Avenue Tree Planting Project	\$ 143,275
RL	SLO	<del>The Trust for Public Land</del>	<del>Righetti Ranch Resource Lands Acquisition (moved to recommended list, later withdrawn)</del>	<del>\$ 350,000</del>
RL	SD	<del>Lakeside's River Park Conservancy</del>	<del>Bostonia House Research Field Station (moved to recommended list)</del>	<del>\$ 350,000</del>
RL	SLO	City of Atascadero	Stadium Park Entry Acquisition Project	\$ 270,000
RL	VEN	Resource Conservation Partners, Inc. (RCP)	Los Padres Open Space Oak Woodland Enhancement Projects	\$ 183,770
RL	LA	Mountains Recreation and Conservation Authority	Ramirez Canyon Acquisition Project	\$ 350,000
RR	SBD	City of Yucaipa	El Dorado Heritage Trails and Resource Center	\$ 225,002
RR	SD	Sweetwater Valley Civic Association	Bonita Meadows Entry Monument Gates/Proctor Valley Road Multiple Use Trail Conversion	\$ 315,000
RR	LA	City of Los Angeles Department of Public Works Bureau of Sanitation	Manchester Neighborhood Greenway Project	\$ 350,000
RR	SBD	City of Rialto	Rails to Trails	\$ 350,000
<b>INELIGIBLE PROJECTS (4 PROJECTS)</b>				
	CO	APPLICANT	PROJECT NAME	REQUEST
HLUF	LA	Tree Musketeers	Hometown Forest	\$ 63,106
RL	SB	City of Goleta	Mathilda Drive Parcel Acquisitions	\$ 80,000
RR	FRE	City of Firebaugh	San Joaquin River Parkway Bicycle Trail- Phase IV	\$ 350,000
RR	FRE	City of Fresno PARCS Department	Martin Ray Reilly Roadside Park	\$ 350,000
<b>WITHDRAWN (2 PROJECTS)</b>				
	CO	APPLICANT	PROJECT NAME	REQUEST
RL	INY	<del>Eastern Sierra Land Trust</del>	<del>Dirty Socks Spring Acquisition and Protection (withdrawn)</del>	<del>\$ 74,140</del>
RL	SLO	<del>The Trust for Public Land</del>	<del>Righetti Ranch Resource Lands Acquisition (moved to recommended list, later withdrawn)</del>	<del>\$ 350,000</del>

# Memorandum

To: CHAIR AND COMMISSIONERS

CTC Meeting: March 28-29, 2012

Reference No.: 4.11  
Action

  
From: BIMLA G. RHINEHART  
Executive Director

Subject: AMENDMENT TO THE FISCAL YEAR (FY) 2011-12  
ENVIRONMENTAL ENHANCEMENT AND MITIGATION (EEM) PROGRAM  
RESOLUTION G-12-04, AMENDING RESOLUTION G-12-02

## ISSUE

The Commission has the statutory responsibility to allocate the \$10 million provided in the Fiscal Year (FY) 2011-12 State Budget to fund the Environmental Enhancement and Mitigation (EEM) Program, as prioritized by the California Natural Resources Agency.

Should the Commission reduce the American River Conservancy's Brush Creek Ranch project from \$350,000 to \$105,200, reducing the adopted FY 2011-12 EEM Program to \$9,683,778?

## RECOMMENDATION

Staff recommends that the Commission reduce the American River Conservancy's Brush Creek Ranch project from \$350,000 to \$105,200, and adopt the attached resolution to amend and reduce the FY 2011-12 EEM Program to \$9,683,778.

## BACKGROUND

The California Natural Resources Agency received 61 grant applications for FY 2011-12. The 58 eligible applications were evaluated and used to develop a Recommended for Funding List.

On February 23, 2012, the Commission adopted the FY 2011-12 EEM Program. The 32 projects on the Recommended for Funding list were shown in North/South sections by project Category, with the 17 projects in the north for \$5,795,618, and the 15 projects in the south for \$4,132,960, for a FY 2011-12 EEM Program total of \$9,928,578.

The FY 2011-12 EEM Program did not include a Substitution List for this cycle as all 32 projects determined to be eligible and fundable by the evaluation team were selected for funding. This left a remaining balance of \$71,422 for future allocations.

The American River Conservancy received more funding than they originally expected from other sources for their Brush Creek Ranch project, and reduced their request for EEM funds accordingly.

The amended (reduced) FY 2011-12 EEM Program of \$9,683,778 will increase the balance for future allocations to \$316,222. Staff from the California Natural Resources Agency is working with the agencies that have other candidate projects on the FY 2010-11 EEM Program Substitution List to find out if the available balance would allow them to proceed with their projects.

## **BACKGROUND**

Under EEM statutes, the Resources Agency is responsible for developing and adopting procedures and criteria; evaluating grant proposals; submitting a list of ranked projects recommended for funding; and finding that the projects are eligible for funding under Article XIX of the State Constitution. The Resources Agency's procedures and criteria contain a detailed, quantitative scoring mechanism that is used to evaluate and rank projects in priority order by assigning point scores to each project. In accordance with the provisions of Section 187 and 188 of the Streets and Highways Code, an attempt is made to allocate 40% of the total amount recommended to projects in the northern counties and 60% of the total amount to projects in southern counties.

The EEM Program is designed to undertake "environmental enhancement and mitigation projects that are directly or indirectly related to the environmental impact of modifying existing transportation facilities or for the design, construction, or expansion of new transportation facilities". EEM projects must provide environmental enhancements and mitigation over and above what is otherwise called for under the California Environmental Quality Act (CEQA) of 1970 or the National Environmental Policy Act (NEPA) of 1969.

The general categories of EEM projects eligible for funding are:

- Highway Landscape and Urban Forestry projects designed to offset vehicular emissions of carbon dioxide through the planting of trees and other suitable plants. Projects may be within or outside the right-of-way of the related transportation facility. Projects within the right-of-way, however, are not intended to supplant or augment highway landscaping that would normally be funded by the responsible public agency. Any planting within public road rights-of-way shall be limited to trees only.
- Resource Lands acquisition, restoration or enhancement of resource lands to mitigate the loss of, or the detriment to, resource lands lying within or near the right-of-way, acquired for proposed transportation improvements. Resource lands include natural areas, wetlands, forests, woodlands, meadows, streams, or other areas containing fish or wildlife habitat. Enhancement of resource lands may include the restoration of wildlife corridors.
- Roadside Recreational acquisition and/or development of roadside recreational opportunities, including roadside rests, scenic overlooks, trails, trailheads, sno-parks, and parks.

Any local, state or federal agency or nonprofit entity may apply for and receive grants under the EEM Program. The applicant is not required to be a transportation organization but must be able to demonstrate adequate charter or enabling authority to carry out the type of project proposed. Two or more entities may participate in a joint project.

Attachments

California Transportation Commission

AMENDMENT OF THE ADOPTED FISCAL YEAR 2011-12  
ENVIRONMENTAL ENHANCEMENT AND MITIGATION PROGRAM

Resolution G-12-04, amending Resolution G-12-02

- 1.1 WHEREAS, Streets and Highways Code Section 164.56 establishes the Environmental Enhancement and Mitigation (EEM) Program; and
- 1.2 WHEREAS, this program provides \$10 million annually for environmental enhancement and mitigation projects which are directly or indirectly related to the environmental impact of modifying existing transportation facilities or for the design, construction or expansion of new transportation facilities; and
- 1.3 WHEREAS, the Resources Agency is charged with evaluating proposals submitted for this program and providing a list of proposals recommended for funding to the Commission; and
- 1.4 WHEREAS, the Commission is responsible for awarding grants to fund proposals which are included on the list prepared by the Resources Agency; and
- 1.5 WHEREAS, on February 23, 2012, the Commission adopted Resolution G-12-02, approving the final Fiscal Year (FY) 2011-12 EEM Projects Recommended for Funding list totaling \$9,928,578 for thirty-two projects; and
- 1.6 WHEREAS, on February 24, 2012, the Department notified the Commission that one of the agencies approved for funding, the American River Conservancy, received more funding than they originally expected from other sources for their Brush Creek Ranch project, and reduced their request for EEM funds accordingly, from \$350,000 to \$105,200.
- 1.7 WHEREAS, the amended FY 2011-12 Recommended for Funding list, including supplemental information, has been reviewed by Commission staff, and appears to meet all basic requirements as specified in the EEM statutes, and the Commission policies and guidelines.
- 2.1 NOW THEREFORE BE IT RESOLVED, that the Commission adopts the amended list for the Fiscal Year (FY) 2011-12 Environmental Enhancement and Mitigation Program totaling \$9,683,778 for thirty-two projects, as indicated in the attached revised list of projects, including the reduced amount for the American River Conservancy's Brush Creek Ranch project.

- 2.2 BE IT FURTHER RESOLVED, that it is the intent of the Commission to allocate available Fiscal Year 2011-12 funds for these projects, and expects that funds so allocated should be expended on a timely basis, preferably by June 30, 2013; and
- 2.3 BE IT FURTHER RESOLVED, that for projects which include land acquisition, the Commission would encourage grant recipients to reduce overall project costs by exploring the feasibility of acquiring easements rather than fee title when appropriate; and
- 2.4 BE IT FURTHER RESOLVED, that due to the uniqueness of the individual projects in this program, the Commission hereby directs the Department of Transportation to be especially diligent in the on-site inspection and auditing of the projects included in this program.

**AMENDED 2011-12 ENVIRONMENTAL ENHANCEMENT AND MITIGATION PROGRAM**

<b>PROJECTS RECOMMENDED FOR FUNDING (32 PROJECTS) - amended 03-29-2012</b>				
<b>CAT</b>	<b>CO</b>	<b>APPLICANT</b>	<b>PROJECT NAME</b>	<b>AWARD</b>
<b>NORTHERN COUNTIES (17 PROJECTS)</b>				
RL	ED	American River Conservancy	Gold Hill-Wakamatsu Ranch Recreation	\$ 159,350
RL	ED	American River Conservancy	Brush Creek Ranch Habitat Acquisition ( <b>reduced from \$350,000</b> )	\$ <b>105,200</b>
RL	MEN	Trust for Public Land	Point Arena Public Lands Acquisition Project	\$ 500,000
RL	NEV	Bear Yuba Land Trust	Yuba River: Black Swan Resources Land Acquisition	\$ 350,000
RL	PLA	Placer Land Trust	Johnston Ranch Conservation Project	\$ 350,000
RL	SAC	Sacramento Tree Foundation	Stone Lakes Blue Heron Trails Visitor Contact Station	\$ 341,762
RL	SCR	Trust for Public Land	San Andreas Creek Resource Lands Acquisition Project	\$ 350,000
RL	SON	Sonoma County Water Agency	Rohnert Park/Cotati Highway 101 Widening: Hinebaugh Creek Habitat Enhancement and Restoration	\$ 298,456
RL	YUB	Trust for Public Land	Marysville Ranch Resource Lands Conservation Easement Project	\$ 350,000
RR	ALA	East Bay Regional Park District	Iron Horse Trail Construction Dublin/Pleasanton BART Station to Santa Rita Road	\$ 350,000
RR	AMA	Jackson, City of	Jackson Vista Point Improvement Project	\$ 326,050
RR	FRE	City of Fresno Parks, After School, Recreation, and Community Services (PARCS) Department	Romain Park Improvements	\$ 350,000
RR	FRE	CSU Fresno Foundation (CDFG)	San Joaquin River - "Small Fry Trail" and "Stormy Creek" Project	\$ 350,000
RR	SCL	San Jose, City of	Lower Silver Creek Trail (Alum Rock to Highway 680)	\$ 350,000
RR	SHA	Redding, City of	Palisades Avenue River Trail Connection	\$ 320,000
RR	SHA	Shasta County	Palo Cedro Bike Lane & Pedestrian Improvement Project	\$ 350,000
RR	SHA/SIS	Shasta Land Trust	Acquisition of the Great Shasta Rail Trail	\$ 350,000
			<b>SUBTOTAL - NORTHERN COUNTIES</b>	<b>\$ 5,550,818</b>
<b>SOUTHERN COUNTIES (15 PROJECTS)</b>				
HLUF	LA	Community Conservation Solutions	Los Angeles River Greenway Tree-Planting Project	\$ 339,000
HLUF	LA	Hollywood Beautification Team	Planting For Knowledge with Hollywood Community Team	\$ 161,335
HLUF	LA	Pasadena, City of	Reclaiming Pasadena's Urban and Natural Forest	\$ 350,000
HLUF	LA	Pomona, Public Works Department, City of	SR-71/Mission Boulevard Slope Stabilization and Beautification	\$ 350,000
HLUF	LA	South Gate, City of	City of South Gate Urban Greening	\$ 296,700
HLUF	SB	Goleta Valley Beautiful	Highway 101 Los Carneros/Glen Annie Interchanges Tree Planting	\$ 125,000
HLUF	TUL	Tulare, City of	Hillman Street Project	\$ 143,831
RR	TUL	Tulare, City of	Acquisition of Sunrise Park Mediation Enhancement Area	\$ 330,000
HLUF	TUL	Visalia, City of	Restore Our Community Forest Project	\$ 318,294
RL	SLO	San Luis Obispo, City of	Prefumo Creek Riparian Enhancements	\$ 125,000
RL	RIV	Coachella Valley Conservation Commission	Willow Hole Blowsand Ecosystem Conservation and MSHCP/NCCP Implementation Acquisitions	\$ 350,000
RR	MNO	Mammoth Lakes, Town of	College Connector Path	\$ 343,800
RR	ORA	Anaheim, City of	Santa Ana River Trail Mitigation Project	\$ 350,000
RR	SB	Land Trust for Santa Barbara County	Franklin Trail Project	\$ 200,000
RR	SD	San Marcos, City of	Montiel Park Enhancement Project	\$ 350,000
			<b>SUBTOTAL - SOUTHERN COUNTIES</b>	<b>\$ 4,132,960</b>
			<b>TOTAL RECOMMENDED PROGRAM</b>	<b>\$ 9,683,778</b>

# Memorandum

To: CHAIR AND COMMISSIONERS  
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: March 28-29, 2012

Reference No.: 2.4c.  
Action Item

From: NORMA ORTEGA  
Chief Financial Officer

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

Subject: **AIRSPACE LEASE - REQUEST TO DIRECTLY NEGOTIATE WITH  
McCALL AUTOMOTIVE, INC. DOING BUSINESS AS TOYOTA CENTRAL**

## **RECOMMENDATION:**

The California Department of Transportation (Department) recommends that the California Transportation Commission (Commission) approve a request to directly negotiate a 15-year lease with McCall Automotive, Inc. doing business as Toyota Central, for the airspace site LAX010-0049-01 they currently sub-lease from the Department's tenant Downtown Lincoln-Mercury. The lease would include annual consumer price index (CPI) increases as well as lease rate re-evaluations every five years. The initial lease rate will be based on fair market value as determined by a Department appraiser. The value of this parcel is increased because of the contributing value to the whole Toyota Central operation. If valued as a single parking lot, not as a part of an Auto Dealership, it would have a lower value.

## **ISSUE:**

Toyota Central currently leases three airspace sites, and sub-leases one airspace site under the I-10 freeway in the downtown Los Angeles area as listed below:

1-- Site number LAX010-0048-02 is a 53,508 square foot (sq.ft.) parking lot site used for new vehicle storage. It is a 15-year lease that commenced on 08/01/2004 and will expire on 07/31/2019.

2-- Site number LAX010-0049-01, the subject of this action item is a 51,646 sq.ft. lot used for servicing vehicles and new vehicle storage as shown in the pictures in Exhibit D. It is a long term sub-lease that commenced on 03/01/1975 and will expire on 12/31/2012.

3-- Site number LAX010-0050-04 is a 46,507 sq.ft. parking lot also used for new vehicles storage. It is a long term lease that commenced on 08/01/1995 and will expire on 07/31/2019.

4-- Site number LAX010-0090-06 is a 25,305 sq.ft. parking lot also used for new vehicle storage. It is a long term lease that commenced on 05/01/2002 and will expire on 07/31/2019.

These parcels are located in the downtown Los Angeles area west of Figueroa Street and Flower Street as shown in Exhibits A, B and C.

Toyota Central employs over 132 people. For the years 2009 and 2010, Toyota Central provided salaries to its employees in excess of \$4 million annually. In 2009 and 2010 the State of California received from Toyota Central state sales tax revenue of \$2,554,878 and \$3,667,491. The City of Los Angeles received business license fees of \$96,257 and \$83,174. The County of Los Angeles received revenue from property taxes of \$118,882 and \$118,324 and Toyota Central has generated taxable sales in 2009 of \$31,967,647 and in 2010 of \$37,872,180.

Toyota Central has spent considerable expense in improving LAX010-0049-01 and other attached parcels and has never been in default of any obligations to the Department. They have continuously sub-leased and occupied LAX010-0049-01 and maintain all four parcels in excellent condition and have never been delinquent in their rental payments.

Toyota Central is currently prepared to engage in a large remodel project of its dealership facilities located at 1600 S. Figueroa Street, coterminous to LAX010-0049-01, in order to bring that facility in compliance with Toyota Factory Image USA II design, colors, and customer conveniences that will cost Toyota Central a substantial sum of money. Toyota Central believes that the proposed remodel will lead to greater sales volume and customer satisfaction. Securing a long-term lease for LAX010-0049-01 is critical to this new development.

The Department has received letters of support for the long-term leases from the Mayor of Los Angeles Antonio R. Villaraigosa, Council President Pro Tempore of the City of Los Angeles Jan Perry, and the Community Redevelopment Agency of the City of Los Angeles as shown in Exhibits E, F and G.

**SUMMARY:**

Toyota Central has for many years been a reliable and conscientious tenant to the Department and a very solid supporter of the local community as a whole. LAX010-0049-01 is an integral part of the dealership. If Toyota Central is not able to secure a long-term lease for this lot, they might choose to relocate. This would create a vacancy for this lot and potentially three other parcels that Toyota Central leases from the Department.

If Toyota Central relocates, the Department will over time be able to secure other tenants; however, these properties will most probably be leased for overflow, or fringe parking for the LA Convention Center. It is estimated that the parking rents would be 10 to 15 percent below what Toyota Central has paid.

The Department would be receiving market rent as determined by a Department appraiser based upon the current use as an Auto Dealership. Competitive bidding of this airspace site LAX010-0049-01 is not in the interest of the State. The best use and highest return to the State is to keeping this site as an integral part of the Toyota Central Auto Dealership operation. Loss of this site would cause Toyota Central to lose its ability to operate as a Toyota dealership thus devaluing the State's three other airspace sites and the property values of the general area. In addition the State would lose substantial tax revenue and employment in the area if Toyota Central closed down.

Both the Mayor of Los Angeles and the Community Redevelopment Agency are requesting that the Department execute the long-term lease with Toyota Central.

Therefore, the Department requests permission to negotiate directly with Toyota Central for lease of the subject property.

Attachments:

Exhibit A: Map - Lease Area Block

Exhibit B: Map – Leased Area - Detail 1

Exhibit C: Map – Leased Area - Detail 2

Exhibit D: Photographs (2 pages)

Exhibit E: Letter of support from Mayor's Office

Exhibit F: Letter of support from Jan Perry, President Pro Tempore, City Council, City of  
Los Angeles

Exhibit G: Letter of support from Community Redevelopment Agency – City of Los Angeles

Exhibit H: Google Earth photo of surrounding neighborhood



**CITY OF  
LOS ANGELES**

**EXHIBIT "A"**

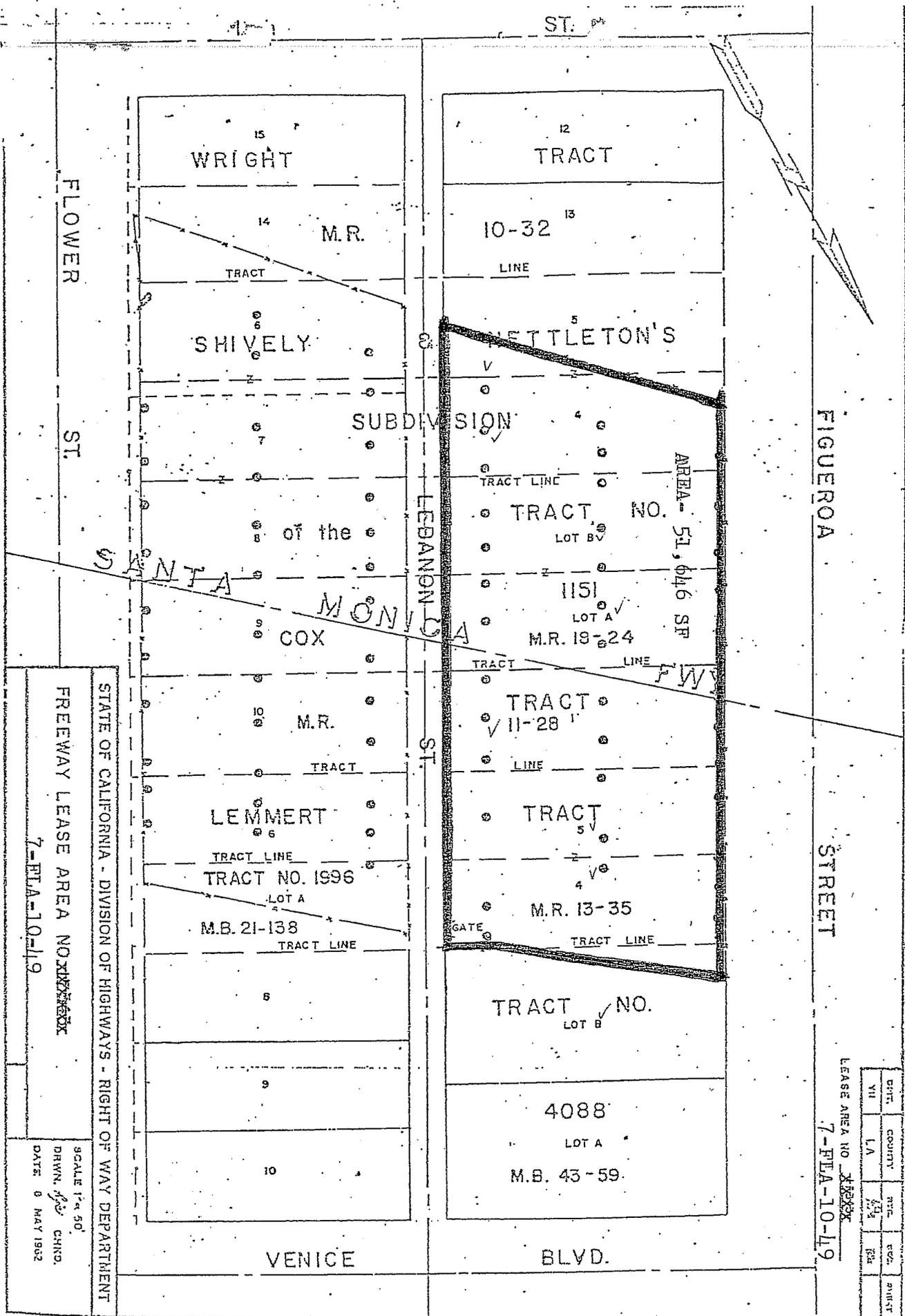
STATE OF CALIFORNIA  
BUSINESS AND TRANSPORTATION AGENCY  
DEPARTMENT OF TRANSPORTATION  
DISTRICT 07

**FLA  
07-LA-10-49**

DRAWN BY <i>DLP</i>		DATE <i>NOV. 8, 1974</i>	
CHECKED BY		SCALE <i>1" = 600'</i>	
CO.	RTE.	P.M.	DR. NO.
<i>LA</i>	<i>10</i>	<i>150</i>	<i>25394-C</i>



EXHIBIT "C"



STATE OF CALIFORNIA - DIVISION OF HIGHWAYS - RIGHT OF WAY DEPARTMENT

FREEWAY LEASE AREA NO. ~~XXXXXX~~

7-FLA-10-19

SCALE 1" = 50'

DRWN. *[Signature]* CHRG.

DATE 8 MAY 1982

FIGUEROA STREET

STREET

LEASE AREA NO. ~~XXXXXX~~

7-FLA-10-19

CHPT.	COUNTY	TRCT.	BLK.	SECT.	SUBST.
VII	LA	14	12		

EXHIBIT "C"







ANTONIO R. VILLARAIGOSA  
MAYOR

December 20, 2011

Paul LaMond  
State of California - Department of Transportation (Caltrans)  
Southern Right of Way Region  
Los Angeles Field Office, MS-6  
100 South Main Street  
Los Angeles, CA 90012

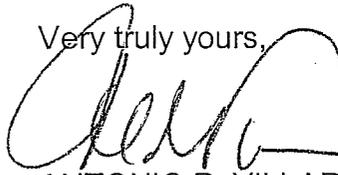
Dear Mr. Lamond:

Toyota Central, which has been in Los Angeles since 1970, has requested a longer-term extension of leases for parcels they have leased from Caltrans for more than 40 years. These extensions are requested because Toyota Central expects to significantly remodel and expand their dealership in Downtown Los Angeles. Toyota Central relies upon the Caltrans lease for the general operations of the dealership and for storage of inventory.

I, in addition to my Office of Economic and Business Policy and the Community Redevelopment Agency of the City of Los Angeles, CRA/LA, support this request and urge Caltrans to do the same.

Thank you for your attention to this matter.

Very truly yours,



ANTONIO R. VILLARAIGOSA  
Mayor

ARV:mc

Exhibit E

EXHIBIT "E"



JAN PERRY  
COUNCILWOMAN  
NINTH DISTRICT  
PRESIDENT PRO TEMPORE

City Council  
of the  
City of Los Angeles  
City Hall

ENERGY AND THE ENVIRONMENT  
CHAIR

INFORMATION TECHNOLOGY &  
GOVERNMENT AFFAIRS  
VICE-CHAIR

HOUSING, COMMUNITY &  
ECONOMIC DEVELOPMENT  
MEMBER

PUBLIC SAFETY  
MEMBER

October 3, 2011

Mr. Paul LaMond  
Department of Transportation  
Southern Right of Way Region  
100 S. Main Street, MS-6  
Los Angeles, CA 90012

Dear Mr. LaMond:

Toyota Central, which has been in Los Angeles since 1970, has requested a longer-term extension of leases for parcels they have leased for more than 40 years from Caltrans. The extensions are requested for planning purposes as Toyota Central is planning significant remodeling and expansion of the dealership. Toyota Central relies upon the Caltrans lease for storage of inventory and the general operations of the dealership. Toyota Central has always paid its rent on time and will provide Caltrans with annual CPI increases and market rate adjustments.

I strongly support this request as Toyota Central is the key dealership at the North end of downtown's "Auto Row" and is a powerful economic engine for job creation. I urge Caltrans to grant this request and thank you for your attention to this matter.

Sincerely,



Jan Perry  
Council President Pro Tempore  
District Nine

Exhibit F

EXHIBIT "F"



Community Redevelopment Agency  
of the CITY OF LOS ANGELES

DATE / October 3, 2011

FILE CODE / C99990

448 S. Hill Street / Suite 1200  
Los Angeles / California 90013

T 213 922 7800 / F 213 617 8233  
www.crala.org

Paul Lamond  
Department of Transportation  
Southern Right of Way Legion  
100 S. Main Street, MS-6  
Los Angeles, CA 90012

Re: Toyota Central Expansion Support

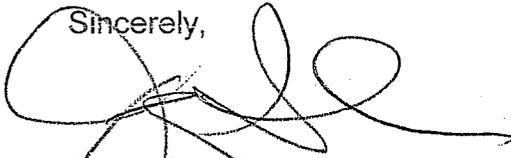
Dear Mr. Lamond:

Toyota Central, which has been in Los Angeles since 1970, has requested a longer-term extension of leases for parcels they have leased for more than 40 years from Caltrans. The extensions are requested for planning purposes as Toyota Central is planning significant remodeling and expansion of the dealership. Toyota Central relies upon the Caltrans lease for storage of inventory and the general operations of the dealership. Toyota Central has always paid its rent on time and will provide Caltrans with annual CPI increases and market rate adjustments.

The Community Redevelopment Agency of the City of Los Angeles strongly supports this request as Toyota Central is the key dealership anchoring the northern end of the Figueroa Corridor's "auto row" and is a powerful economic engine for Council District Eight and Council District Nine to the South. We urge Caltrans to grant this request and thank you for your attention to this matter.

If you have any questions, please contact me at (213) 922-7825

Sincerely,



Jenny Scanlin  
Acting Regional Administrator II

Exhibit G

EXHIBIT "G"

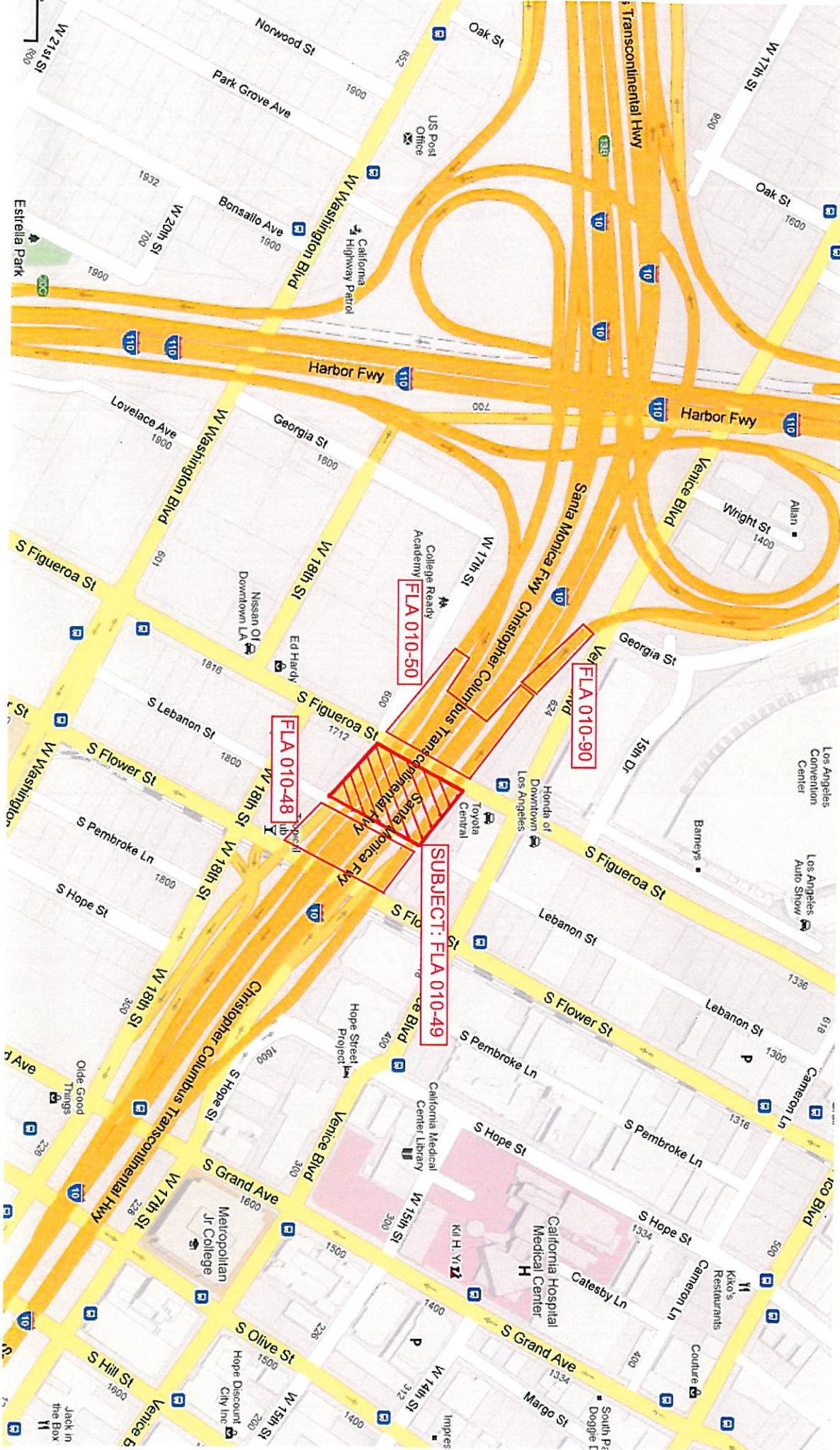


Exhibit H

# Memorandum

To: CHAIR AND COMMISSIONERS  
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: March 28-29, 2012

Reference No.: 3.12  
Information Item

From: NORMA ORTEGA  
Chief Financial Officer

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

Subject: **FISCAL YEAR 2011-12 SECOND QUARTER EXCESS LAND SALES REPORT**

## **SUMMARY:**

For the second quarter of Fiscal Year (FY) 2011-12, the California Department of Transportation (Department) disposed of 19 parcels, valued at \$248,700 from its surplus inventory. The return to the State Highway Account on the 19 parcels was \$221,238 for the quarter.

For the current FY, the Department has discontinued the use of property-specific Disposal Contracts in favor of developing a disposal strategy and performance monitoring method that is more reflective of the fluid nature of real estate markets, Department priorities, and variable resource allocations. The proposed performance measures and monitoring being drafted will more accurately depict the Department's disposal efforts. Beginning with FY 2012-13, the Department will resume reporting disposal performance using the new measures and monitoring.

# Memorandum

**To:** CHAIR AND COMMISSIONERS  
CALIFORNIA TRANSPORTATION COMMISSION

**CTC Meeting:** March 28-29, 2012

**Reference No.:** 3.8  
Information Item

**From:** NORMA ORTEGA  
Chief Financial Officer

**Prepared by:** Steven Keck  
Division Chief  
Budgets

**Subject:** **FY 2011-12 SECOND QUARTER FINANCE REPORT**

Attached is the California Department of Transportation's Fiscal Year 2011-12 Second Quarter Finance Report.

Attachment



# Department of Transportation Quarterly Finance Report

## Second Quarter 2011-12

Department of Transportation  
Division of Budgets

The purpose of the Quarterly Finance Report is to provide the California Transportation Commission (Commission) with the status of capital allocations versus capacity, and to report any trends or issues that may require action by the Department of Transportation (Department) or Commission regarding transportation funding policy, allocation capacity, or forecast methodology to ensure the efficient and prudent management of transportation resources. Below is the schedule of dates for the development of the Fiscal Year (FY) 2011-12 Quarterly Finance Reports.

<b>California Department of Transportation</b>			
<b>Quarterly Finance Report</b>			
<b>Schedule of Reports</b>			
<b>Fiscal Year</b>	<b>Quarterly Report</b>	<b>Activity</b>	<b>Date</b>
<b>2011-12</b>	<b>2010-11 Q4</b>	<b>Close of Quarter</b>	<b>6/30/11</b>
		<b>Quarterly Report to Commission Staff</b>	<b>8/31/11</b>
		<b>Presented to Commission</b>	<b>9/15/11</b>
	<b>2011-12 Q1</b>	<b>Close of Quarter</b>	<b>9/30/11</b>
		<b>Quarterly Report to Commission Staff</b>	<b>11/15/11</b>
		<b>Presented to Commission</b>	<b>12/7/11</b>
	<b>2011-12 Q2</b>	<b>Close of Quarter</b>	<b>12/31/11</b>
		<b>Quarterly Report to Commission Staff</b>	<b>2/15/12</b>
		<b>Presented to Commission</b>	<b>3/29/12</b>
	<b>2011-12 Q3</b>	<b>Close of Quarter</b>	<b>3/31/12</b>
		<b>Quarterly Report to Commission Staff</b>	<b>5/15/12</b>
		<b>Presented to Commission</b>	<b>6/28/12</b>
<b>2012-13</b>	<b>2011-12 Q4</b>	<b>Close of Quarter</b>	<b>6/30/12</b>
		<b>Quarterly Report to Commission Staff</b>	<b>8/31/12</b>
		<b>Presented to Commission</b>	<b>9/27/12</b>

# Department of Transportation Quarterly Finance Report

*Second Quarter FY 2011-12*

## EXECUTIVE SUMMARY

<b>2011-12 Capital Allocations vs. Capacity Summary through December 31, 2011 (\$ in millions)</b>					
	<b>SHOPP<sup>1</sup></b>	<b>STIP<sup>1</sup></b>	<b>TCRP</b>	<b>BONDS</b>	<b>TOTAL</b>
Total Allocation Capacity	\$2,058	\$842	\$84	\$4,497	\$7,480
Total Votes	1,578	311	78	1,746	\$3,713
Authorized Changes <sup>2</sup>	-145	-7	0	N/A	-\$152
<b>Total Remaining Capacity</b>	<b>\$625</b>	<b>\$538</b>	<b>\$6</b>	<b>\$2,750</b>	<b>\$3,919</b>

Note: Totals may differ due to rounding

<sup>1</sup>Proposition 1B bond capacity included in total: \$58M (Prop 1B SHOPP); \$395M (Prop 1B STIP).

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

The Commission allocated \$3.713 billion toward 358 projects through the second quarter of FY 2011-12. This represents 50 percent of the \$7.48 billion total recommended capacity. Authorized changes totaled a negative \$152 million, leaving \$3.919 billion in remaining capacity. The majority of the remaining capacity originates from unallocated bond authority. Although \$4.497 billion was authorized for bond capacity, only \$1.746 billion was allocated toward bond programs through this quarter. Because of the first and second quarter bond sales, the Department continues to recommend allocation of all currently programmed Proposition 1B projects.

The cash balances for the Traffic Congestion Relief Fund (TCRF) and the Transportation Investment Fund (TIF) were within the acceptable range of forecast. The cash balances for all the remaining Departmental funds differed from forecasted amounts (Refer to Appendix B). The State Highway Account (SHA) cash balance was lower than expected for various reasons, including higher than forecasted transfers to the Transportation Debt Service Fund (TDSF) and lower than forecasted revenues. The Public Transportation Account (PTA) cash balance was higher than forecasted due to lower than projected expenditures and reduced payments to the State Transit Assistance (STA) program. The Transportation Deferred Investment Fund (TDIF) cash balance was higher than expected due to the delay in the processing of expenditures during the reporting period.

There were two noteworthy items that occurred recently, including the release of the Governor's Budget and the continued discussion of the Federal Reauthorization bill. Governor Brown delivered his proposed FY 2012-13 budget on January 5, 2012. The proposal included an overall 16% decrease in Departmental funding, most notably reflected in Capital Outlay, but did not include appropriations for Proposition 1B. It contained restructuring highlights, including the newly proposed Transportation Agency comprised of: Department of Transportation, Department of Motor Vehicles, High-Speed Rail Authority, California Highway Patrol, California Transportation Commission, and Board of Pilot Commissioners. Program changes include the transfer of \$938M in weight fee revenues from the SHA to the General Fund (up

from \$866M this year). Any remaining weight fee revenues received each month will be transferred to the SHA to offset expenditures.

There are currently two proposals for a Federal Reauthorization bill being considered by the Congress. The Senate proposal, submitted by Senator Barbara Boxer is entitled “Moving Ahead for Progress in the 21st Century” (MAP-21) and would reauthorize surface transportation programs for two years at current funding levels, plus inflation; however, it does not contain earmarks. In the House, Representative John Mica re-submitted his transportation bill, House Resolution 7 (HR7) entitled “American Energy and Infrastructure Jobs Act”. The House plan consists of \$260 million in funding and leaves FY 2012 appropriated funding levels for Highway Trust Fund programs unchanged. Three House committees plan to mark up the bill by early February.

## STATE HIGHWAY OPERATION AND PROTECTION PROGRAM (SHOPP)

State Highway Operation and Protection Program (\$ in millions)					
Fund	Allocation Capacity	Allocations to Date	Adjustments	Net Allocations	Remaining Capacity
SHA	\$180	\$175	\$2	\$177	\$3
FTF	1,820	1,393	-144	1,249	574
Prop 1B SHOPP	58	10	0	10	48
<b>Total</b>	<b>\$2,058</b>	<b>\$1,578</b>	<b>-\$142</b>	<b>\$1,436</b>	<b>\$625</b>

Note: Totals may differ due to rounding.

### Capital Allocations vs. Capacity

SHOPP allocations totaled \$1.578 billion toward 145 projects through the second quarter, representing 77 percent of the \$2.058 billion approved capacity. Adjustments totaled a negative \$142 million resulting in \$625 million in remaining capacity.

### Outlook for Funding & Allocations

Transportation resources continue to be impacted by the state's sluggish economy, lower than expected revenues, and legislative changes. Unfortunately, the SHA continues to experience the majority of the impact. AB 105 of 2011 (hereafter, AB 105) extended the repayment date of a \$135 million loan from the SHA to the GF until June 30, 2013. Taking into consideration current commitments from the SHA, the Department still anticipates that the fund will likely reach insolvency levels in FY 2012-13. As presented at the September 2011 CTC meeting, this shortfall may necessitate another loan to the SHA. If procuring a loan is not a viable option, the SHA funding deficiency could result in a delay in contractor payments and the jeopardizing of federal funds due to inadequate matching state funds.

The SHA has not received a portion of the monthly backfill amount from excise taxes related to the weight fee tax swap. The backfill is intended to offset the weight fees borrowed by the General Fund. The State Controller's Office (SCO) delayed this portion of the transfer of revenue because of the current interpretation of the California Vehicle Code that authorizes the transfer. The estimated balance still owed to the SHA is \$215 million. To provide a long-term resolution, the Department of Finance (DOF) submitted Trailer Bill Language (TBL) to clarify the intent of the code, which was included in the Governor's Proposed Budget. Receipt of the \$215 million would serve to bring the SHA back to within forecasted range.

The Federal Reauthorization bill was the subject of intense interest during the second quarter. Senator Barbara Boxer's proposal, MAP-21, would reauthorize surface transportation programs for two years at current funding levels, plus inflation. The bill proposes significant changes, including: an increase in California's allocation from 9.2 percent to 9.6 percent of the total apportionment, the consolidation of Federal programs by approximately 66 percent, and the consolidation of Federal-aid highway programs from seven to five. The bill does not contain earmarks, which would reduce the apportionments that would otherwise go to the states. House Representative John Mica also re-submitted his reformed transportation bill. The House bill has not been fully analyzed; however, preliminary information shows the bill consists of \$260 million in funding and leaves FY 2012 appropriated funding levels for Highway Trust Fund programs unchanged. In addition, the bill will delegate more authority to states, establish hard

deadlines for federal agencies to make decisions, and reduce the amount of federal guidelines currently involved in getting projects built. Both the Senate and the House of Representatives are eager to move a transportation bill forward, because the current Federal Transportation Reauthorization Act ends on March 31, 2012.

### ***Recommendations***

The Department will continue to closely monitor the fund balance of the SHA and will communicate any changes to the Commission.

## STATE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)

State Transportation Improvement Program (\$ in millions)					
Fund	Allocation Capacity	Allocations to Date	Adjustments	Net Allocations	Remaining Capacity
SHA	\$200	\$130	\$0	\$130	\$70
FTF	200	95	-11	85	115
PTA	47	39	0	39	8
Prop 1B STIP	395	46	4	50	345
<b>Total</b>	<b>\$842</b>	<b>\$311</b>	<b>-\$7</b>	<b>\$304</b>	<b>\$538</b>

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

### Capital Allocations vs. Capacity

Of the \$842 million STIP capacity, a total of 102 projects and \$304 million were allocated through the second quarter of FY 2011-12, including adjustments totaling negative \$7 million in award savings. The bulk of the remaining capacity is bond resources.

### Outlook for Funding & Allocations

**State Highway Account (SHA).** Although there are no immediate concerns regarding STIP funding from the SHA, the Department projects that the fund will continue to have long-term challenges. The repayment date for the \$135 million loan issued to the GF on June 30, 2010 was extended to June 30, 2013. In addition, the SHA revenues are lower than projected due to the discrepancy with the SCO regarding the interpretation of VC §9400.4. Should the SHA continue to experience funding shortfalls, the Department anticipates having to request a loan to stay solvent.

**Federal Trust Fund (FTF).** The current extension of the Federal Transportation Reauthorization Act ends on March 31, 2012. Although the Department anticipates that the funding will be extended again, there are two active reauthorization proposals that may be enacted before the end of the current deadline.

**Public Transportation Account (PTA).** As noted in the first quarter, effective July 1, 2011, sales of all diesel fuel are subject to an additional sales tax of 1.87 percent, which is transferred quarterly to the PTA. However, pursuant to AB 105, approximately 75 percent of sales tax revenues on diesel fuel are now redirected to the STA. As a result, the PTA only retains about 25 percent of the total revenues. Based on current revenue projections, we anticipate the PTA being unable to support any allocation capacity in future years. Lastly, the passage of AB 115 of 2011 (hereafter, AB 115) postponed the repayment of a \$29 million loan from the GF until June 30, 2021.

**Transportation Facilities Account (TFA).** The first and second quarter bond sales have been sufficient to fund recommended capacity. The October 2011 bond sale raised \$372 million in bond proceeds for new and ongoing Proposition 1B projects.

**Transportation Investment Fund (TIF).** The Department projects TIF resources will be sufficient to fund its obligations through FY 2011-12. At the request of the DOF, proposed Trailer Bill Language was submitted to roll all remaining TIF obligations to the SHA. However, the Department was notified that the DOF will not proceed with the Trailer Bill Language at this time.

### **Recommendations**

The Department will continue to monitor potential impacts, and if necessary, recommend a change to the FY 2011-12 capacity. No additional capacity has been identified in the second quarter from the SHA cash forecast.

### **TRAFFIC CONGESTION RELIEF PROGRAM (TCRP)**

<b>Traffic Congestion Relief Program</b>					
<b>(\$ in millions)</b>					
<b>Fund</b>	<b>Allocation Capacity</b>	<b>Allocations to Date</b>	<b>Adjustments</b>	<b>Net Allocations</b>	<b>Remaining Capacity</b>
<b>TCRF</b>	\$84	\$78	\$0	\$78	\$6
<b>Total</b>	<b>\$84</b>	<b>\$78</b>	<b>\$0</b>	<b>\$78</b>	<b>\$6</b>

Note: Totals may differ due to rounding.

### **Capital Allocations vs. Capacity**

There was approximately \$78 million allocated from the TCRP through the second quarter, which represents roughly 93% of the allocation capacity. There were four projects allocated through the second quarter.

### **Outlook for Funding & Allocations**

Approximately \$814 million in loan repayments are still outstanding from the GF (See Appendix D). TCRP receives \$83 million per year for repayment of \$332 million in outstanding Proposition 42 loans. The FY 2011-12 Governor's Budget indicated that Tribal Gaming repayments (Pre-Proposition 42) would start no earlier than FY 2016-17; however, the Pre-Proposition 42 loans have no statutory repayment schedule.

### **Recommendations**

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

## PROPOSITION 1A & 1B BONDS

<b>Proposition 1B Bonds</b>			
<b>(\$ in millions)</b>			
<b>Fund</b>	<b>Allocation Capacity</b>	<b>Allocations to Date</b>	<b>Remaining Capacity</b>
<b>Proposition 1A</b>	\$51	\$51	\$0
<b>CMIA</b>	1,697	772	925
<b>TCIF</b>	1,391	532	859
<b>Intercity Rail</b>	240	67	172
<b>State-Local Partnership</b>	200	100	100
<b>Local Bridge Seismic</b>	19	5	14
<b>Grade Separations</b>	214	10	204
<b>Traffic Light Synch.</b>	110	35	75
<b>Route 99</b>	574	173	401
<b>Total</b>	<b>\$4,497</b>	<b>\$1,746</b>	<b>\$2,750</b>

Note: Totals may differ due to rounding.

### **Capital Allocations vs. Capacity**

As noted in the first quarter, the STO conducted a general obligation bond sale that resulted in \$1.1 billion in refunding bond proceeds being used to refinance debt incurred through prior bond sales for Propositions 108, 116, and 192. The refinancing is expected to save the state significant General Fund debt service costs relative to those prior bond issuances. In the aftermath of the refinancing, \$61 million from the bond sale was provided to the Department as upfront proceeds for Proposition 1B projects. The STO conducted another general obligation bond sale in October 2011 and used some of the bond proceeds to re-market and refund the Los Angeles County Metropolitan Transportation Authority (LACMTA) and San Bernardino Associated Governments (SANBAG) private placement bond debt. Subsequent to that refunding, \$372 million in upfront proceeds was made available to the Department, bringing the total available from the two bond sales for new and on-going Proposition 1B projects to \$433 million. Of that amount, \$202 million has been directed to Public Transportation, Modernization, Improvement, and Service Enhancement Account (PTMISEA) local transit projects, while the remainder is available for new and ongoing projects. The October bond sale also yielded \$21.3 million for six Proposition 116 projects.

### **Outlook for Funding & Allocations**

Although the STO bond calendar indicates that there are no scheduled general obligation bond sales, the Department expects a spring bond sale.

### **Recommendations**

The priority for the use of bond proceeds has been to fund ongoing projects before funding any new allocations. Due to the success of the first and second quarter bond sales, the Department continues to recommend allocation of all bond projects as they come forward for vote through June 2012.

**APPENDICES**

**Appendix A ..... Allocation Capacity and Assumptions**

**Appendix B .....Cash Forecasts**

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

**Appendix C ..... Federal Funding**

**Appendix D .....Transportation Loans**

## APPENDIX A – ALLOCATION CAPACITY AND ASSUMPTIONS

2011-12 Allocation Capacity By Fund and Program (\$ in millions)					
Fund	SHOPP	STIP	TCRP	Other Bonds	Total
SHA	\$180	\$200	\$0	\$0	\$380
FTF	1,820	200	0	0	2,020
PTA	0	47	0	0	47
TCRF	0	0	84	0	84
<i>Prop 1A Bonds</i> <sup>1</sup>	0	0	0	51	51
<i>Prop 1B Bonds</i> <sup>1</sup>	58	395	0	4,446	4,898
<b>Total Capacity</b>	<b>\$2,058</b>	<b>\$842</b>	<b>\$84</b>	<b>\$4,497</b>	<b>\$7,480</b>

<sup>1</sup>Bond capacity represents total budget authority and is subject to sales in FY 2011-12.

The FY 2011-12 allocation capacity of \$7.480 billion includes Proposition 1A and Proposition 1B capacity.

This allocation capacity is based on:

- For SHOPP, FY 2011-12 Budget Act revenue and expenditure estimates, and 2012 STIP Fund Estimate federal receipts.
- The PTA allocation capacity of \$47 million is based on a prudent cash balance of \$100 million and includes unused rolled over capacity from FY 2010-11.
- The annual TCRF allocation capacity is based on a dollar-for-dollar ratio of actual revenues received for current year expenditures. The allocation capacity and specific project funding was established by the Commission, in consultation with the Department and local agencies.
- SHOPP and STIP bond capacity is based on the remaining bond authority, budget authority, and any administrative costs. Other Proposition 1B bond capacity is based on budget authority for those funds and is dependent on the sale of sufficient bonds for funding.
- Proposed Proposition 1A capacity is based on the enacted budget and includes FY 2010-11 savings.

## APPENDIX B – FORECAST METHODOLOGY

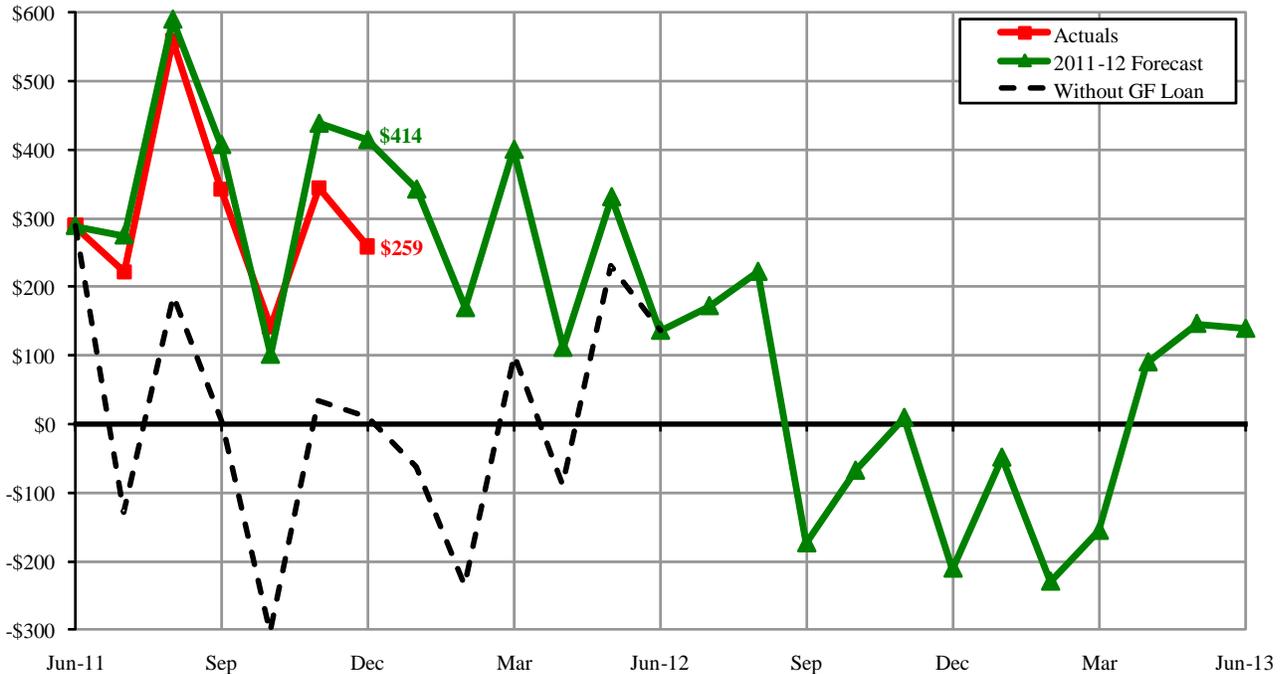
### Methodology and Assumptions

The cash forecasts for the SHA, PTA, TCRF, TIF and TDIF are used by the Department to estimate and monitor the cash balance of transportation funds to determine the level of allocations that can be supported, and to prepare for low or high cash periods. Variances are identified and reported to management and the Commission. If necessary, adjustments are made to capital allocation levels, funding policy, or forecast methodology. The FY 2011-12 cash forecasts and allocation capacities are based on the following assumptions:

- Expenditures for state operations and capital outlay support are based on the FY 2011-12 Budget Act.
- Capital outlay and local assistance expenditures are based on actual and projected Commission allocations using historical and seasonal construction patterns.
- Monthly adjustments are not forecasted, since they comprise timing differences between the Department's accounting system and the SCO. These adjustments include short-term loans made to the GF, short-term loan repayments, Plans of Financial Adjustments, funds transferred in and out, and reimbursements.
- A \$135 million loan from the SHA to the GF authorized in the FY 2009-10 Budget was included in the FY 2010-11 SHA forecast. Also included, is the assumption that the repayment of the \$200 million loan from the SHA to the GF in the FY 2008-09, and the subsequent intra-fund loan from the TCRF to the SHA for \$200 million will both be delayed until June 2012.
- Federal receipts of approximately \$3.0 billion are based on the 2010 STIP Fund Estimate.

## APPENDIX B – STATE HIGHWAY ACCOUNT

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



### Year-to-Date SHA Summary

The SHA ended the second quarter with a cash balance of \$259 million, \$155 million (37 percent) below forecast. Revenue and transfers year-to-date were \$1.7 billion, \$186 million below forecast. Expenditures through the second quarter totaled \$1.7 billion, \$128 million below forecast. The difference was largely due to the lower than forecasted expenditures for Non-Departmental transfers and Capital Outlay expenditures. Adjustments, which represent timing differences between the Department’s accounting system and the SCO’s accounting system, totaled a negative \$98 million.

The October HUTA payment was not received until November, which resulted in a low cash balance for the month as forecast. The receipt of a double HUTA payment in November returned the balance to a more acceptable level. The December low cash balance is largely due from the higher than expected transfers. The transfer to the TDSF for the quarter was \$228 million, \$53 million higher than forecasted. There were minor technical changes to the August and September actuals.

The Department has had numerous discussions with the SCO regarding the withholding of the weight fee offset. The SCO submitted a request for a legal opinion on the interpretation of Vehicle Code §9400.4 in October 2011. The legal opinion has not yet been released. To alleviate long-term concerns, the DOF submitted Trailer Bill Language to ensure that the Department would receive the offset. Currently, the Department has not received \$215 million of its revenues expected by the weight fee offset. Until this issue is rectified, the SHA will continue to receive less revenue than projected. The Department continues to focus on resolving this problem.

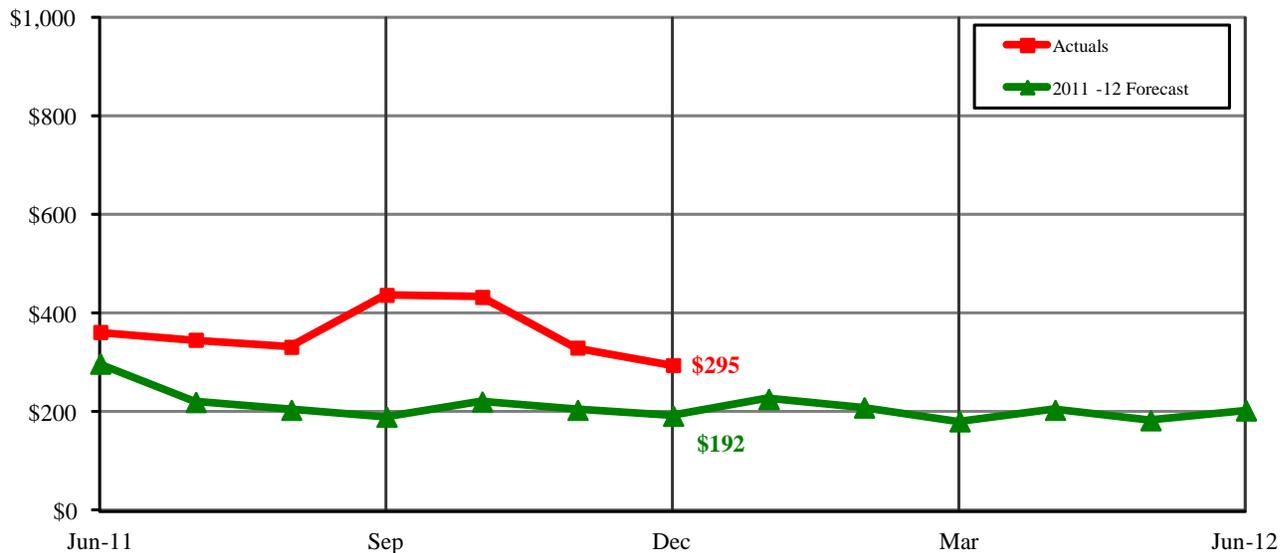
**Year-to-Date Reconciliation**

(\$ in millions)				
	Forecast	Actual	Difference	%
<b>Beginning Cash Balance</b>	<b>\$289</b>	<b>\$289</b>	N/A	
Revenues	2,296	2,199	-97	
Transfers	-320	-408	-88	
Expenditures	-1,851	-1,723	128	
Adjustments		-98	-98	
<b>Ending Cash Balance</b>	<b>\$414</b>	<b>\$259</b>	<b>-\$155</b>	<b>-37%</b>

Note: Ending cash balance may differ due to rounding.

**APPENDIX B – PUBLIC TRANSPORTATION ACCOUNT**

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



**Year-to-Date PTA Summary**

The PTA ending cash balance for the second quarter was \$295 million; \$103 million (54 percent) above forecast. Expenditures totaled \$86 million, \$11 million (12 percent) lower than forecast. The high balance is due to lower than forecasted expenditures across the board, including State Transit Assistance (STA) payments. Total year-to-date adjustments were a positive \$99 million.

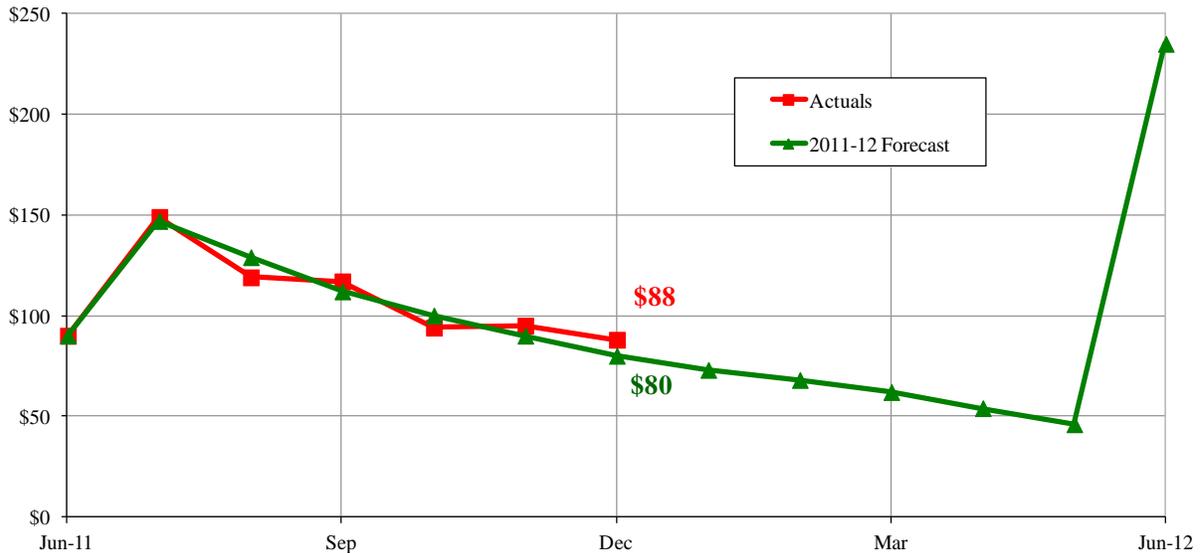
**Year-to-Date Reconciliation**

	(\$ in millions)			
	Forecast	Actual	Difference	%
<b>Beginning Cash Balance</b>	<b>\$362</b>	<b>\$362</b>	N/A	
Revenues	137	123	-14	
Transfers	6	13	6	
Expenditures	-97	-86	11	
Adjustments	-215	-116	99	
<b>Ending Cash Balance</b>	<b>\$192</b>	<b>\$295</b>	<b>\$103</b>	<b>54%</b>

Note: Ending cash balance may differ due to rounding.

**APPENDIX B – TRAFFIC CONGESTION RELIEF FUND**

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



**Year-to-Date TCRF Summary**

The TCRF ending cash balance for the second quarter was \$88 million, \$8 million (10 percent) above the forecasted amount of \$80 million. Year-to-date fund transfers totaled \$85 million, which included the FY 2011-12 suspended Proposition 42 transfer from the TDIF. Expenditures totaled \$169 million, \$75 million (80 percent) higher than forecasted. This difference was primarily attributed to the processing of accrued expenditures from the previous year, which were applied to the TCRF in the first quarter. Adjustments were positive \$82 million through the second quarter. The FY 2011-12 year-end forecast includes the \$200 million repayment from the SHA, which was borrowed in FY 2008-09 to back-fill a GF fund loan from the SHA. Payment is scheduled for June 2012, commensurate with the repayment of the GF loan to the SHA.

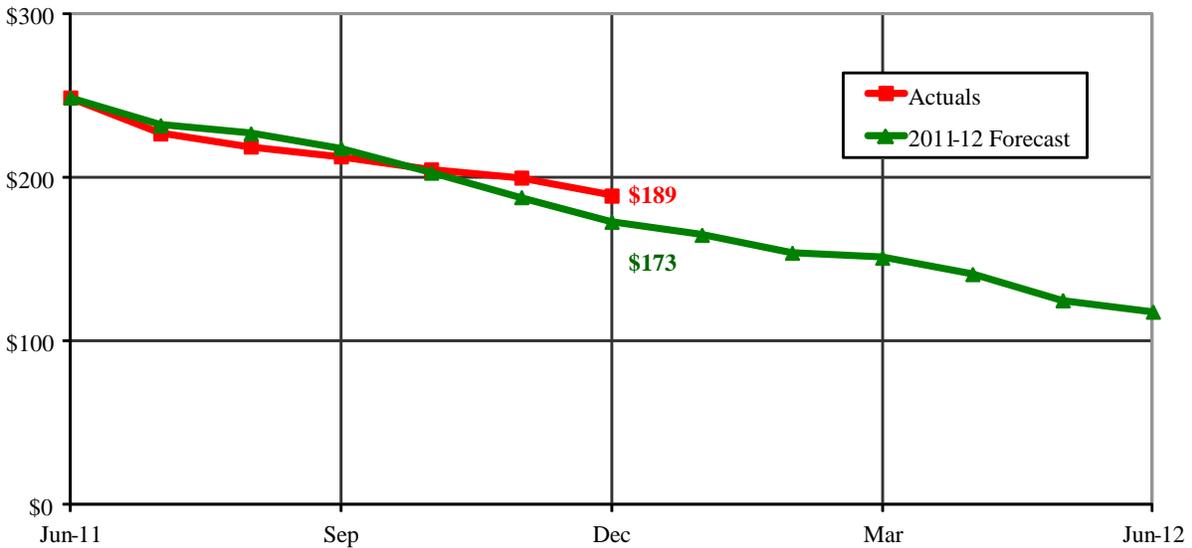
**Year-to-Date Reconciliation**

(\$ in millions)				
	Forecast	Actual	Difference	%
<b>Beginning Cash Balance</b>	<b>\$90</b>	<b>\$90</b>	<b>N/A</b>	
Revenues	0	0	0	0
Transfers	83	85	2	
Expenditures	-94	-169	-75	
Adjustments		82	82	
<b>Ending Cash Balance</b>	<b>\$80</b>	<b>\$88</b>	<b>\$8</b>	<b>10%</b>

Note: Ending cash balance may differ due to rounding.

**APPENDIX B – TRANSPORTATION INVESTMENT FUND**

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



**Year-to-Date TIF Summary**

The TIF ending cash balance for the second quarter was \$189 million, \$16 million (9 percent) above the forecasted amount of \$173 million. The TIF no longer receives revenue, due to the passage of ABX8 6 and ABX8 9, collectively known as the Fuel Tax Swap. No transfers were made through the second quarter. Expenditures totaled \$57 million, \$20 million (26 percent) below forecast. Year-to-date adjustments were a negative \$5 million.

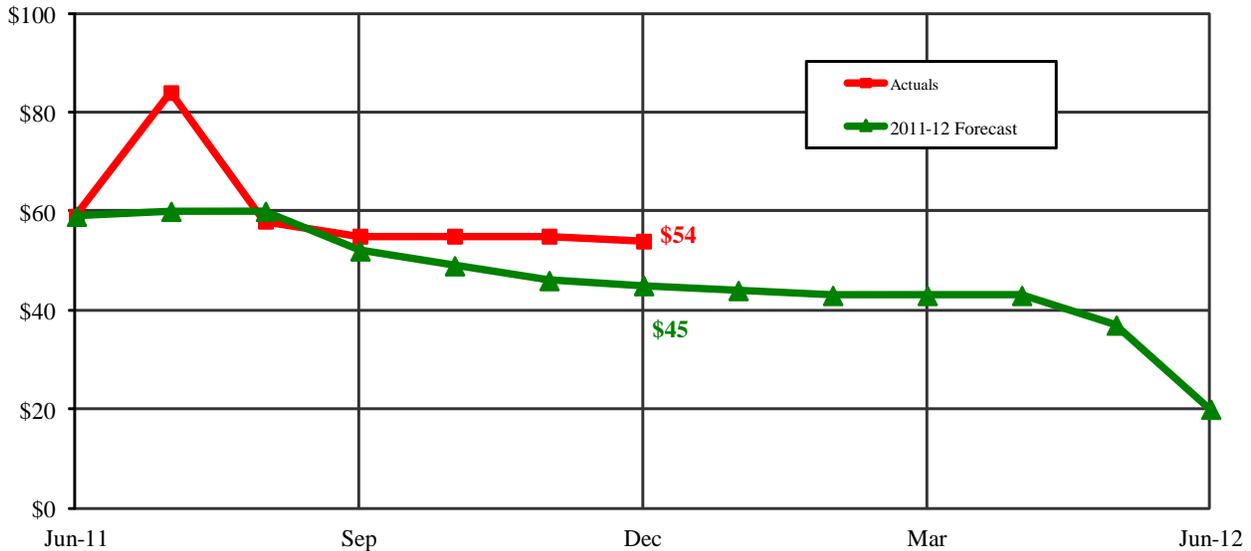
**Year-to-Date Reconciliation**

(\$ in millions)				
	Forecast	Actual	Difference	%
<b>Beginning Cash Balance</b>	<b>\$250</b>	<b>\$250</b>	<b>N/A</b>	
Revenues	0	0	0	
Transfers	0	0	0	
Expenditures	-77	-57	20	
Adjustments		-5	-5	
<b>Ending Cash Balance</b>	<b>\$173</b>	<b>\$189</b>	<b>\$16</b>	<b>9%</b>

Note: Ending cash balance may differ due to rounding.

**APPENDIX B – TRANSPORTATION DEFERRED INVESTMENT FUND**

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



**Year-to-Date TDIF Summary**

The TDIF ending cash balance for the second quarter was \$54 million, \$9 million (20 percent) above the forecasted amount of \$45 million. Year-to-date transfers were \$83 million, which was attributed to the FY 2011-12 suspended Proposition 42 transfer to the TCRF in the first quarter. No expenditures were processed in the first and second quarters. Year-to-date adjustments totaled negative \$5 million. No future allocations will be made from the TDIF. It is anticipated that all FY 2011-12 expenditures will be processed at the end of the fourth quarter.

**Year-to-Date Reconciliation**

	(\$ in millions)			
	Forecast	Actual	Difference	%
<b>Beginning Cash Balance</b>	<b>\$59</b>	<b>\$59</b>	<b>N/A</b>	
Revenues	83	83	0	
Transfers	-83	-83	0	
Expenditures	-14	0	14	
Adjustments		-5	-5	
<b>Ending Cash Balance</b>	<b>\$45</b>	<b>\$54</b>	<b>\$9</b>	<b>20%</b>

Note: Ending cash balance may differ due to rounding.

## APPENDIX C – FEDERAL EMERGENCY PROJECTS

The Federal Highway Administration (FHWA) declared the December 14, 2011 tanker fire in Los Angeles County a federal disaster, which destroyed the Paramount Boulevard overcrossing structure on State Route 60. During the reporting period, the Department received two Emergency Relief distributions in the amount of \$43.4 million on November 29, 2011 and \$2.0 million on December 22, 2011, for a total allocation of \$45.4 million. The chart below represents disasters that have not been completely funded by FHWA.

<b>Disaster Repair Costs</b>			
<b>Approved Federal Funding and State/Local Impact</b>			
(\$ millions)			
<b>Disaster</b>	<b>Identified Cost of Disaster Repair</b>		
	<b>State</b>	<b>Local</b>	<b>Total</b>
Devil's Slide CA83-1	631	0	631
Dec. 2004 Storm CA05-1	212	102	314
Dec. 2005 Storm CA06-1	328	57	385
So. California Wildfires CA08-3	26	8	34
California Wildfires CA08-6	9	0	9
So. California Wildfires CA09-1	9	0	9
So. California Wildfires CA09-2	12	7	19
Jan. 2010 Storm CA10-1	72	4	76
Humboldt Co. Earthquake CA10-2	1	2	3
Imperial Co. Earthquake CA10-3	1	7	8
Dec. 2010 Storm CA11-1	56	52	108
Modoc Co. Storm damage CA11-2	0	1	1
Mar. 2011 Storm CA11-3	308	15	323
LA Tanker Fire CA12-1	39	0	39
<b>Total Damage Estimate</b>	<b>\$1,704</b>	<b>\$255</b>	<b>\$1,959</b>
<b>Amount Obligated To Date</b>			<b>\$1,036</b>
<b>Allocation Available for Future Project Costs</b>			<b>\$22</b>
<b>Remaining Need</b>			<b>\$901</b>
<b>State Expenditures</b>			<b>\$1,049</b>

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

## APPENDIX D – TRANSPORTATION LOANS

<b>Status of Outstanding Transportation Loans, as of December 31, 2011</b>			
<b>(\$ in millions)</b>			
<b>FUND</b>	<b>Original Loan</b>	<b>Loans / Interest Paid-to-Date</b>	<b>Remaining Balance</b>
<b>Pre-Proposition 42 (Tribal Gaming Revenue):</b>			
State Highway Account (SHA) <sup>1</sup>	\$473	\$341	\$132
Public Transportation Account (PTA)	275	10	265
Traffic Congestion Relief Fund (TCRF)	482	0	482
<b>Subtotal Pre-Proposition 42 Tribal Gaming Loans:</b>	<b>\$1,230</b>	<b>\$351</b>	<b>\$879</b>
<b>Proposition 42:</b>			
Public Transportation Account (PTA)	\$220	\$218	\$2
Transportation Investment Fund (TIF)	440	440	0
Transportation Congestion Relief Fund (TCRF) <sup>2</sup>	1,066	733	332
Locals	440	440	0
<b>Subtotal Proposition 42 Loans:</b>	<b>\$2,167</b>	<b>\$1,832</b>	<b>\$334</b>
<b>General Fund Loan:</b>			
State Highway Account (SHA) <sup>3</sup>	\$335	\$0	\$335
State Highway Account - Weight Fee Revenues <sup>3</sup>	227	0	227
Highway User Tax Account (HUTA) <sup>4</sup>	328	0	328
Public Transportation Account <sup>5</sup>	29	0	29
Other transportation accounts	31	0	31
<b>Subtotal General Fund Loan:</b>	<b>\$950</b>	<b>\$0</b>	<b>\$950</b>
<b>Totals:</b>	<b>\$4,346</b>	<b>\$2,183</b>	<b>\$2,163</b>

Note: Numbers may differ due to rounding.

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

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

<sup>3</sup>The SHA is expected to be repaid \$200 million in FY 2011-12, \$135 million in FY 2012-13, and \$227 million in FY 2020-21.

<sup>4</sup>The HUTA is expected to be repaid \$328 million in 2020-21.

<sup>5</sup>The PTA is expected to be repaid \$29 million in 2020-21.

### Pre-Proposition 42 Loans (Tribal Gaming)

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

In FY 2004-05, the Governor negotiated tribal gaming compacts to repay these loans through bonds, but legal challenges have prevented the bonds from being issued. In FY 2005-06, the Director of Finance began using the compact revenues to make annual payments toward these loan balances

pursuant to Government Code §63048.65. However, the FY 2011-12 Governor's Budget indicated that Tribal Gaming repayments would restart no earlier than FY 2016-17, with the SHA as the first fund to be repaid. Passage of AB 115 declared that the SHA repayments are revenues derived from weight fees. As such, repayment of the loan to the SHA will be transferred to the TDSF by the State Controller.

### **Proposition 42 Loans**

In March 2002, Proposition 42 made the transfer of gasoline sales tax to transportation permanent. However, as state budget shortfalls continued, Proposition 42 transfers were partially suspended in FY 2003-04 and completely suspended in FY 2004-05, creating the Proposition 42 loan balances. These loans were partially repaid in FY 2006-07 with a payment of \$1.415 billion, leaving approximately \$752 million due to the TCRF. Outstanding Proposition 42 loans, as of July 1, 2007, shall be repaid in annual installments not less than one-tenth of the total amount required to be transferred by June 30, 2016. With the re-enactment of the Fuel Tax Swap in March 2011 (AB 105), which eliminated the state portion of sales tax on gasoline, there are no current Proposition 42 transfers.

### **General Fund Loans**

The Budget Act of 2008 authorized \$231 million in loans to the GF from the SHA, the Bicycle Transportation Account, the Local Airport Loan Account, the Motor Vehicle Fuel Account, the Environmental Enhancement and Mitigation Program, the Historic Property Maintenance Fund, and the Pedestrian Safety Account. These funds were transferred to the GF on November 14, 2008. The authorized \$231 million in loans were scheduled to be repaid by June 30, 2011, but the Budget Act of 2010 delayed the repayments by one year. The SHA repayment of \$200 million and the repayment of \$23 million to the majority of other transportation accounts are expected in 2011-12. The Local Airport Loan Account repayment of \$7.5 million has been extended to a date no earlier than FY 2015-16.

A \$135 million loan from the SHA to the GF was authorized in the FY 2009-10 Budget. The loan to the GF occurred on June 30, 2010. This loan is required to be repaid, with interest calculated at the rate earned by the PMIA, by June 30, 2013.

The FY 2010-11 Budget authorized a \$227 million loan from the SHA to the GF, and a \$29 million loan from the PTA to the GF. Passage of AB 115 declared that the SHA repayments are revenues derived from weight fees. As such, repayment of the loan to the SHA will be transferred to the TDSF by the State Controller. In addition, a loan of \$328 million was transferred to the GF from the HUTA. These loans are required to be repaid, with interest calculated at the rate earned by the PMIA, by June 30, 2021.

AB 115 authorized the postponement for repayment of \$555 million in loans from the GF to transportation funds until June 30, 2021. Upon repayment of the \$555 million in loans, the Controller will immediately transfer these funds to the TDSF.

### Interfund Transportation Loans

<b>Fiscal Year Borrowed</b>	<b>From Account</b>	<b>To Account</b>	<b>Description</b>	<b>Amount</b>	<b>Repaid</b>	<b>Remaining Balance</b>
<b>2008-09</b>	TCRF	SHA	Backfill SHA transfer to the GF	\$200	\$0	\$200
<b>2009-10</b>	PTA	SHA	Backfill SHA transfer to the GF	135	0	135
<b>Totals</b>				<b>\$335</b>	<b>\$0</b>	<b>\$335</b>

A loan of \$200 million was transferred in FY 2008-09 to the SHA from the TCRF to backfill the \$200 million loan to the GF. A loan of \$135 million was transferred in FY 2009-10 to the SHA from the PTA to backfill the \$135 million loan to the GF. To date, these loans have not been repaid. The \$200 million loan to the TCRF is scheduled to be repaid in June 2012, and the \$135 million loan repayment has been extended to June 2013.

# Memorandum

To: CHAIR AND MEMBERS  
CALIFORNIA TRANSPORTATION COMMISSION

Date: March 28-29, 2012

Reference No.: 3.9  
Information Item

From: NORMA ORTEGA  
Chief Financial Officer

Prepared by: William D. Bronte  
Division Chief  
Rail

Subject: **FY 2011-12 SECOND QUARTER INTERCITY RAIL OPERATIONS REPORT**

## **SUMMARY:**

This is the Second Quarter Intercity Rail Operations Report for Fiscal Year (FY) 2011-12, October through December 2011, as requested by the California Transportation Commission (Commission). The report contains information for each route on ridership, on-time performance and financial results. These results are also compared to the same period for the prior year and to the performance goals. This data allows the performance of the routes to be easily compared.

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

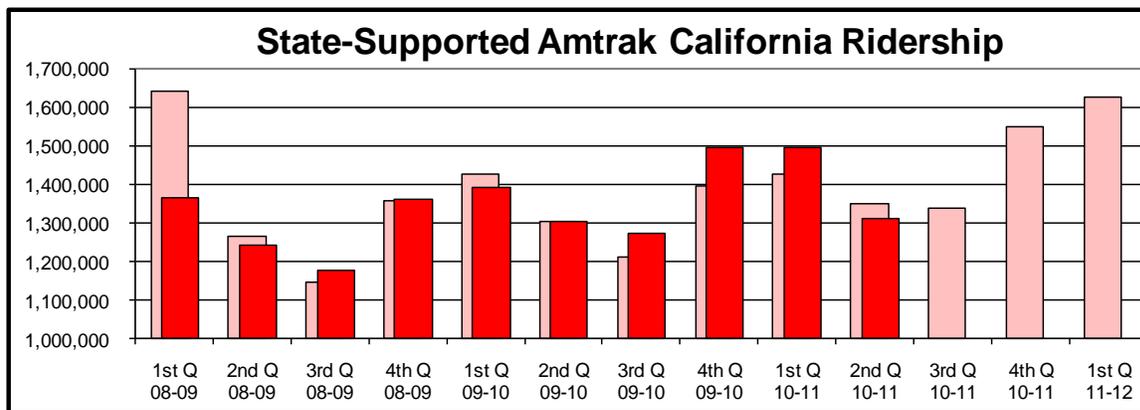
Starting with the FY 2010-11 operating contract between Amtrak and the State and continuing for FY 2011-12, expenses are calculated based on a predetermined fixed dollar amount (with the exception of fuel and host railroad expenses) rather than actual monthly expenses as recorded in Amtrak's accounting system. This form of contract limits the State's exposure to uncertainty. Expenses are calculated in the same manner in the contract between the CCJPA and Amtrak.

The route financial performance goals (revenues, expenses and farebox ratio) in this report are a projection based on the operating contract for each route. Beginning in FY 2011-12, the actual results that are reported in the quarterly report include: actual revenue, fixed price expenses, and three expenses that are billed as actual expenses. These are fuel cost, railroad performance payments and host railroad access fees. The farebox ratio shown is a ratio of the actual revenue to billed expenses, which include both fixed price and the three categories of actual expenses. This is not a traditional farebox ratio of actual revenues to actual expenses.

**Second Quarter Results**

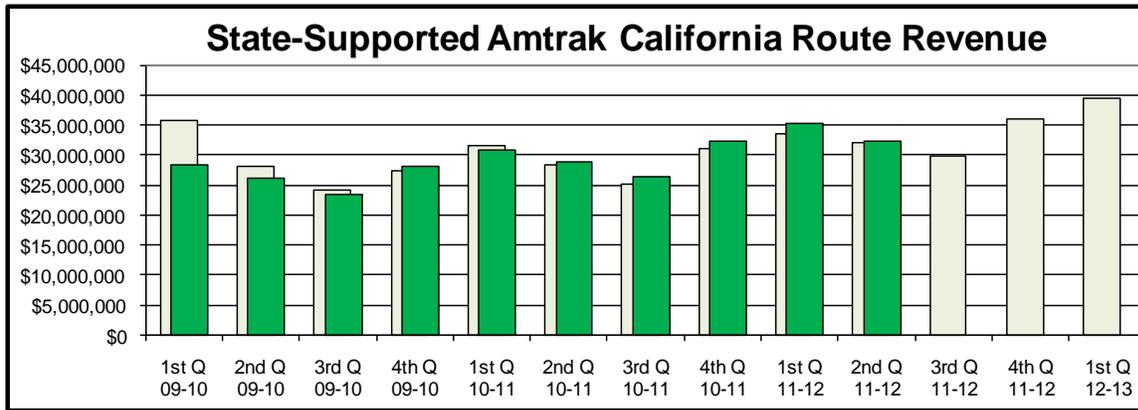
Second quarter results for the *San Joaquin Route* and *Capitol Corridor* were notable, with ridership and revenues higher than the same quarter the previous year. In almost all months, ridership and revenue broke all-time records. Revenue records were set on the *Pacific Surfliner* in all months of this quarter.

Total ridership during the second quarter (October-December 2011) on the three routes was 0.8 percent above the comparable quarter in 2010-11, but 0.3 percent below the combined performance goal. The *San Joaquin Route* recorded monthly ridership records for each month of the quarter, continuing a string of record-setting months that began in October 2010. The *Capitol Corridor* set all-time records for the months of November and December, and have recorded 20 consecutive months of ridership increased over the prior year.



Combined on-time performance (OTP) for the second quarter was 86.7 percent, 1.4 percentage points below the same quarter in 2010-11, and 0.3 percentage points below the combined performance goal. OTP on the *San Joaquin Route* and *Capitol Corridor* were an impressive 88.4 percent and 94.0 percent respectively.

Revenue results for the quarter were similarly impressive. Overall revenue in the second quarter increased 12.4 percent, and record-high revenues were reached on all three routes in each month. Expenses increased 0.9 percent compared with the same quarter in the previous year. Revenues on all three routes outpaced expenses. The result was that the combined farebox ratio increased by 5.9 percentage points and the farebox ratio improved on each route as well.



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

The following table provides further detail on the combined ridership, revenue, expense, farebox ratio and on-time performance for the three State-supported routes for the second quarter 2011-12.

<b>State-Supported Amtrak California Services - 2nd Quarter 2011-12</b>							
<b>All Routes</b>							
	<b>ACTUAL RESULTS</b>				<b>PERFORMANCE GOALS</b>		
	2nd Qtr 11-12	2nd Qtr 10-11	Difference	Percent Change	2nd Qtr 11-12	Actual to Goals	Percent Difference
Ridership	1,312,124	1,301,070	11,054	0.8%	1,316,486	(4,362)	-0.3%
Revenue	\$ 32,325,771	\$ 28,770,681	\$ 3,555,090	12.4%	\$ 31,935,424	\$ 390,347	1.2%
Expense	\$ 55,916,087	\$ 55,406,128	\$ 509,959	0.9%	\$ 56,506,124	\$ (590,037)	-1.0%
Farebox Ratio	57.8%	51.9%	5.9 PP		56.5%	1.3 PP	
On-Time Performance	86.7%	88.1%	-1.4 PP		87.0%	-0.3 PP	

PP - Percentage Points

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

**BACKGROUND:**

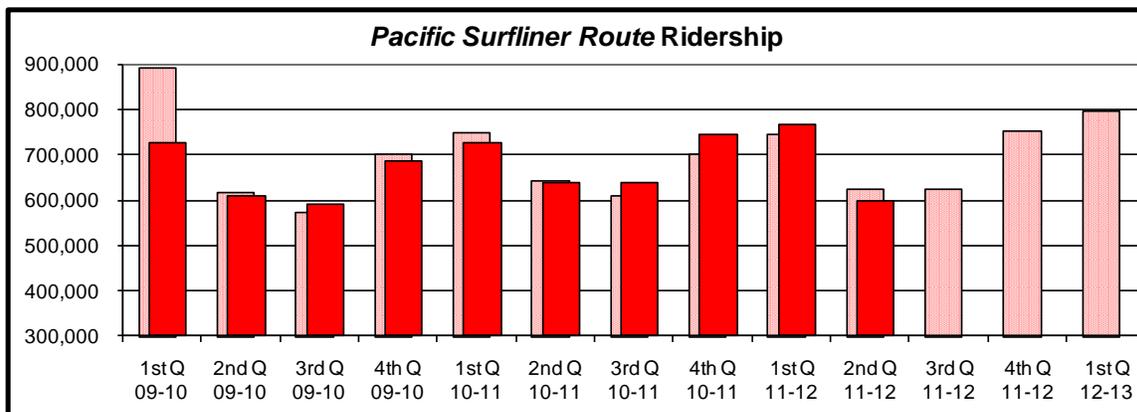
***Pacific Surfliner Route***

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

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

**Ridership** on the *Pacific Surfliner Route* declined 6.1 percent in the second quarter compared to the same quarter in the prior year, and fell short of the performance goal by 3.6 percent. There are two main reasons for this decline. First, an increase in fares in September resulted in a small decrease in ridership. (Please see Page 6 for more detail.)

Second, two bridge replacement projects caused the railroad to be closed for four three-day weekends during the quarter. These construction projects severely disrupted service during this period. Some trains were replaced by buses while other trains were cancelled entirely without any bus replacements. Over 75 percent of the ridership loss was attributed to the reduced ridership during these days of service disruption.



**On-time performance (OTP)** in the second quarter was 76.9 percent, 0.9 percentage point below the previous year’s second quarter and 6.1 percentage points below the 83 percent performance goal. However, this is a 7.2 percentage point improvement over the July-September quarter. This OTP improvement is partially due to the end of the Del Mar horse racing season. Although Del Mar is a traffic generator for the route, it produces significant delays due to the increased station dwell times for trains that serve the race track patrons.

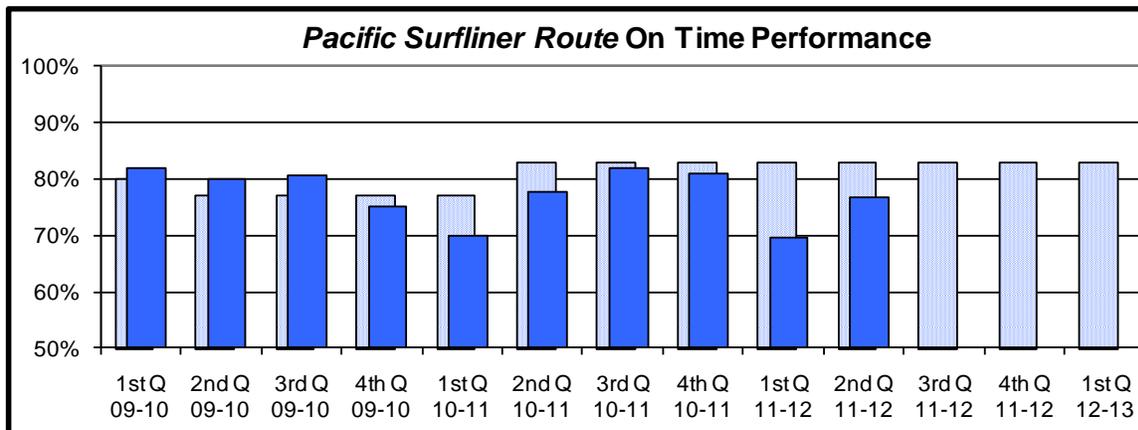
For the quarter, between Los Angeles and San Diego, OTP was 73.1 percent. Between Los Angeles and San Luis Obispo, OTP was 76.6 percent. This compares to prior year second quarter OTP of 79.8 percent on service south of Los Angeles and 72.9 percent north of Los Angeles.

The primary reason that OTP remains below the goal is that there is inadequate capacity for all the intercity, commuter and freight trains operating on the corridor. About 60 percent of the corridor from San Diego to Los Angeles is still single track. North of Los Angeles to San Luis Obispo, about 90 percent of the route is single track. This is highly unusual for a corridor with this density of traffic. There are a number of capital projects in progress, including the Los Angeles to Fullerton triple track project that will reduce the amount of single track south of Los Angeles. Completion of these projects will have a significant positive impact on OTP.

In order to improve OTP, Caltrans has been working with Amtrak to specifically identify any delays that are under Amtrak’s control, particularly delays related to equipment. In the fall of 2010, the Department formally asked Amtrak to develop a plan to address OTP. As a result, Amtrak has improved the technical training of new equipment maintenance employees, is doing daily checks on all delay reports to determine the cause of each delay and develop an ongoing solution for repeated problems, and implemented a “rider” program to increase Amtrak staff presence on trains with the goal of pinpointing problems and resolutions related to OTP. Amtrak follows up with the dispatching railroad, Amtrak mechanical and train crews when there are delays to determine the cause of the delay, and how to resolve the problem in the future. The Amtrak equipment mechanical group is focusing on troubleshooting to identify the root cause of equipment failures and develop procedures to correct the specific problems. Amtrak is also working with train crews on the accurate recording of dwell times, and reducing dwell times at station stops. In Spring 2011, Amtrak staff formed a committee to evaluate initial terminal delays to determine why equipment arrives late from mechanical facilities and improve arrival times.

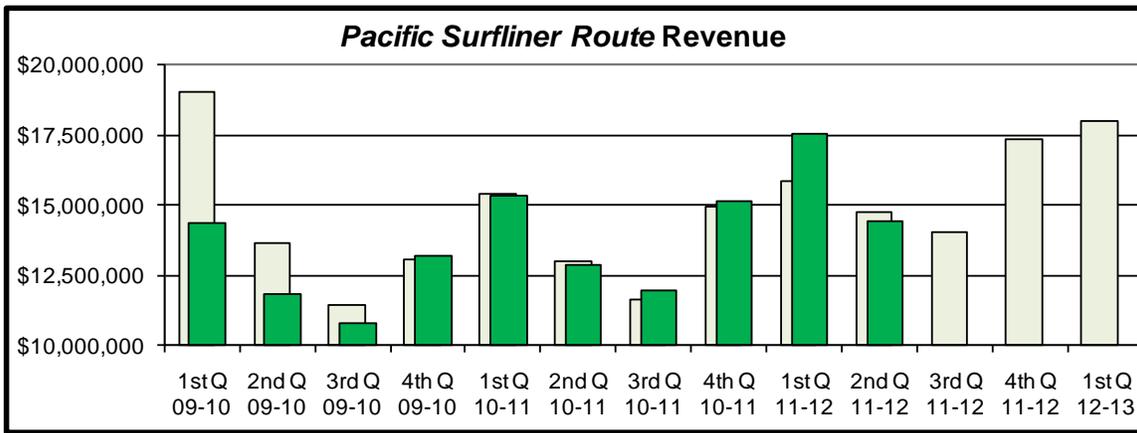
Amtrak has instructed host railroads to provide dispatching priority to Pacific Surfliner trains above long distance Amtrak trains as Pacific Surfliner schedules are timed very close to actual running times between stations and long distance trains have more padding.

Caltrans worked with the operators on the corridor to implement a January 9, 2012 schedule change. The new schedule allows trains to run more smoothly on the corridor, and should improve OTP.



**Farebox ratio** for the quarter was 58.8 percent, an improvement of 7.3 percentage points over 2010-11. Revenue in the second quarter increased 12.1 percent compared to the same quarter in the previous year but was short of the performance goal by 2.2 percent. Expenses declined 1.8 percent over the prior year quarter, but were 1.3 percent over the performance goal.

Ticket revenue set monthly records in all three months, and set the all-time monthly revenue record in November. Revenue was strong as a result of a change in fare policy. In September 2011, peak-pricing was retained. In the past, after Labor Day, peak pricing was reduced. Amtrak had projected that as a result of the fare change ridership would drop 3.0 percent and revenue would increase 7.0 percent. Actual ridership and revenue, when adjusted for the track work projects on the corridor, as discussed above, was close to these projections. Ridership decreased a little more than projected, but revenues were higher. Between September and December, the state revenues on the route increased about \$700,000 as a result of the new fare policy.



State-Supported Amtrak California Services - 2nd Quarter 2011-12							
Pacific Surfliner Route							
	ACTUAL RESULTS				PERFORMANCE GOALS		
	2nd Qtr 11-12	2nd Qtr 10-11	Difference	Percent Change	2nd Qtr 11-12	Actual to Goals	Percent Difference
Ridership	598,679	637,722	(39,043)	-6.1%	620,897	(22,218)	-3.6%
Revenue	\$ 14,432,379	\$ 12,869,124	\$ 1,563,255	12.1%	\$ 14,764,397	\$ (332,018)	-2.2%
Expense	\$24,544,387	\$ 24,985,753	\$ (441,366)	-1.8%	\$ 24,238,778	\$ 305,609	1.3%
Farebox Ratio	58.8%	51.5%	7.3 PP		60.9%	-2.1 PP	
OTP-Route	76.9%	77.8%	-0.9 PP		83.0%	-6.1 PP	
OTP-North	76.6%	72.9%	3.7 PP				
OTP-South	73.1%	79.8%	-6.7 PP				

PP - Percentage Points

***San Joaquin Route***

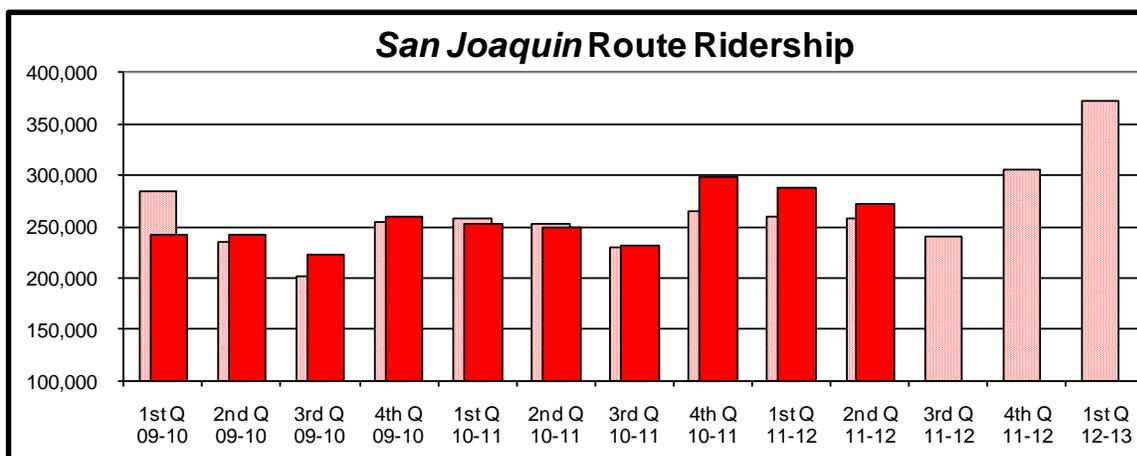
Six daily round-trips serve the *San Joaquin Route*, four operating between Oakland and Bakersfield and two between Sacramento and Bakersfield. All six round-trips have dedicated bus connections between Bakersfield and Los Angeles and other points throughout Southern California. On the north end, buses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

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

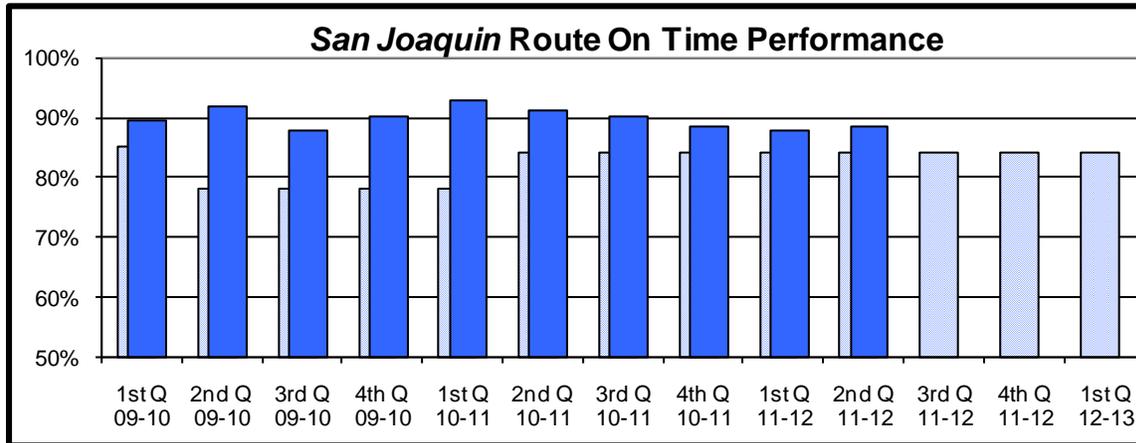
**Ridership** on the *San Joaquin Route* continued impressive growth by climbing 8.6 percent for the quarter, and was 3.5 percent above the performance goal. This is the ninth consecutive quarter that ridership has increased over the same quarter in the prior year. Ridership in each month set all time highs, and there are now 16 consecutive months of record ridership on the route.

The *San Joaquin Route* is now consistently exceeding one million passengers on a 12-month basis. In FY 2010-11, there were 1,032,572 passengers. In Federal Fiscal Year (FFY) (October 2010-September 2011), there were 1,067,441 riders. Calendar Year 2011 resulted in 1,088,954 passengers on the route. This record breaking ridership continues, as ridership for January 2012 was 14.7 percent over January 2011.

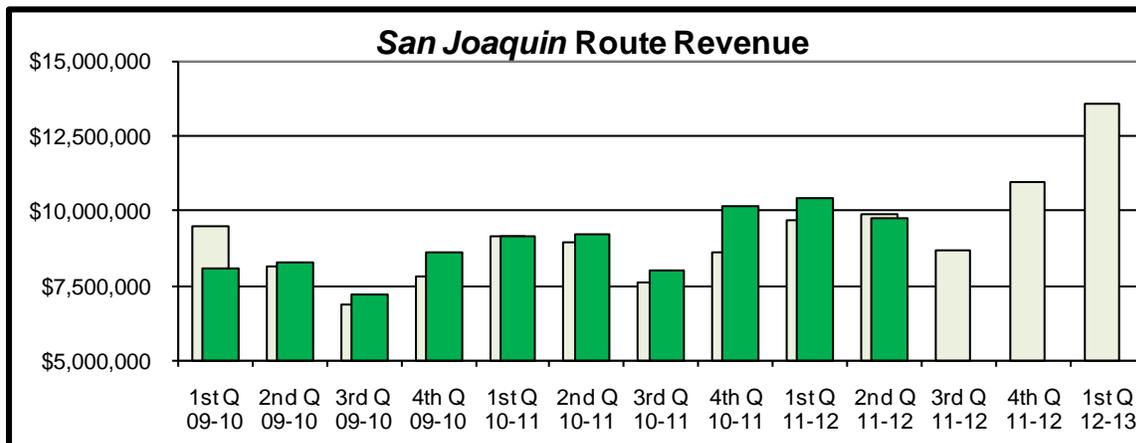
Ridership on the route has continued to increase even with a high unemployment rate of 11.9 percent for the counties served by the *San Joaquin Route*.



**On-time performance (OTP)** in the second quarter was 88.4 percent, a 3.0 percentage point decrease over the same quarter in 2010-11. It is, however, 4.4 percentage points above the performance goal of 84 percent. OTP has exceeded the performance goal for each of the last 17 quarters.



**Farebox ratio** was 57.2 percent in the second quarter 2011-12, 2.9 percentage points above the same quarter the prior year. Revenues for the second quarter increased 5.6 percent compared to the same quarter in the previous year but were 1.2 percent below the performance goal. Expenses increased 0.2 percent from the prior year, and were 1.0 percent below the projected goal.



<b>State-Supported Amtrak California Services - 2nd Quarter 2011-12</b>							
<b>San Joaquin Route</b>							
	<b>ACTUAL RESULTS</b>				<b>PERFORMANCE GOALS</b>		
	2nd Qtr 11-12	2nd Qtr 10-11	Difference	Percent Change	2nd Qtr 11-12	Actual to Goals	Percent Difference
Ridership	271,655	250,142	21,513	8.6%	262,368	9,287	3.5%
Revenue	\$ 9,766,558	\$ 9,246,274	\$ 520,284	5.6%	\$ 9,884,827	\$ (118,269)	-1.2%
Expense	\$ 17,060,284	\$ 17,026,277	\$ 34,007	0.2%	\$ 17,229,911	\$ (169,627)	-1.0%
Farebox Ratio	57.2%	54.3%	2.9 PP		57.4%	-0.1 PP	
On-Time Performance	88.4%	91.4%	-3.0 PP		84.0%	4.4 PP	

PP - Percentage Points

**Capitol Corridor**

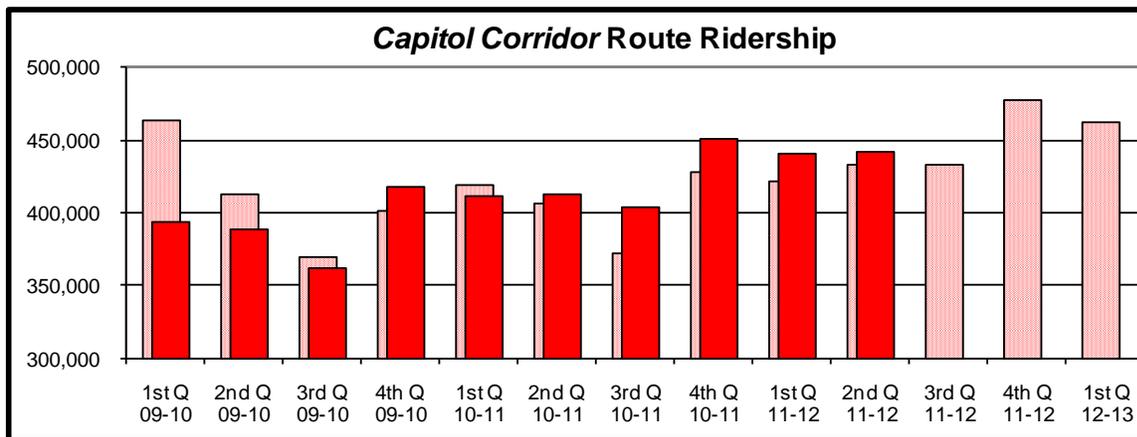
There are currently 16 weekday round-trips between Oakland and Sacramento. One of these trains extends beyond Sacramento to Auburn, and seven of the trains extend beyond Oakland to San Jose. On weekends, there are 11 round-trips between Oakland and Sacramento, with one extension to Auburn and seven to San Jose.

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

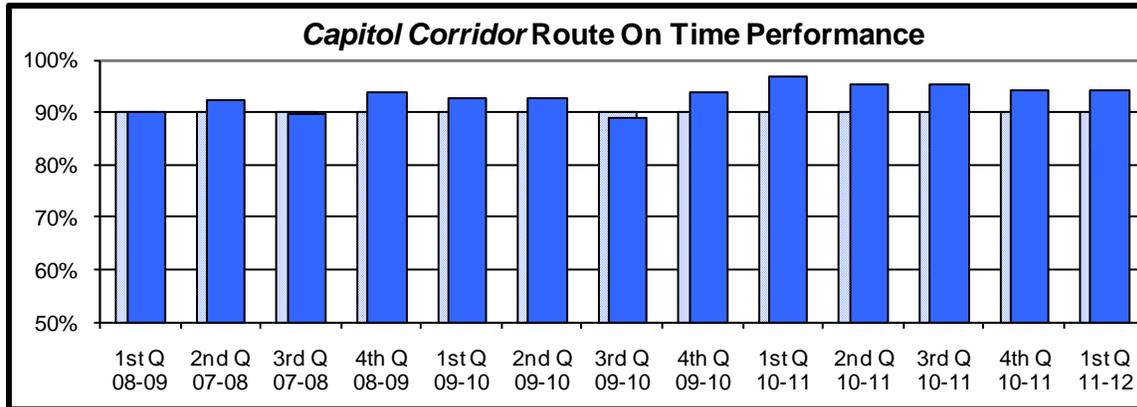
**Ridership** on the *Capitol Corridor* improved 6.9 percent over the same quarter the prior year, and was 2.0 percent above the performance goal for the quarter. Ridership on the *Capitol Corridor* for each of the past 20 months out-performed the same month in the prior year.

As reported in the last two quarterly reports, ridership on the *Capitol Corridor* set an annual record of 1,679,889 riders in FY 2010-11. The record annual ridership continued in FFY 2010-11 (October 2010-September 2011) with a record of 1,708,618 passengers. Calendar Year 2011 set another new record of 1,727,202 passengers. The record ridership continues, as ridership for January 2012 was 6.8 percent over January 2011.

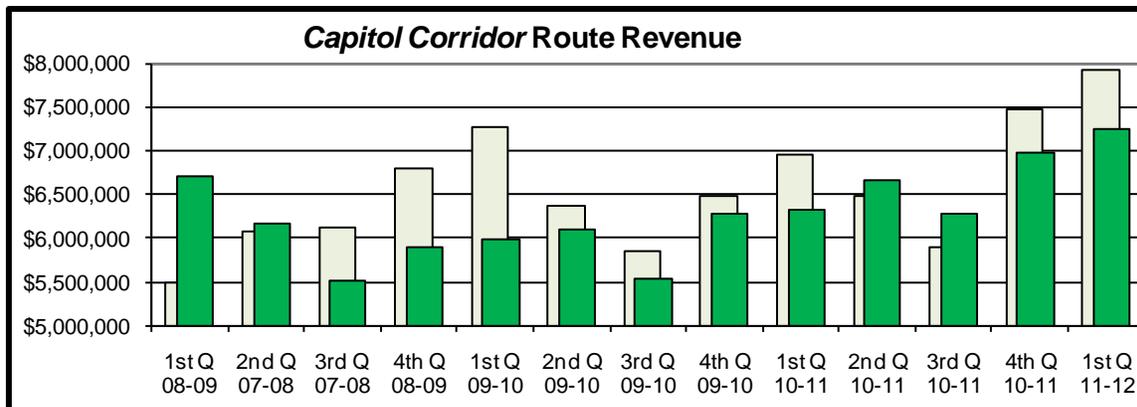
Ridership seems to be paralleling other positive employment trends in the *Capitol Corridor* region. Unemployment in the second quarter in the counties served by the corridor was 9.7 percent, down 0.9 percentage point from the prior quarter and down 1.4 percentage points from the same quarter in 2010-11.



**On-time performance (OTP)** remains excellent and recorded a second quarter OTP of 94.0 percent, and but was 1.5 percentage points below the comparable quarter the previous year. OTP has exceeded the *Capitol Corridor* performance goal of 90 percent in 12 of the last 14 quarters, including the last seven.



**Farebox Ratio**, for the second quarter was 51.9 percent, 2.2 percentage points above the same quarter the previous year. Revenues for the second quarter increased 11.5 percent compared to the same quarter in the previous year, and reached record highs each month. Expenses increased 6.8 percent. Farebox ratio was 3.4 percentage points over the performance goal.



<b>State-Supported Amtrak California Services - 2nd Quarter 2011-12</b>							
<b>Capitol Corridor</b>							
	<b>ACTUAL RESULTS</b>				<b>PERFORMANCE GOALS</b>		
	2nd Qtr 11-12	2nd Qtr 10-11	Difference	Percent Change	2nd Qtr 11-12	Actual to Goals	Percent Difference
Ridership	441,790	413,206	28,584	6.9%	433,221	8,569	2.0%
Revenue	\$ 7,422,941	\$ 6,655,283	\$ 767,658	11.5%	\$ 7,286,200	\$ 136,741	1.9%
Expense	\$ 14,311,416	\$ 13,394,098	\$ 917,318	6.8%	\$ 15,037,435	\$ (726,019)	-4.8%
Farebox Ratio	51.9%	49.7%	2.2 PP		48.5%	3.4 PP	
On-Time Performance	94.0%	95.5%	-1.5 PP		90.0%	4.0 PP	

PP - Percentage Points

***Progress Report on Implementation of State Rail Plan Goals***

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

The Department has been reporting on the two-year goals since FY 2008-09. The initial period for the two-year goals was FFY 2007-08 - FFY 2009-10. In FFY 2010-11, the goals were updated to reflect the five-year goals as follows. If a 2009-10 goal had not yet been met it continued to be reported. Additional five-year (through 2012-13) goals were also added. For FFY 2011-12, annual financial and performance goals were updated.

Following are tables for each route that show the goals for FFY 2011-12 (October 2011-September 2012) and the progress in meeting them.

Pacific Surfliner Route Objectives		FFY 2011-12 Goals	Progress
Improve On-Time Performance		83 percent	October-December 2011 OTP was 75.2 percent. Did not meet goal.
Construct a San Diego Layover Facility - Work With San Diego Association of Governments (SANDAG) to Identify Suitable Location; Develop Funding Partnership for Local, State and Federal Funds; and Develop a Schedule for Delivering the Facility		Identify suitable location and develop funding plan, funding partnership and delivery schedule Proceed with project consistent with funding plan and delivery schedule	A field review with stakeholders identified a new site near Old Town in San Diego. Potentially half the needed acreage is in the City's Redevelopment area, but is privately owned. Stakeholders need to determine if enough additional land can be acquired. Some pre-construction funding is available but no construction funding has yet been identified. Amtrak has provided a preliminary Project Study Report/cost estimate. A meeting between the city of San Diego and the Department took place in January. Future meetings will include BNSF and HSR. It is difficult to proceed with this project due to lack of funding.
Streamline Operations and Improve Passenger Amenities	Implement Automated Ticket Validation (ATV) and internet ticket purchase	Work with Amtrak, who plans to implement e-ticketing by early 2012.	Amtrak is launching a national e-ticketing program. E-Ticketing will be launched in late April 2012 on the San Joaquin Route and Capitol Corridor. The system will be subsequently installed on the Pacific Surfliner Route in July 2012.
	Implement comprehensive wireless network for on-board, safety and equipment operations	Begin installation of WiFi equipment to be completed end of 2011.	Milestone achieved. A statewide WiFi launch for all three routes occurred in November 2011. Passenger response to WiFi has been very positive.
Improve Multimodal Connectivity	Cross-ticketing and coordinated Schedules With Metrolink and Coaster per LOSSAN integration	Continue to participate in LOSSAN integration	Department continues to participate in LOSSAN integration meetings and short-term and long-term operation analysis and implementation plans have been published. The first integrated schedule is now in place and has improved operations in the corridor.
Reduce Travel Times	Monitor integration of Express Service between Los Angeles and San Diego	Monitor success of service	The Express Service schedule departing San Diego at 7:00 am began on February 15, 2011. The one-year trial period for the train ended on February 14, 2012. Department and Amtrak will conduct an evaluation of the success of the service. This evaluation will begin in March.
		Under 2.5 Hours Over 10-Year Period Achieve 2.5 hour travel time by 2017-18	Goal to reduce travel time to 2.5 hours requires completion of multiple capital projects: The Los Angeles to Fullerton Triple Track Project is located on approximately 15 miles of BNSF right-of-way within the LOSSAN Corridor. Completion of the third main track will include: new main track; siding upgrades and extensions; upgrade of the railroad infrastructure, signal system upgrades, including Positive Train Control, and various civil structure modifications. The project is divided into eight segments of track construction and six grade separations. Seven of the track segments have been funded (Segment 7 received a Federal award in August, 2011). Segments 1-5 are complete. Segment 6 will go in service first quarter of 2012. Segment 7 construction is expected to begin early in 2012. Segment 8 is unfunded. Two of the six grade separations are funded. Parsons Grade Separation is under construction and Valley View Grade Separation is due to go to construction by April 2012. Completion of the project will allow up to 34 Amtrak trains per day operating at 90 percent on-time performance.
	San Diego to Los Angeles		The San Onofre-Pulgas Double Track Project Phase 1 will construct 4.2 miles of double track and complete the environmental and design phases covering both phases. Final design has begun and environmental permitting is in progress. Final design is expected to be completed by December 2012. In October 2010, FRA approved eight PE/NEPA projects that will improve running times when constructed. All of the eight projects now have completed grant agreements and will begin soon.
	Los Angeles to San Luis Obispo	Under 5.0 Hours Over 10-Year Period Achieve 5 hour travel time by 2017-18	Goal to reduce travel time to under 5 hours requires completion of multiple capital projects: Two siding extension projects that will improve running time are programmed in the STIP for 2012-13 in Santa Barbara and Ventura Counties. UP has completed preliminary modeling. Additional modeling is being negotiated with UP. A corridor wide program level E/REIS for LOSSAN North is in progress and is necessary for the State to compete for Federal funds. Two FRA grants for the Ortega and Seaciff PE and NEPA project will complete environmental for sidings.
Increase Annual Ridership		2,790,000	October-December 2011 ridership was 598,679, short of the quarterly goal by 3.6 percent.
Increase Annual Revenues (dollars in millions)		\$45.0	October-December 2011 revenue was \$14.4 million, short of the quarterly goal by 2.2 percent.
Increase Farebox Ratio		60.9 percent	October-December 2011 farebox ratio was 58.8 percent.
Service Frequency (Total Weekday Trains)	Between San Diego and Los Angeles	11	This is the current frequency.
	Between Los Angeles and Goleta (Santa Barbara)	5	This is the current frequency.
	Between Goleta (Santa Barbara) and San Luis Obispo	2	This is the current frequency.

San Joaquin Route Objectives	FFY 2011-12 Goals	Progress
<b>Improve On-Time Performance</b>	84 percent	October-December 2011 OTP was 88.4 percent, and marks 17 quarters of exceeded goals.
Implement comprehensive wireless network for on-board, safety and equipment operations	Begin installation Wi-Fi equipment to be completed end of 2011.	Milestone achieved. A statewide WiFi launch for all three routes occurred in November 2011. Passenger response to WiFi has been very positive.
<b>Streamline Operations and Improve Passenger Amenities</b>	Work with Amtrak, who plans to implement e-ticketing by early 2012.	Amtrak is launching a national e-ticketing program. E-Ticketing will be launched in late April 2012 on the San Joaquin Route and Capitol Corridor. The system will be subsequently installed on the Pacific Surfliner Route in July 2012.
Implement Automated Ticket Validation (ATV) and Internet ticket purchase	BNSF completing project. To be completed by December 2012.	There are four Positive Train Control (PTC) projects, two are funded by Prop 1A and two are proceeding under a Letter of No Prejudice (LONP) that will allow the locals to pay for their own project, with later reimbursement. The BNSF is currently working on PTC on the San Joaquin Corridor and the Pacific Surfliner Corridor between Los Angeles and Fullerton. Both projects are expected to be completed by December 2012.
Implement Positive Train Control (PTC)	Station and on-board cameras to be implemented by December 2011	Station cameras RFP was awarded early March 2011; full deployment by March 2012. All 22 on-board cab-car cameras installation have been installed. Vendor for locomotive cameras has been selected; cameras will be installed as part of the scheduled locomotive overhaul.
Implement safety and security cameras on trains and at stations	Increase connectivity consistent with results of coordination efforts	Department has improved the transit transfer program with new uniform transfer tickets and is expanding the number of transit providers in the program for both the San Joaquin and Pacific Surfliner corridors.
<b>Improve Multimodal Connectivity</b>	Under 6.0 Hours Over 10-Year Period	Projects to reduce travel time are progressing. Kings Park double track project to reduce travel times was placed into service on March 18, 2011.
<b>Reduce Travel Times</b>	Under 5.0 Hours Over 10-Year Period	Kings Park double track project will benefit Sacramento to Bakersfield service travel times and was placed into service on March 18, 2011.
Oakland to Bakersfield	1,204,000	October-December 2011 ridership was 271,655, exceeding quarterly goal by 3.5 percent.
Sacramento to Bakersfield	\$43.1	October-December 2011 revenue was \$9.8 million, short of the quarterly goal by 1.2 percent.
<b>Increase Annual Ridership</b>	57.6 percent	October-December 2011 farebox ratio was 57.2 percent.
<b>Increase Annual Revenues (dollars in millions)</b>	4	This is the current frequency.
<b>Increase Farebox Ratio</b>	2	This is the current frequency.
<b>Service Frequency (Total Trains)</b>	Oakland and Bakersfield	
	Sacramento and Bakersfield	

Capitol Corridor Route Objectives	FFY 2011-12 Goals	Progress
Improve On-Time Performance	Maintain 90 percent throughout the ten-year period	October-December 2011 OTP was 94.0 percent. Exceeded goal in last seven quarters.
Enhance Customer Satisfaction	Implement comprehensive wireless network for on-board, safety and equipment operations	Milestone achieved. A statewide WiFi launch for all three routes occurred in November 2011. Passenger response to WiFi has been very positive.
	Implement Automated Ticket Validation System and e-ticketing	Amtrak is launching a national e-ticketing program. E-Ticketing will be launched in late April 2012 on the San Joaquin Route and Capitol Corridor. The system will be subsequently installed on the Pacific Surfliner Route in July 2012.
	Implement safety and security cameras on trains and at stations	Station cameras RFP was awarded early March 2011; full deployment by March 2012. All 22 on-board cab-car cameras installation have been installed. Vendor for locomotive cameras has been selected; cameras will be installed as part of the scheduled locomotive overhaul.
Reduce Travel Times	Reduce by up to 12 percent over 10-Year Period	Travel time was not reduced in FFY 2010-11 year-to-date and no reductions are planned for the remainder of the FFY or into 2012-13.
Increase Annual Ridership	1,806,000	October-December 2011 ridership was 441,790, exceeding quarterly goal by 2.0 percent.
Increase Annual Revenues (dollars in millions)	\$29.7	October-December 2011 revenue was \$7.4 million, exceeding goal by 1.9 percent.
Increase Farebox Ratio	50.1 percent	October-December 2011 farebox ratio was 51.9 percent.
Increase Service Frequency	Between Oakland and Sacramento	This is the current frequency.
	Between San Jose and Oakland	This is the current frequency.
	Between Sacramento and Roseville	This is the current frequency.
	Between Roseville and Auburn	This is the current frequency.

# Memorandum

**To:** CHAIR AND COMMISSIONERS  
CALIFORNIA TRANSPORTATION COMMISSION

**CTC Meeting:** March 28-29, 2012

**Reference No.:** 3.10  
Information Item

**From:** NORMA ORTEGA  
Chief Financial Officer

**Prepared by:** Karla Sutliff  
Division Chief  
Project Management

**Subject:** **FY 2011-12 SECOND QUARTER PROJECT DELIVERY REPORT**

Attached is the California Department of Transportation's Fiscal Year 2011-12 Second Quarter Project Delivery Report.

Also included in this report is the "Supplement- Report on Completed Projects". Beginning with the next reporting period, this supplemental report will be included in the quarterly Project Delivery Report.

Attachment



# **Second Quarter FY 2011-12 Project Delivery Report**

**Quarterly Report to the  
California Transportation  
Commission**



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The Project Delivery Report is prepared quarterly in December, March, June, and September pursuant to California Transportation Commission (CTC) Resolution G-92-12. The Department of Transportation (Department) staff prepares this report. The purpose of this report is to monitor and track the progress of project delivery during the year and to compare against past years.

Note 1: All costs shown are in \$1,000's unless noted otherwise.

Note 2: Abbreviations and acronyms are listed in the appendix.

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# Executive Summary

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## Second Quarter - FY 2011-12

### **FY 2011-12 Contract for Delivery**

For FY 2011-12, the dollar value of projects in the Contract for Delivery is \$3,232 million. Through the end of the second quarter, FY 2011-12, the Department delivered a total of 89 (32 percent of annual plan) highway construction contracts with an estimated value in the contract at \$606.5 million.

### **Program Delivery Summary**

Though the end of the second quarter, FY 2011-12, the Department has delivered a total of 167 projects valued at \$832.6 million from all funding programs.

Though the end of the second quarter, FY 2011-12, the Department delivered a total of 5 (17 percent of annual plan) programmed State Transportation Improvement Program (STIP) highway construction contracts valued at \$40.4 million (8 percent of annual plan).

Though the end of the second quarter, FY 2010-11, the Department delivered a total of 60 (32 percent of annual plan) programmed State Highway Operations and Protection Program (SHOPP) highway construction contracts valued at \$399.3 million (37 percent of annual plan).

### **Prior Years' Contracts for Delivery Award Status**

Though the end of the second quarter, FY 2011-12, the Department has awarded 328 projects out of 346 (95 percent) from the FY 2010-11 Contract for Delivery and 302 projects out of 306 (99 percent) from the FY 2009-10 Contract for Delivery.

### **Environmental Document Milestones**

In FY 2011-12, the planned total number of environmental document milestones is 211. The Department delivered 100 (60 percent of annual plan) final environmental documents and 13 (30 percent of annual plan) draft environmental documents.

### **Right of Way Program**

In FY 2011-12, the Department received a right-of-way allocation of \$217.5 million dollars. Though the end of the second quarter, the Department expended \$89.8 million (41 percent of annual plan).

### **Construction Program**

There are 663 on-going construction contracts valued at \$9,562 million.

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## FY 2011-12 Contract for Delivery

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Each year, the Department Director signs a contract with each of the Department's 12 district directors committing RTL Milestones for delivery by quarter.

The Contract for Delivery is the Department's fiscal year plan and includes programmed projects and projects funded from other sources including maintenance, toll bridge, and partnership projects. The contract is not subject to change, so it does not include program amendments, emergency, or minor program projects.

The total estimated value at the "Ready To List" delivery milestone for all 279 projects in the FY 2011-12 Contract for Delivery is \$3.232 billion.

29 projects out of 29 projects planned in the first quarter were delivered. In addition, 50 projects out of 59 projects planned in the second quarter were delivered.

The status of the nine projects that were not delivered is as follows:

- Six projects have been subsequently delivered.
- Two projects need to obtain coastal permits.
- One project was delayed due to key staff changes and conversion of plans to English units.

An additional 10 projects from future quarters were also delivered.

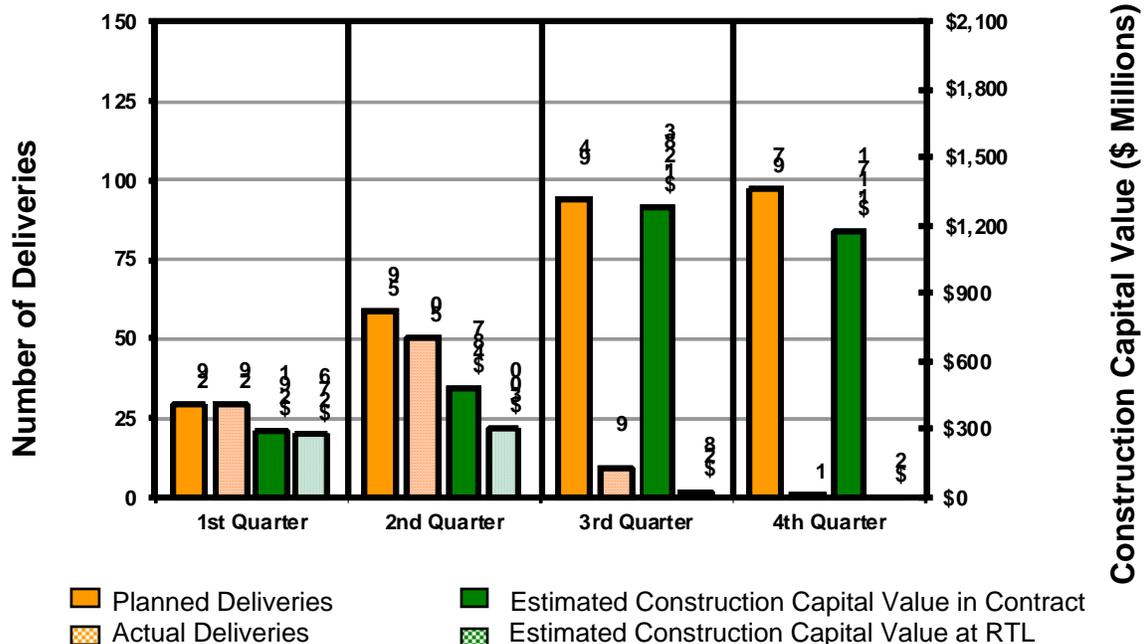
## STATUS AS OF DECEMBER 31, 2011



# STATEWIDE Contract for Delivery FY 2011-12

### Ready to List (RTL) Milestone Delivery

Description	1st Quarter	2nd Quarter	3rd Quarter	4th Quarter	TOTAL
<b>NUMBER OF DELIVERIES</b>					
Planned	29	59	94	97	279
Actual	29	50	9	1	89
<b>CONSTRUCTION CAPITAL VALUE (\$ MILLIONS)</b>					
Estimate in Contract	\$ 291.3	\$ 486.7	\$ 1,283.3	\$ 1,170.7	\$ 3,232.0
Estimated at RTL	\$ 276.2	\$ 300.2	\$ 28.1	\$ 2.0	\$ 606.5





# The California Department of Transportation

## Contract for Delivery!

### FY 2011/2012

## 2nd Quarter Delivery Report 59 Planned Deliveries

DISTRICT	PROJECT	PROGRAM	COUNTY	ROUTE	EST. CONST. CAPITAL VALUE IN CONTRACT (1000's)	BUDGETED PE SUPPORT (1000's)	ACTUAL PE SUPPORT (1000's)	PROJECT DESCRIPTION	PROJ APP & ENV DOC	RIGHT OF WAY CERT	PLANS, SPECS, EST.	READY TO LIST	AWARD
1	46420	SHOPP	MEN	000	\$8,900	\$1,087	\$867	RECONSTRUCT GUARD RAILING		★		★	07/15/13
1	46580	STIP	MEN	001	\$635	\$375		PACIFIC COAST BIKE ROUTE PHASE II AND III		★		12/01/11	04/01/12
1	49870	SHOPP	DN	101	\$1,898	\$252	\$141	PAVEMENT OVERLAY, CENTERLINE RUMBLE STRIPS, RESTRIPE & REPLACE RECESSED			AADD	★	04/15/12
2	0E360	SHOPP	TEH	005	\$6,000	\$1,240		REBUILD N/B & S/B FACILITIES AT CORNING SRRAS		★	★	12/01/11	05/15/12
2	2C810	SHOPP	SHA	299	\$20,413	\$705	\$434	COLD-PLANING AND CONVENTIONAL ASPHALT OVERLAY WITH DIGOUTS.		★		★	03/06/12
2	2E750	SHOPP	VAR	5	\$2,889	\$360	\$394	EXTEND ON-RAMPS		★			03/20/12
2	37430	SHOPP	TRI	299	\$1,711	\$736	\$465	RAIL UPGRADE, WIDEN		★			04/15/12
2	3E640	HM-b	TEH	5	\$2,034	\$140		APPLY METHACRYLATE, REPLACE JOINT SEALS AND PLACE POLYESTER CONCRETE OVERLAY		★	AADD	11/01/11	04/10/12
2	3E890	HM-p	SHA	5	\$4,707	\$120		HMA THIN BLANKET OVERLAY			AADD	12/06/11	03/02/12
2	3E940	HM-p	PLU	70	\$2,200	\$80	\$39	SLURRY SEAL (Type III)			AADD		01/06/12
2	4C581	Bond99/ STIP	TEH	099	\$2,566	\$475	\$475	SHOULDER WIDENING, SIDEWALKS, LANDSCAPING, DRAINAGE					4/18/2012
3	1A734	SHOPP	ED	050	\$3,700	\$2,790	\$2,676	WATER QUALITY IMPROVEMENTS					07/08/12
3	1E000	SHOPP	PLA	089	\$7,000	\$860		PAVEMENT REHABILITATION DRAINAGE IMPROVEMENTS		★	AADD	10/01/11	05/01/12
3	33382	LOCAL	PLA	065	\$20,000	\$2,900	\$789	CONSTRUCT SOUTHBOUND LANES		★		★	03/15/12
3	4M220	HM-b	SAC	51	\$5,500	\$339	\$96	BRIDGE DECK PRESERVATION		★	AADD		04/01/12
3	4M230	HM-b	ED	50	\$1,215	\$113	\$104	PAINT BRIDGES AND JOINT SEALS		★	AADD		04/01/12
4	0120M	TBSRP	ALA	080	\$62,039	\$22,500	\$16,408	COMPLETE EASTBOUND STRUCTURE AND ROADWAY, REMOVE DETOURS AND FINAL		★			04/08/12
4	0G140	SHOPP	SCL	085	\$495	\$220	\$327	INSTALL DRAINAGE IMPROVEMENTS		★	AADD		03/05/12
4	1E310	HM-b	SF	101	\$1,200	\$360	\$261	REPLACE JOINT SEALS, APPLY METHACRYLATE AND PATCH SPALLS		★	AADD		03/06/12
4	1E970	HM-b	SOL	12	\$2,600	\$780	\$316	REPAIR/REPLACE JOINT SEALS, APPLY METHACRYLATE, PATCH SPALLS AND PLACE		★	AADD	★	★
4	28382	SHOPP	SON	116	\$4,738	\$1,320	\$1,066	MITIGATION - TREE PLANTING AND CREEK CHANNELIZATION		★			03/14/12
4	29226	SHOPP	ALA	80	\$7,724	\$6,107	\$6,408	CONSTRUCT BIKEWAY		★			03/21/12

**SECOND QUARTER OCTOBER 1 - DECEMBER 31**

**Status as of 12/31/2011**



- AADD - Authority to Advertise District Delegation
- B - CMIA - Bond - Corridor Mobility Improvement Account
- B - RTE99 - P1B SR99 Improvement
- HM - b - Highway Maintenance - bridge
- HM - d - Highway Maintenance - drainage
- HM - p - Highway Maintenance - pavement
- L - Reimb - Local Reimbursed
- M - Reimb - Measure Reimbursed
- MTC - Metropolitan Transportation Commission
- PE - Preliminary Engineering
- PH2 Ret - Phase 2 Retrofit
- RA - Recovery Act
- Retro-SW - Retrofit Soundwall
- RM2 - Regional Measure 2
- STIPP - State Transportation Improvement Program
- TCIP - Trade Corridors Improvement Program
- TCRP - Traffic Congestion Relief Program
- TOLL - Other Toll
- TOLL-R - Toll Retrofit
- VAR - Various
- SHOPP - State Highway Operation Protection Prog.
- B-SHOPP - Bond - State Highway Operations Protection Program Augmentation

- Completed
- Completed Ahead of Schedule
- Behind Schedule
- To Be Completed/Awarded
- PE Support <= 80% of Budget
- PE Support >= 120% of Budget
- Awarded
- Awarded Ahead of Schedule
- Award Behind Schedule
- PE Support Within Budget
- Future RTL Status Date



# The California Department of Transportation

## Contract for Delivery!

### FY 2011/2012

## 2nd Quarter Delivery Report 59 Planned Deliveries

DISTRICT	PROJECT	PROGRAM	COUNTY	ROUTE	EST. CONST. CAPITAL VALUE IN CONTRACT (1000's)	BUDGETED PE SUPPORT (1000's)	ACTUAL PE SUPPORT (1000's)	PROJECT DESCRIPTION	PROJ APP & ENV DOC	RIGHT OF WAY CERT	PLANS, SPECS, EST.	READY TO LIST	AWARD
4	2E260	HM-b	SOL	80	\$850	\$254	\$287	APPLY METHACRYLATE, REPLACE JOINT SEALS AND PLACE POLYESTER CONCRETE		★	AADD	★	03/20/12
4	3S570	SHOPP	MRN	001	\$1,276	\$1,100	\$1,096	REPLACE CULVERT AND INSTALL ROCK SLOPE PROTECTION		★			03/15/12
4	3S752	SHOPP	SON	001	\$340	\$1,050	\$1,338	REPLACE CULVERT AND ROCK SLOPE PROTECTION		★		★	04/16/12
4	4A010	SHOPP	SOL	080	\$50,000	\$1,904		CRACK- SEAT AND OVERLAY EXISTING PCC PAVEMENT		★	AADD	10/17/11	02/26/12
4	4S060	SHOPP	SCL	085	\$281	\$51	\$456	HEAVING PAVEMENT AC LEVELING AND GRINDING		★		★	03/28/12
4	4S590	SHOPP	SM	084	\$1,600	\$414	\$721	CONSTRUCT A SECANT WALL, REPAIR AC PAVEMENT AND REPAIR DRAINAGE DIKES		★			05/24/12
5	0T020	SHOPP	SLO	166	\$533	\$268	\$131	CENTERLINE RUMBLE STRIP		★	AADD	★	02/06/12
6	0E971	SHOPP	FRE	041	\$350	\$136	\$223	REPLACEMENT PLANTING		★			04/01/12
6	0J520	SHOPP	KER	119	\$3,564	\$889	\$1,204	WIDEN SHOULDERS		★		★	04/01/12
6	0L180	SHOPP	KER	005	\$1,492	\$576	\$402	INSTALL MEDIAN BARRIER		★		★	★
6	0L220	SHOPP	KER	005	\$1,636	\$678	\$340	INSTALL MEDIAN BARRIER		★	★	★	05/01/12
6	32550	STIP	KIN	198	\$26,300	\$3,552	\$6,658	CONSTRUCT INTERCHANGE					04/15/12
7	22820	SHOPP	VEN	001	\$14,300	\$2,263		STRUCTURE (SEAWALL) RESTORATION				10/14/11	05/03/12
7	26690	SHOPP	LA	002	\$3,815	\$574	\$836	GORE AREA CLEAN-UP/UPGRADES				★	07/16/12
7	26700	SHOPP	LA	210	\$1,502	\$460	\$461	FREEWAY MAINTENANCE ACCESS		★	AADD	★	03/01/12
7	27400	SHOPP	LA	014	\$3,528	\$1,050	\$669	INSTALL MBGR *NOT PROGRAMMED				★	04/18/12
7	27580	SHOPP	LA	90	\$2,421	\$520	\$564	INSTALL CONCRETE GUARDRAIL		★		★	04/25/12
7	4Y360	HM-b	LA	060	\$910	\$304	\$205	METH DECK, JOINT SEALS, SPALL REPAIRS, APPROACH SLABS, BEARING REPLACEMENT		★	AADD		06/22/12
7	4Y740	HM-b	LA	10	\$1,343	\$304	\$205	DECK METHACRYLATE, JOINT SEALS, MINOR RAIL SPALLS, COLUMN REPAIR, APPROACH SLAB	★		AADD	★	06/12/12
7	4Y830	HM-b	LA	57	\$1,027	\$304	\$0	METH DECK, JOINT SEALS, SPALL REPAIRS, APPROACH SLABS		★	AADD	12/09/11	06/12/12
7	4Y910	HM-b	LA	02	\$1,494	\$294	\$147	METH DECK, JOINT SEAL, APPROACH SLAB, MINOR RAIL REPAIR		★	AADD	★	06/12/12
8	0L930	SHOPP	RIV	010	\$1,960	\$1,092	\$1,623	BUILD A NEW ADMINISTRATIVE BLDG & INSTALL A NEW SEPTIC TANK & LEACH FIELD					04/17/12

**SECOND QUARTER OCTOBER 1 - DECEMBER 31**

**Status as of 12/31/2011**



- AADD - Authority to Advertise District Delegation
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- Completed
- Completed Ahead of Schedule
- Behind Schedule
- To Be Completed/Awarded
- PE Support <= 80% of Budget
- PE Support >= 120% of Budget
- Awarded
- Awarded Ahead of Schedule
- Award Behind Schedule
- PE Support Within Budget
- Future RTL Status Date



# The California Department of Transportation Contract for Delivery! FY 2011/2012

## 2nd Quarter Delivery Report 59 Planned Deliveries

DISTRICT	PROJECT	PROGRAM	COUNTY	ROUTE	EST. CONST. CAPITAL VALUE IN CONTRACT (1000's)	BUDGETED PE SUPPORT (1000's)	ACTUAL PE SUPPORT (1000's)	PROJECT DESCRIPTION	PROJ APP & ENV DOC	RIGHT OF WAY CERT	PLANS, SPECS, EST.	READY TO LIST	AWARD
8	OP680	HM-b	RIV	086	\$150	\$100	\$20	SEAL DECK, REPAIR SPALLS AND BACKFILL AND PLACE RIPRAP				★	03/29/12
8	OP690	HM-b	RIV	010	\$110	\$90	\$221	SEAL DECK, REPLACE JOINT SEALS AND REPAIR AC PAVEMENT				★	03/29/12
8	OP700	HM-b	RIV	215	\$110	\$90	\$259	SEAL DECK, REPLACE JOINT SEALS, REPAIR SPALLS AND REPLACE/REPAIR DAMAGED RAILIN			★	★	03/05/12
8	OP710	HM-b	RIV	074	\$110	\$90	\$176	SEAL DECK, REPLACE DAMAGED JOINT SEALS, REPAIR JOINT SPALLS AND INTALL DRAINAGE				★	03/29/12
8	OP750	HM-b	SBD	VAR	\$110	\$90	\$196	CLEAN/APPLY METHACRYLATE, REPLACE JOINT SEALS, REPAIR JOINT SPALLS AND PATCH CRA				★	03/29/12
8	43890	SHOPP	SBD	178	\$2,538	\$2,669	\$2,531	DRAINAGE IMPROVEMENTS					04/19/12
8	49751	SHOPP	SBD	010	\$200	\$20		3-YR PLANT ESTABLISHMENT				12/15/11	05/28/12
9	23770	SHOPP	MNO	395	\$18,300	\$1,960	\$2,851	REALIGN & CURVE CORRECTION		★	★	★	02/29/12
9	34910	HM-b	KER	VAR	\$903	\$243	\$140	BRIDGE DECK POLYESTER CONCRETE OVERLAY				★	02/01/12
10	0V560	HM-b	SJ	99	\$363	\$103	\$85	HEAT STRAIGHTEN GIRDER, GROUT PADS AND NEW OVERHEAD SIGNS	★	★	★	★	03/13/12
11	07670	SHOPP	IMP	000	\$9,158	\$4,269	\$4,337	CONSTRUCT MAINTENANCE STATION		★			05/31/12
11	2T087	LOCAL TAX	SD	015	\$2,810	\$692	\$13	LANDSCAPE: MANAGED LANES - NORTH SEGMENT		★	AADD	★	03/09/12
11	2T095	CMIA/ LOCAL	SD	015	\$51,000	\$10,478	\$3,725	CONSTRUCT I-15 DAR AND TRANSIT STATION					03/06/12
11	2T180	LOCAL TAX	SD	805	\$43,250	\$6,064	\$5,793	EXPRESS LANES	★	★		★	03/22/12
11	2T181	LOCAL TAX	SD	805	\$66,900	\$9,017	\$8,089	EXPRESS LANES	★	★			04/23/12
					\$486,698	\$97,869	\$77,268						

SECOND QUARTER OCTOBER 1 - DECEMBER 31

Status as of 12/31/2011



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# The California Department of Transportation

## Contract for Delivery!

### FY 2011/2012

## 1st Quarter Delivery Report 29 Planned Deliveries

DISTRICT	PROJECT	PROGRAM	COUNTY	ROUTE	EST. CONST. CAPITAL VALUE IN CONTRACT (1000's)	BUDGETED PE SUPPORT (1000's)	ACTUAL PE SUPPORT (1000's)	PROJECT DESCRIPTION	PROJ APP & ENV DOC	RIGHT OF WAY CERT	PLANS, SPECS, EST.	READY TO LIST	AWARD
3	2A920	SHOPP	PLA	089	\$40,550	\$17,605	\$15,777	REHAB PAVEMENT AND DRAINAGE SYSTEM ENV IMPR PROGRAM PROJECT (EIP)					04/03/12
4	23564	CMIA/STIP	SM	101	\$25,348	\$4,264	\$5,491	CONSTRUCT NEW AUXILIARY LANES		★		★	12/15/11
4	2A260	SHOPP	SCL	152	\$3,800	\$2,192	\$3,086	NEAR GILROY, AT FERGUSON ROAD, REA LIGN AND SIGNALIZE INTERSECTION		★			02/20/12
4	2E230	SHOPP	CC	004	\$1,888	\$378	\$295	TREAT BRIDGE DECK WITH METHACRYLATE RESIN, REPLACE JOINT SEALS AND ENVIRONMENTAL MITIGATION		★	AADD		05/22/12
4	4A882	SHOPP	SON	128	\$330	\$54	\$184	ENVIRONMENTAL MITIGATION		★			12/15/11
4	4S370	SHOPP	ALA	580	\$735	\$190	\$890	INSTALL ROCK SLOPE PROTECTION AND ROCK SLOPE PROTECTION FABRIC, RE-		★			11/24/11
5	0M14V	SHOPP	SB	101	\$740	\$167	\$209	LANDSCAPE MITIGATION PLANTING AT THE CATHEDRAL OAKS OC AND OH				★	★
5	0S310	SHOPP	SCR	001	\$1,604	\$492	\$477	CONCRETE MEDIAN BARRIER			★	★	01/03/12
5	0T910	HM-b	SB	001	\$300	\$122	\$137	PAINT BRIDGE			★		★
5	34951	STIP	MON	101	\$685	\$395	\$273	LANDSCAPE				★	01/13/12
6	0E070	SHOPP	TUL	099	\$10,500	\$1,573	\$1,186	PAVEMENT REHABILITATION		★			★
6	0F800	SHOPP	TUL	5711	\$700	\$341	\$345	HAZARDOUS WASTE MITIGATION		★	AADD	★	
6	0L640	SHOPP	KER	099	\$80,000	\$1,104	\$991	REPLACE EXISTING #2 & #3 LANE WITH CRCP & PLACE 10 FT PCC OUTSIDE			★		01/06/12
7	27980	SHOPP	LA	010	\$1,500	\$380	\$169	CONST MAINTENANCE VEHICLE PULLOUTS AADD			AADD	★	01/12/12
8	0F240	SHOPP	RIV	015	\$304	\$565	\$604	REPAIR EXHAUST HOODS & WARNING SIGN INSTALL AUTOMATED DETECTION/REPAIR				★	02/16/12
8	0K240	SHOPP	SBD	040	\$36,198	\$2,400	\$580	GRIND AND OVERLAY PAVEMENT, UPGRADE EXISTING GUARDRAIL & REPLACE DIKE			AADD	★	02/15/12
8	0K280	SHOPP	SBD	040	\$23,219	\$1,611	\$707	GRIND 45 MM AND OVERLAY 60 MM AC					02/15/12
8	0N120	HM-p	SBD	062	\$6,055	\$250	\$216	PLACE SEAL COAT AND SLURRY SEAL			AADD	★	02/02/12
10	0Q610	SHOPP	MPA	049	\$1,973	\$514	\$313	WIDEN ROADWAY FOR LEFT TURN CHANNELIZATION			AADD		10/03/11
10	26444	SHOPP	AMA	088	\$18,590	\$5,372	\$6,659	ROADWAY REHABILITATION.		★	★		01/24/12
11	26200	SHOPP	SD	075	\$1,800	\$410	\$489	PAVEMENT REHABILITATION OF MAINLINE AND SHOULDERS		★	AADD		12/01/11
11	26530	SHOPP	SD	015	\$7,156	\$959	\$623	PAVEMENT REHABILITATION			AADD		12/06/11

**FIRST QUARTER JULY 1 - SEPTEMBER 30**

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# The California Department of Transportation

## Contract for Delivery!

### FY 2011/2012

## 1st Quarter Delivery Report 29 Planned Deliveries

DISTRICT	PROJECT	PROGRAM	COUNTY	ROUTE	EST. CONST. CAPITAL VALUE IN CONTRACT (1000's)	BUDGETED PE SUPPORT (1000's)	ACTUAL PE SUPPORT (1000's)	PROJECT DESCRIPTION	PROJ APP & ENV DOC	RIGHT OF WAY CERT	PLANS, SPECS, EST.	READY TO LIST	AWARD
11	26610	SHOPP	IMP	008	\$13,442	\$670	\$595	PAVEMENT REHABILITATION OF MAINLINE, SHOULDERS, AND RAMPS			★		★
11	28080	SHOPP	SD	078	\$2,200	\$360	\$439	INSTALL RUMBLE STRIPS AND UPGRADE END TREATMENTS					
11	29840	SHOPP	SD	054	\$3,065	\$593	\$554	INSTALL MEDIAN BARRIER			AADD		12/08/11
11	29870	SHOPP	SD	079	\$600	\$288	\$287	CENTERLINE RUMBLE STRIPS AND SHOULDER UPGRADE			AADD		11/16/11
11	2E006	LOCAL TAX	SD	056	\$3,180	\$395	\$526	MITIGATION SITE HABITAT RESTORATION				★	★
11	2T088	LOCAL TAX	SD	015	\$1,864	\$409	\$236	LANDSCAPE: MANAGED LANES - NORTH SEGMENT			AADD	★	01/20/12
11	2T097	STIP	SD	015	\$3,000	\$835	\$396	LANDSCAPE: MANAGED LANES - SOUTH SEGMENT			AADD	★	
					\$291,326	\$44,888	\$42,734						

FIRST QUARTER JULY 1 - SEPTEMBER 30

Status as of 12/31/2011



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# Program Delivery Summary

This section describes by funding programs the number and dollar value of all projects delivered.

## Intercity Rail Program

For FY 2011-12, ten Intercity Rail projects valued at \$39.1 million are programmed for delivery.

### Number of Intercity Rail Projects

	Q1	Q2	Q3	Q4	Annual
Plan	3	0	3	4	10
Actual	3	0	0	0	3

### Value of Intercity Rail Projects

	Q1	Q2	Q3	Q4	Annual
Plan	\$ 13.4	\$ 0.0	\$ 10.6	\$ 15.1	\$ 39.1
Actual	\$ 13.4	\$ 0.0	\$ 0.0	\$ 0.0	\$ 13.4

## AB 1740 Retrofit Soundwall Program

All 63 planned projects with a construction value of \$215 million have been delivered within the program budget of \$226 million.

	Delivered		Construction Completed	
Locations	63	100%	61	97%
Value	\$ 215	95%	\$ 211	93%

The balance of \$11 million is being held in reserve pending settlement of any potential claims and closing out of all projects. The last two projects under construction have completion dates of February 2012 and July 2014.

## Delivery Summary of All Programs

Through the end of the second quarter, FY 2011-12, the Department delivered a total of 167 projects valued at \$833 million from all programs.

Projects are shown below by the planned program and dollar value.

Projects by Funding Programs	Number		Value	
	Annual Plan	FYTD	Annual Plan	FYTD
STIP (w TCRP,TFA)	29	5	\$ 503.8	\$ 40.4
SHOPP	185	60	\$ 1,084.6	\$ 399.3
BOND	25	5	\$ 992.4	\$ 150.5
Partnership*	24	9	\$ 572.1	\$ 69.4
TBSRA	1	1	\$ 62.1	\$ 62.1
Maintenance (CFD)	40	17	\$ 53.2	\$ 24.6
Minor (CFD)	9	0	\$ 5.9	\$ 0.0
<b>Subtotal</b>	313	97	\$ 3,274.1	\$ 746.3
Emergency		20		\$ 28.6
Minor		12		\$ 7.8
Maintenance		38		\$ 49.9
<b>Total</b>		167		\$ 832.6

\* Partnership funds include all local funds and federal fund subventions given to local agencies.

## Detailed Delivery Summary of All Projects by Programs

Programs	Annual Number of Projects			Annual Dollar Value of Projects		
	Plan	Actual	Percent	Plan	Actual	Percent
<b>STIP Program</b>						
STIP (w TCRP, TFA)	19	2	11	\$ 464.7	\$ 27.0	6
Intercity Rail	10	3	30	\$ 39.1	\$ 13.4	34
Advanced** STIP		0			\$ 0	
<b>TOTAL STIP</b>	<b>29</b>	<b>5</b>	<b>17</b>	<b>\$ 503.8</b>	<b>\$ 40.4</b>	<b>8</b>
<b>SHOPP Program</b>						
SHOPP (w Augmentation)	182	57	31	\$ 1,081.7	\$ 396.4	37
Amended** SHOPP	3	3	100	\$ 2.9	\$ 2.9	100
Advanced** SHOPP		0			\$ 0.0	
<b>TOTAL SHOPP</b>	<b>185</b>	<b>60</b>	<b>32</b>	<b>\$ 1,084.6</b>	<b>\$ 399.3</b>	<b>37</b>
<b>Other ** Programs in Contract (excluding Intercity Rail Bond Program)</b>						
BOND	25	5	20	\$ 992.4	\$ 150.5	15
TBSRA	1	1	100	\$ 62.1	\$ 62.1	100
Partnership	24	9	38	\$ 572.1	\$ 69.4	12
Maintenance	40	17	43	\$ 53.2	\$ 24.6	46
Minor	9	0	0	\$ 5.9	\$ 0.0	0
<b>TOTAL "Other"</b>	<b>99</b>	<b>32</b>	<b>32</b>	<b>\$ 1,685.7</b>	<b>\$ 306.6</b>	<b>18</b>
<b>Additional ** Programs</b>						
Emergency		20			\$ 28.6	
Minor		12			\$ 7.8	
Maintenance		38			\$ 49.9	
<b>TOTAL "Additional"</b>		<b>70</b>			<b>\$ 86.3</b>	
<b>TOTAL All Programs</b>						
STIP	29	5	17	\$ 503.8	\$ 40.4	8
SHOPP	185	60	32	\$ 1,084.6	\$ 399.3	37
Other	99	32	32	\$ 1,685.7	\$ 306.6	18
<b>Subtotal</b>	<b>313</b>	<b>97</b>	<b>31</b>	<b>\$ 3,274.1</b>	<b>\$ 746.3</b>	<b>23</b>
Additional		70			\$ 86.3	
<b>TOTAL</b>		<b>167</b>			<b>\$ 832.6</b>	

**\*\* Notes:**

Additional – Recent projects not in contract. Includes funding reservations.

Amended – Added or deleted to program by amendment.

Advanced – Delivered early from future program year. (Not included in planned numbers)

Other – planned non-STIP/SHOPP projects committed in contract.

Delivery Percentages – Advances in contracts are included in planned figures, other advances are not included in planned figures, but are added to delivered figures.

Due to multiple funding sources on some projects, the sum of contract projects by funding source will exceed the number of planned contract projects.

# Historical Program Delivery Comparison

## 2nd Quarter "Annual Plan" Comparison

### Number of STIP Projects

	11-12	10-11	09-10	08-09	07-08
Annual Plan		25	25	34	54
FYTD		11	14	16	30
Percent		44	56	47	56

### Value of STIP Projects

	11-12	10-11	09-10	08-09	07-08
Annual Plan		\$ 318	\$ 351	\$ 466	\$1,002
FYTD		\$ 248	\$ 93	\$ 140	\$ 471
Percent		78	26	30	47

### Number of SHOPP Projects

	11-12	10-11	09-10	08-09	07-08
Annual Plan		245	174	215	200
FYTD		119	78	107	112
Percent		49	45	50	56

### Value of SHOPP Projects

	11-12	10-11	09-10	08-09	07-08
Annual Plan		\$2,866	\$1,005	\$1,441	\$1,766
FYTD		\$1,187	\$ 445	\$ 312	\$ 514
Percent		41	44	22	29

### Total Number of All Projects

	11-12	10-11	09-10	08-09	07-08
FYTD		257	240	288	272

### Total Value of All Projects

	11-12	10-11	09-10	08-09	07-08
FYTD		\$1,840	\$1,359	\$1,342	\$1,468

\*Note: There was no First Quarter, FY 10-11 report.

# Prior Years' Contract For Delivery Award Status

This section describes the contract award status projects in past years for the annual Contract for Delivery.

## Contract Award Status

Progress continues to be made to get past years' contracts for delivery projects awarded.

Contract Award Status	Plan	Awarded	Percent
FY 2010-11 Contract for Delivery	346	328	95
FY 2009-10 Contract for Delivery	306	302	99
FY 2008-09 Contract for Delivery	334	334	100
FY 2007-08 Contract for Delivery	294	294	100
FY 2006-07 Contract for Delivery	286	286	100
FY 2005-06 Contract for Delivery	174	174	100

## Historical Delivery Comparison

Through the second quarter FY 2010-11, for last year's contract for delivery (FY 2010-11), the Department has awarded 328 projects out of 346 projects or 95 percent of the planned projects. As a comparison, as reported a year ago for the same time period, the Department had awarded 286 projects out of 306 planned projects or 93 percent.

## Contracts Not Yet Awarded

Of the 22 projects not yet awarded, 14 projects have been allocated and are currently out to bid. Three projects need an allocation, (two with future year funds, Willits Bypass) and four projects have minor issues. One project has not been delivered with permit issue being elevated for resolution.

Contracts Not Yet Awarded	Number
Project currently bid	14
Projects needing an allocation	3
Delivered, minor issue pending	4
Project not delivered	1
<b>Total</b>	<b>22</b>

*See appendix for a list of projects not yet awarded*

# Environmental Document Milestones

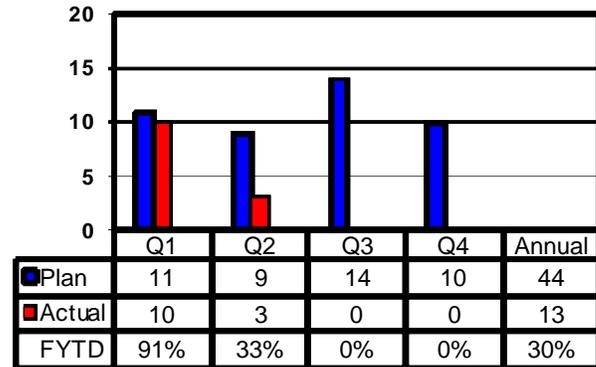
## Environmental Delivery Commitment

As part of this report, the Department reports on delivery for the upcoming year of the two environmental milestones that require CTC action for consideration of future funding. The two milestones include Draft Environmental Documents (DED) and Final Environmental Documents (FED). To provide a comprehensive view of environmental documents under development, the Department also includes Categorical Exclusions that do not require CTC review or action. For FY 2011-12, the Department has planned delivery of 211 environmental milestones.

For FY 2011-12, through the end of the second quarter, the Department delivered 113 (54 percent of annual plan) environmental milestones.

Through the end of the second quarter, one DED and one FED planned environmental documents have slipped outside FY 2011-12 (milestones shown in appendix).

## Number of DED Milestones



## Historical Delivery Comparisons

As a benchmark for comparison, below are historical environmental milestone delivery trend charts for the current year and past four years.

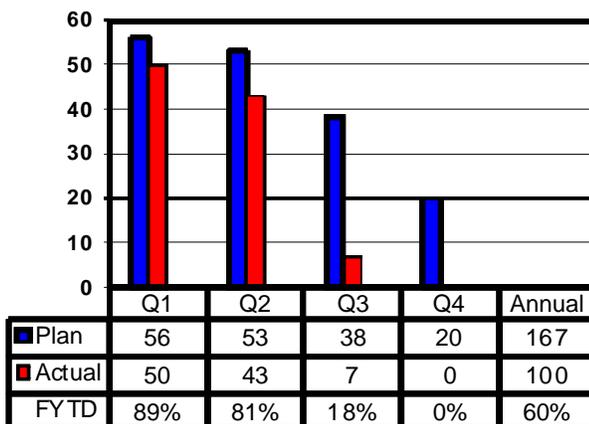
### Past 2nd Qtr PAED Milestones

	11-12	10-11	09-10	08-09	07-08
Plan	167	147	148	151	168
FYTD	100	81	99	98	95
Percent	60	55	67	65	57

### Past 2nd Qtr DED Milestones

	11-12	10-11	09-10	08-09	07-08
Plan	44	37	34	41	47
FYTD	13	12	10	17	18
Percent	30	32	29	41	38

## Number of FED Milestones



# Right of Way

## Right of Way Delivery Commitment

The Department's R/W delivery commitment is twofold. One delivery commitment is to utilize funds approved by the CTC for acquisition of R/W. The second delivery commitment is to secure all necessary R/W requirements and to certify R/W for all projects scheduled for delivery in the current year.

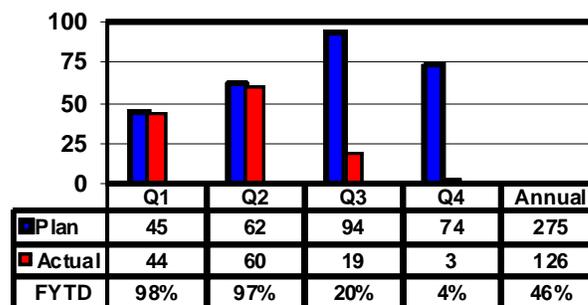
## Right of Way Expenditures

R/W activities and expenditures are outlined by the categories below:

Category (\$millions)	Plan	FYTD	Percent
<b>Capital Projects</b>			
STIP	\$ 93.0	\$ 46.9	50
SHOPP	\$ 38.2	\$ 26.8	70
<b>Subtotal</b>	<b>\$ 131.2</b>	<b>\$ 73.7</b>	<b>56</b>
<b>Specific Categories</b>			
Post Certifications	\$ 70.1	\$ 10.0	14
Inverse Condemnation	\$ 15.2	\$ 5.5	36
Project Development	\$ 1.0	\$ 0.6	60
<b>Subtotal</b>	<b>\$ 86.3</b>	<b>\$ 16.1</b>	<b>19</b>
<b>TOTAL</b>	<b>\$ 217.5</b>	<b>\$ 89.8</b>	<b>41</b>

For FY 2011-12, the Department requested and received a R/W allocation of \$217.5 million.

## Right of Way Certifications



For FY 2011-12, the planned number of R/W certifications is 275. Through the end of the second quarter, the Department completed a total of 126 R/W certifications, 46 percent of the annual plan.

## Historical Delivery Comparisons

As a benchmark for comparison, below are historical R/W delivery trend charts for the current year and past four years.

### Past 2nd Qtr Right of Way Expenditures

	11-12	10-11	09-10	08-09	07-08
Plan	\$217.5	\$219.4	\$237.7	\$230.9	\$284.0
FYTD	\$ 89.8	\$ 69.7	\$ 80.4	\$106.1	\$ 94.3
Percent	41	32	34	46	33

### Past 2nd Qtr Right of Way Certifications

	11-12	10-11	09-10	08-09	07-08
Plan	275	311	283	304	245
FYTD	126	186	192	206	160
Percent	46	60	68	68	65

# Construction Program

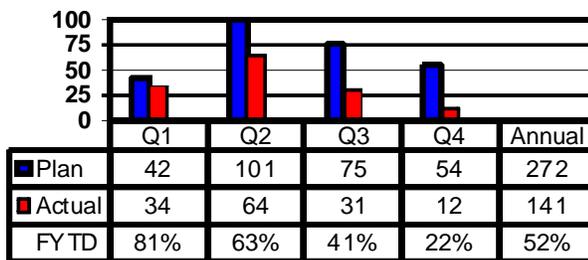
## PLANNED CONSTRUCTION PROGRAM

(Excludes some projects such as minor, program amendments and emergency.)

### Construction Delivery Commitment

Delivery in the eyes of our customers is achieved when capital improvements are delivered to the traveling public. This is best measured by when the construction contract is accepted.

#### Planned Construction Contracts Accepted



Through the end of the first quarter, FY 2011-12, the Department had accepted a total of 141 major construction contracts (52 percent) out of a total of 272 planned contracts identified in the Department's delivery plan.

### Historical Delivery Comparison

As a benchmark for comparison, shown are historical delivery trend charts for planned major construction contract acceptances.

#### Past 2nd Qtr Construction Contracts Accepted

	11-12	10-11	09-10	08-09	07-08
Plan	272	216	226	213	248
FYTD	141	96	157	144	153
Percent	52	44	69	68	62

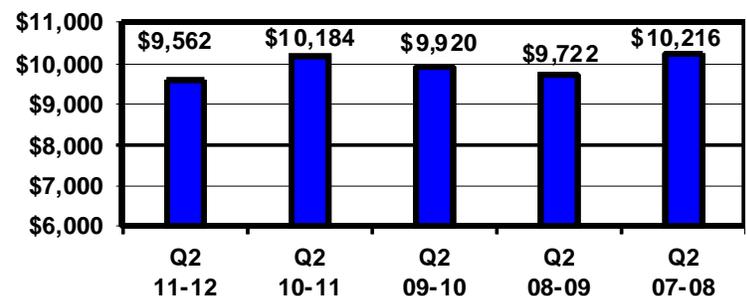
## OVERALL CONSTRUCTION PROGRAM

(Includes planned programmed projects and additional minor A, amendments, and some minor B projects that are not programmed.)

### Under Construction

At the end of the second quarter, FY 2011-12, the Department had 663 contracts valued at \$9,562 million under construction.

#### Value of Ongoing Contracts (\$ millions)



### 2nd Quarter Construction Program Results

Construction Starts – 49 construction contracts valued at \$196 million were started (including minor A and some minor B projects that are not programmed).

Accepted Contracts – 149 construction contracts valued at \$1,036 million were accepted.

Arbitration - The Department currently has 40 construction contracts in arbitration. Seven new arbitration case was filed, and five contracts were settled or received an arbitration decision.

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# Appendix

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- (A) Glossary
- (B) Prior Years' Contracts For Delivery Award Status  
Projects Not Yet Awarded
- (C) Environmental Documents
- (D) Status of Major Projects with Right of Way
- (E) Construction Contract Administration

## Glossary

- #** 1st – First  
2nd – Second  
3rd – Third  
4th - Fourth
- A** AB – Assembly Bill
- B** BATA – Bay Area Toll Authority  
BIP –  
BOND – Proposition 1B Bond Program
- C** Cap – Capital (has construction)  
CE – Categorical Exemption  
Cert - Certification  
CTC – California Transportation  
Commission  
Cty - County
- D** Doc – Document  
D-EA – District and expenditure  
authorization  
DED – Draft environmental document
- E** ED – Environmental Document  
EIR – Environmental Impact Report  
Emerg – Emergency funded project  
Env - Environmental
- F** FED – Final environmental document  
FY – Fiscal Year  
FYTD – Fiscal year to date
- N** ND – Negative Declaration  
NOP – Notice of Preparation
- P** PART – Partnership (local funded  
projects delivered by state including  
contributor funds on state funded  
projects (counts all non-STIP or  
non- SHOPP Funds)  
PAED – Project approval and  
environmental document  
PM – Post Mile  
PSE – Plans, specifications and  
estimate
- Q** Q1 – First Quarter  
Q2 – Second Quarter  
Q3 – Third Quarter  
Q4 – Fourth Quarter  
Qtr – Quarter
- R** RTL – Ready to list  
Rte – Route  
R/W – Right-of-way  
RWC – Right-of-way certification
- S** SDWLL – Retrofit Soundwall funded  
project  
SHOPP – State Highway Operations  
and Protection Program  
STIP – State Transportation  
Improvement Program
- T** TBSRA – Toll Bridge Seismic Retrofit  
Account  
TCRF – Traffic congestion relief funds

## Prior Years' Contracts for Delivery Award Status Projects Not Yet Awarded

### Projects initial bid.

FY CFD	D-EA	Pgm	Cty	Rte	Description	Value	Ready to List	Vote	Advertise	Bid Opening	Award Status
10-11	04-2708U	SHOPP	SM	280	Replacement Landscaping	\$ 3,000	04/20/11	06/23/11	07/11/11	Postponed	
10-11	04-4A07U	SHOPP	ALA	580	Construct Truck Climbing Lane,	\$ 75,920	05/17/11	06/23/11	07/25/11	09/27/11	Delay to award due to F&G permit. (June)
10-11	04-4A923	STIP	SM	101	Install Tos Infrastructure	\$ 10,200	01/28/11	10/27/11	03/05/12	04/03/12	
10-11	04-4S550	SHOPP	MRN	101	Replace Existing Fill With Lightweight Fill	\$ 2,224	09/29/11	12/15/11	02/06/12	02/28/12	
10-11	07-20211	SHOPP	LA	710	Rehabilitate Roadway	\$ 217,000	06/30/11	08/10/11	10/10/11	02/09/12	
10-11	07-2332A	SHOPP	LA	5	Construct Truck Lane	\$ 102,626	05/27/11	06/23/11	07/18/11	09/08/11	Delay to award due to bidders qualification. (June)
10-11	08-0K200	SHOPP	SBD	18	Widen Roadway And Add Left-Turn	\$ 862	06/29/11	01/11/12	03/12/12	04/05/12	
10-11	08-33487	Part	RIV	215	Replacement Highway Planting	\$ 1,760	10/19/11	Local	11/14/11	Postponed	
10-11	08-38434	SHOPP	SBD	10	Install Rms & Vds & Widen On-Ramps	\$ 19,100	04/19/11	10/27/11	11/28/11	02/02/12	Target 4/9/12
09-10	10-0A872	CMIA	STA	219	Widen To 4 Lanes And Intersection Improvements	\$ 26,000	06/30/10	12/15/11	02/06/12	03/28/12	
09-10	10-41570	SR99	MER	99	Arboleda	\$ 127,000	05/25/11	12/15/11	01/17/12	03/13/12	
10-11	10-41580	STIP	MER	99	Plainsburg	\$ 74,581	06/20/11	02/23/12	03/05/12	04/24/12	
10-11	11-2T095	CMIA	SD	15	Managed Lanes - South Segment	\$ 47,453	11/14/11	12/15/11	01/03/12	02/23/12	
10-11	12-0H029	SHOPP	ORA	91	Resurface The Travel Ways Of	\$ 28,653	06/28/11	08/10/11	11/14/11	02/16/12	

\$ 736,379

### Projects delivered needs vote

09-10	01-26200	STIP	MEN	101	Construct 4-Lane Freeway, Phase 1	\$ 164,201	02/22/12	Target March			Willits Bypass
10-11	04-4S270	SHOPP	CC	24	Install Downdrain, Grading And	\$ 850	06/30/11				FY 12-13 Funds
10-11	04-4S580	SHOPP	SM	1	Construct Lined Ditch And Place	\$ 399	05/26/11				FY 12-13 Funds

\$ 165,450

### Projects delivered, not allocated with issue pending

10-11	04-01407	SHOPP	ALA	80	Planting And Irrigation	\$ 565	06/01/11				Needs federal aid approval.
10-11	08-0C121	SHOPP	SBD	395	Widen Median & Shoulders, Install	\$ 39,452	06/30/11				Needs upgraded RW Cert, target 4/12/12
09-10	08-0N120	HM	SBD	62	Place Seal Coat	\$ 3,200	12/22/09	HM			Scope of work changed, being re-designed.
10-11	08-36850	SHOPP	SBD	15	Const Comm Veh Enforcement Facility	\$ 71,244	06/30/11				Needs federal aid approval.

\$ 114,461

### Projects not yet delivered

10-11	03-40660	SR99	SUT	99	Construct Interchange And	\$ 21,300		Target March			Permit issue being elevated for resolution.
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\$ 21,300

## Final Environmental Document (FED) Milestone Delivery

### First Quarter - 56 Planned Deliverables

D	EA	Pgm	Cty	Rte	Description	
01	0A410	SHOPP	MEN	101	REHABILITATE BRIDGE	
01	0A590	SHOPP	MEN	001	REHAB BRIDGE DECKS	
01	47490	SHOPP	MEN	001	REPAIR STORM DAMAGE	
01	47502	SHOPP	HUM	254	REPAIR STORM DAMAGE	
01	47660	SHOPP	MEN	128	REPAIR STORM DAMAGE	
02	0E400	STIP	SHA	005	UPGRADE VISTA POINT	
02	0E440	STIP	SIS	097	TURN LANE	
02	0E450	STIP	TEH	005	INSTALL NATIVE LANDSCAPING	
02	0E840	STIP	SIS	003	INSTALL LEFT TURN LANE AT JUNIPER DRIVE	
02	3E640	SHOPP		5	METHACRYLATE, REPLACE JOINT SEALS	
02	3E890	SHOPP		5	HMA THIN BLANKET OVERLAY	
03	1A842	SHOPP	ED	089	STORM WATER IMPROVEMENTS	
03	2F260	SHOPP	PLA	080	REPAIR CUT SLOPE	
03	4E500	STIP	SIE	089	CONSTRUCT WILDLIFE CROSSING	
04	15113	CMIA	ALA	580	INSTALL RAMP METERING AND HOV BYPASS	
04	15300	CMIA	ALA	092	INSTALL RAMP METERING	
04	15310	CMIA	ALA	680	INSTALL RAMP METERING & TOS	
04	15320	CMIA	SCL	680	INSTALL RAMP METERING & TOS	
04	15350	CMIA	SOL	080	INSTALL RAMP METERING & TOS	
04	15420	CMIA	SCL	085	INSTALL RAMP METERING & TOS	
04	1G560	SHOPP	ALA	880	REMOVE MBGR AND INSTALL TYPE 60A	
04	3S900	SHOPP	MRN	001	CONSTRUCT TIE-BACK WALL	
04	4A320	SHOPP	SM	280	INSTALL METAL BEAM GUARDRAILING	
04	4S660	SHOPP	MRN	001	REPLACE EMERGENCY REPAIR WALL	
05	0Q630	SHOPP	SLO	101	CONSTRUCT MEDIAN BARRIER	
05	0R510	SHOPP	SCR	001	ADA CURB RAMPS AND MINOR SIDEWALKS	
06	0G830	STIP	KER	099	WIDEN FREEWAY FROM 6 TO 8 LANES	
06	0G840	STIP	KER	099	WIDEN FREEWAY FROM 6 TO 8 LANES	
06	0G900		MAD	041	CONSTRUCT PASSING LANES	
06	0M210	SHOPP	FRE	005	METHACRYLATE, REPLACE JOINT SEALS	
06	0M230	SHOPP	FRE	041	METHACRYLATE, REPLACE JOINT SEALS	
06	0M270	SHOPP	KER	058	METHACRYLATE, REPLACE JOINT SEALS	
06	0M290	SHOPP	KER	058	PLACE METHACRYLATE DECK SEAL	
06	0N400	SHOPP	KER	058	PLACE ROCK SLOPE PROTECTION	
06	43070	STIP	TUL	216	WIDEN AND REALIGNMENT O	
07	27750	SHOPP	LA	5	INSTALL PLANTS FOR EROSION CONTROL	
07	27760	SHOPP	LA	5	INSTALL PLANTS FOR EROSION CONTROL	
07	27770	SHOPP	LA	5	INSTALL PLANTS FOR EROSION CONTROL	
07	28500	SHOPP	LA	005	INSTALL AND UPGRADE SIGNAL	
07	2X930	SHOPP	LA	105	REPAIR SLOPE EROSIONS	
07	2X960	SHOPP	LA	710	RECONSTRUCT ERODED SLOPE	
08	0M830	SHOPP	SBD	015	UPGRADE PEDESTRIAN FACILITIES	
08	0N910	SHOPP	RIV	062	INSTALL TRAFFIC SIGNALS	
08	0P670	SHOPP	SBD	018	CURB RAMPS, SIDEWALK & PEDESTRIAN	
08	0P680	SHOPP	RIV	086	METHACRYLATE	
08	0P690	SHOPP	RIV	010	METHACRYLATE, REPLACE JOINT SEALS	
08	0P750	SHOPP	SBD	083	METHACRYLATE, REPLACE JOINT SEALS	
08	0P960	SHOPP	RIV	079	INSTALL MARKERS AND RUMBLE STRIPS	
10	0S860	SHOPP	SJ	099	HOTMIX ASPHALT OVERLAY	
10	0V560	SHOPP	SJ	099	STRAIGHTEN GIRDER, REPLACE DIAPHRAGM	
10	0V590	SHOPP		4	PAINT BRIDGE	
11	26501	STIP	SD	163	SCENIC/HISTORIC HIGHWAY PRESERVATION	
11	29770	STIP	SD	005	GRADE SEPARATION IMPROVEMENTS	
12	0K330	STIP	ORA	001	WILDLIFE CORRIDOR CONNECTIVITY	
12	0M140	SHOPP	ORA	405	ADA UPGRADES, OFF-RAMP	
12	0M160	SHOPP	ORA	057	ADA IMPROVEMENTS	

### Second Quarter - 53 Planned Deliverables

D	EA	Pgm	Cty	Rte	Description	
01	0A380	SHOPP	HUM	255	REHABILITATE BRIDGE	
01	0A400	SHOPP	HUM	000	REHABILITATE BRIDGE	
01	42370	SHOPP	HUM	299	RECONSTRUCT ROADWAY	
01	46390	SHOPP	HUM	000	RECONSTRUCT GUARD RAILING	
01	48470	SHOPP	MEN	001	MBGR, RUMBLE STRIPS, DRAINAGE INLETS	
01	48860	SHOPP	LAK	020	IMPROVE INTERSECTION	
01	49660	SHOPP	VAR	000	REHABILITATE BRIDGE	
02	2C225	SHOPP	TEH	036	BRIDGE SCOUR	
02	2E620	SHOPP	TEH	036	CURVE IMPROVEMENT	
02	2E730	SHOPP	TEH	032	CURVE IMPROVEMENT, WIDENING	
02	36070	SHOPP	SHA	299	ROADWAY REHABILITATION	
03	2F670	SHOPP	YOL	113	ADA CURB RAMP UPGRADES	
03	2F700	SHOPP	YOL	080	RECONSTRUCT EMBANKMENT	
03	3E100	SHOPP	PLA	080	VERTICAL CLEARANCE FOR PERMIT VEH	
03	4E590	SHOPP	ED	049	INCREASE SUPERELEVATION OF CURVE	
03	4E990	SHOPP	BUT	099	INSTALL TRAFFIC SIGNAL	
03	4M240	SHOPP	SAC	051	BRIDGE DECK PRESERVATION, JOINT REPAIR	
04	15330	CMIA	SCL	101	INSTALL RAMP METERING, TOS	
05	0F700	SHOPP	MON	068	BRIDGE WIDENING	
05	0C901	SHOPP	SCR	001	INSTALL CCTV AND SIGNS	
05	0R830	SHOPP	SB	001	ADA CURB RAMPS AND MINOR SIDEWALKS	
05	0T000	SHOPP	SB	154	INTERSECTION IMPROVEMENTS	
05	1A480	SHOPP	MON	001	METHACRYLATE DECK SEAL, REPLACE	
06	0K450	SHOPP	KER	014	METHACRYLATE & POLYESTER CONCRETE	
06	0J920	SHOPP	FRE	145	CONSTRUCT ROUNDABOUT	
06	0M020	STIP	FRE	168	ENHANCE VISTA POINT	
06	0M220	SHOPP	KER	005	PAINT BRIDGES	
06	0N070	SHOPP	KER	005	MAINTENANCE	
07	2X940	SHOPP	LA	110	REPAIR SLOPE EROSIONS	
07	2X980	SHOPP	LA	014	REPAIR SLOPE	
07	25900	SHOPP	LA	001	SAND FILTERS & INFILTRATION DEVICES	
07	25880	SHOPP	LA	000	SOIL STABILIZATION & REVEGETATION	
07	27680	SHOPP	LA	210	INSTALL PLANTS FOR EROSION CONTROL	
07	27710	SHOPP	LA	210	INSTALL PLANTS FOR EROSION CONTROL	
07	3X020	SHOPP	VEN	150	CONSTRUCT SOLDIER PILE WALLS	
08	0J850	SHOPP	SBD	138	REHABILITATE BRIDGE	
08	0N590	SHOPP	SBD	040	BRIDGE REPLACEMENT	
08	0P560	SHOPP	SBD	095	CENTERLINE GROUND IN RUMBLE STRIPS	
08	0Q240	SHOPP	SBD	138	REPAIR/REPLACE 42" CULVERTS	
10	0U620	SHOPP	SJ	005	BRIDGE SOFFIT & COLUMN REPAIR	
10	0S940	SHOPP	MER	152	DOUBLE THRIE BEAM BARRIER IN MEDIAN	
10	0T160	SHOPP	SJ	026	HORIZONTAL CURVE REALIGNMENT	
10	0U480		STA	108	PEDESTRIAN ACCESSIBILITY IMPROVEMENTS	
10	0W070	SHOPP	TUO	120	REPLACE BRIDGE DECK	
10	0W090	SHOPP	VAR		METHACRYLATE, REPLACE JOINT SEALS	
10	0W150	SHOPP		99	PAINT BRIDGE	
11	05631	STIP	SD	011	CONSTRUCT FREEWAY & PORT OF ENTRY	
11	25711		SD	076	CONSTRUCT 4 LANE HIGHWAY	
11	25714		SD	076	INTERCHANGE	
11	29040	SHOPP	SD	094	PAVEMENT REHABILITATION	
11	29480	STIP	IMP	186	PEDESTRIAN/TRANSIT FACILITIES -(TE)	
12	0L410	SHOPP	ORA	133	STABILIZE ROADWAY AND EMBANKMENT	
12	0L760	SHOPP	ORA	405	METHACRYLATE, REPLACE JOINT SEALS	

**Legend**

N	Completed
P	Not Needed due to Env Doc Change
	Env Doc Done, Project Report Pending
	Behind Schedule
	To Be Completed
	Delay Out of Year

## Final Environmental Document (FED) Milestone Delivery (page 2)

### Third Quarter - 38 Planned Deliverables

D	EA	Pgm	Cty	Rte	Description	
01	36330	SHOPP	HUM	101	ROADWAY REHABILITATION	
01	47940	STIP	DN	199	WIDENING & BRIDGE REPLACEMENT	
02	0C250	STIP	SIS	005	OPERATIONAL IMPROVEMENTS TO RAMPS	
02	2E740	SHOPP	SHA	299	CURVE IMPROVEMENT	
02	3E650	SHOPP	SHA	910	BRIDGE MAINTENANCE	
02	3E690	SHOPP	MOD	299	SHOULDER WIDENING	
02	3E710	SHOPP	VAR			
03	0F680	SHOPP	SAC	080	REPLACE JOINTS AND SUPER-REHAB	
03	1F740	SHOPP	COL	020	CAPM OVERLAY AND SHOULDER BACKING	
03	2F300	SHOPP	BUT	070	REHABILITATE PAVEMENT	
03	2F350	SHOPP	NEV	020	PAVEMENT REHABILITATION	
03	2F360	SHOPP	NEV	020	AC OVERLAY, REPLACE GUARDRAIL	
03	3C900	SHOPP	SAC	012	REHABILITATE PAVEMENT	
04	1G250	SHOPP	SF	080	REPLACE LIGHTING	
04	1G260	SHOPP	SF	080	REPLACE LIGHTING	
04	1G420	SHOPP	SON	116	RETAINING WALL, PLACE ROCK PROTECTION	
04	1G550	SHOPP	CC	080	EMBANKMENT MBGR	
04	15270	SHOPP	CC	004	RAMP METERING AND TOS	
04	4A260	SHOPP	ALA	580	INSTALL METAL BEAM GUARDRAIL	
05	0R530	SHOPP	SLO	001	ADA CURB RAMPS	
05	0S030	SHOPP	SB	001	CURB RAMPS AND SIDEWALK EXTENSIONS	
06	0K390	SHOPP	KER	058	BRIDGE REPLACEMENT	
06	0L390	SHOPP	KER	099	RIGHT TURN LANE OF THE SB ONRAMP	
06	0N850	SHOPP	TUL	099	PAVEMENT REHAB / AC OVERLAY (RAC)	
06	32451	STIP	TUL	099	REPLACEMENT PLANTING	
06	47150	STIP	TUL	099	RECONSTRUCT INTERCHANGE	
07	25920	SHOPP	LA	010	SAND FILTERS & INFILTRATION DEVICES	
08	0K310	SHOPP	SBD	095	VERTICAL CURVE ALIGNMENT	
08	0K710	SHOPP	SBD	015	REALIGN AND RECONFIGURE CONNECTORS	
08	0N510	SHOPP	RIV	015	REPLACE GUARDRAIL W CONCRETE BARRIER	
08	0Q110	SHOPP	RIV	010	REPLACE CHAIN LINK & BARBED WIRE FENCE	
08	44655	STIP	RIV	071	WILDLIFE STUDY	
11	40670	SHOPP	SD	005	PAVEMENT REHABILITATION	
11	2T190		SD	015	CONSTRUCT CLASS 1 BIKE PATH	
12	0L750	SHOPP	ORA	091	SHOULDER WIDENING, SIGNING, STRIPING	
12	0L770	SHOPP	ORA	39	SAFETY LIGHTING AND MODIFY SIGNALS	
12	0L780	SHOPP	ORA	39	SAFETY LIGHTING AND MODIFY SIGNALS	
12	0L790	SHOPP	ORA	39	SAFETY LIGHTING AND MODIFY SIGNALS	

### Fourth Quarter - 20 Planned Deliverables

D	EA	Pgm	Cty	Rte	Description	
03	4E480	STIP	SAC	099	INSTALL NATIVE PLANTING	
04	2356A	STIP	SM	101	REPLACEMENT LANDSCAPING	
04	2A320	SHOPP	NAP	121	BRIDGE REPLACEMENT (SCOUR)	
04	2A330	SHOPP	ALA	084	SIGHT DISTANCE, UPGRADE SHOULDERS	
04	2G310					
04	15160	SHOPP	MRN	101	INSTALL RAMP METERING	
04	4S450	SHOPP	MRN	001	REPAIR WASH OUT AND EMBANKMENT	
04	4S920	SHOPP	SON	001	CONSTRUCT SOLDIER PILE WALL	
05	31600	STIP	MON	156	WIDEN TO 4-LN DIVIDED EXPRESSWAY	
06	0H100	SHOPP	FRE	168	AC OVERLAY	
06	0H630	SHOPP	TUL	198	ADA COMPLIANCE UPGRADES	
06	0H640	SHOPP	KER	099	ADA COMPLIANCE UPGRADES	
07	28420	STIP	LA	005	TRANSPORTATION ENHANCEMENT	
07	28450	STIP	LA	014	TRANSPORTATION ENHANCEMENT	
08	0M280	SHOPP	SBD	015	REPLACE 2 BRIDGES	
08	0N570	SHOPP	SBD	040	BRIDGE SEISMIC RETROFIT	
08	3401U	STIP	SBD	138	WIDEN TO 4 LNS	
08	38350	SHOPP	RIV	74	REPLACE BRIDGE	
08	44910	SHOPP	RIV	111	REPLACE BRIDGE	
12	0G331	STIP	ORA	091	HIGHWAY REPLACEMENT PLANTING	

**Legend**

	Completed
	Completed Ahead of Planned Quarter
	Not Needed due to Env Doc Change
	Env Doc Done, Project Report Pending
	Behind Schedule
	To Be Completed
	Delay Out of Year (see delay categories below)

## Draft Environmental Document (DED) Milestone Delivery

### First Quarter - 11 Planned DED Deliverables

D	EA	Pgm	Cty	Rte	Description	
01	42370	SHOPP	HUM	299	RECONSTRUCT ROADWAY	Completed
02	2E620	SHOPP	TEH	036	CURVE IMPROVEMENT	Completed
02	36070	SHOPP	SHA	299	ROADWAY REHABILITATION	Completed
04	28120	STIP	NAP	029	CONSTR SB FLYOVER FR RTES 221-29/12	Completed Ahead of Schedule
06	0J920	SHOPP	FRE	145	CONSTRUCT ROUNDABOUT	Completed
07	2X940	SHOPP	LA	110	REPAIR SLOPE EROSIONS	Completed
07	3X020	SHOPP	VEN	150	CONSTRUCT SOLDIER PILE WALLS	Completed
08	38350	SHOPP	RIV	74	REPLACE BRIDGE	Completed
08	0N590	SHOPP	SBD	040	BRIDGE REPLACEMENT	Completed
10	0W070	SHOPP	TUO	120	REPLACE BRIDGE DECK	Completed
11	29770	STIP	SD	005	GRADE SEPARATION IMPROVEMENTS	Completed

### Second Quarter - 9 Planned DED Deliverables

D	EA	Pgm	Cty	Rte	Description	
01	48860	SHOPP	LAK	020	IMPROVE INTERSECTION	Completed
04	16030	SHOPP	ALA	084	REPLACE BRIDGE	Completed
04	2A320	SHOPP	NAP	121	BRIDGE REPLACEMENT (SCOUR)	Completed
05	0G040	SHOPP	SLO	101	HIGHWAY REHAB	Completed
05	0N700	STIP	SB	101	CONSTRUCT HOV LANES	Completed
06	0L390	SHOPP	KER	099	RELOCATE TURN LN SB ONRAMP	Completed
07	2X980	SHOPP	LA	014	REPAIR SLOPE	Completed
08	0K310	SHOPP	SBD	095	VERTICAL CURVE ALIGNMENT	Completed
11	2T190		SD	015	CONSTRUCT CLASS 1 BIKE PATH	Completed

### Third Quarter - 14 Planned DED Deliverables

D-EA	Pgm	Cty	Rte	Description		
03	0F230	SHOPP	SAC	050	REHABILITATE TWO BRIDGE DECKS	
03	1A843	SHOPP	ED	089	STORM WATER QUALITY IMPROVEMENTS	
03	1A845	SHOPP	ED	089	STORM WATER QUALITY IMPROVEMENTS	
03	4E860	SHOPP	PLA	193	IMPROVE AND WIDEN CURVE	
05	0T640	SHOPP	SBT	025	CURVE CORRECTION	
06	0H630	SHOPP	TUL	198	ADA COMPLIANCE UPGRADES	
06	0H640	SHOPP	KER	099	ADA COMPLIANCE UPGRADES	
06	0J530	SHOPP	TUL	190	INTERSECTION IMPROVEMENTS	
06	43260	SHOPP	FRE	033	BRIDGE REPLACEMENT	
06	46150	SHOPP	TUL	190	AC OVERLAY, CHANNELIZATION	
08	04351	STIP	SBD	58	REALIGN & WIDEN 2 TO 4 LANE EXPWY	
08	0M280	SHOPP	SBD	015	REPLACE 2 BRIDGES	
10	0F280	SHOPP	CAL	004	CONSTR WALL FOR SEDIMENT CONTROL	
11	17790		SD	005	CONSTR DIRECT RWY TO FWY CONNECTORS	

### Fourth Quarter - 10 Planned DED Deliverables

D-EA	Pgm	Cty	Rte	Description		
01	43060	SHOPP	HUM	254	REPLACE BRIDGE RAILS AND WIDEN	
01	49710	SHOPP	MEN	271	HAZARDOUS WASTE MITIGATION	
03	0F690	SHOPP	BUT	070	REPLACE BRIDGE	
04	0A020	SHOPP	SON	001	REALIGN ROADWAY	
08	0G900	SHOPP	SBD	247	CONSTRUCT STANDARD PAVED SHOULDER	
08	0N560	SHOPP	SBD	040	BRIDGE REPLACEMENT	
08	0N591	SHOPP	SBD	040	BRIDGE REPLACEMENT	
08	33630	SHOPP	SBD	38	REPLACE BRIDGE DECK, UPGRADE RAIL	
09	33500	SHOPP	MNO	395	MITIGATE MONO LAKE ROCKFALL	
11	26330	STIP	IMP	008	REVISED INTERCHANGE	

-  Completed
-  Completed Ahead of Schedule
-  Behind Schedule
-  To Be Completed
-  Delay Out of Year (see delay categories below)

2011/12 FY Right of Way Capital Major Project List

D	EA	PPNO	Cty	Rte	Description	RW Cert Date	RW Capital All Funds	RW Capital STIP/SHOPP	Doc Year	Total RW Capital Estimate	2012 FY Alloc Plan	TOTAL FYTD Commitments as of 1/12/12	Allocation Expended %	Allocation Remaining	1st Qtr	2nd Qtr	3rd Qtr	4th Qtr
01	262001	0125F	MEN	101	CONSTRUCT 4-LANE FREEWAY, PHASE 1	5/28/2010	33,000	26,750	2010	32,935	5,320,000	497,732	9.4%	4,822,268	352,814	144,918		
03	0C4701	8655	YOL	016	WIDEN SH & CONSTR LEFT TURN LANE RT TRN POCKETS, INTERSEC IMPROVEMNT	4/15/2012	12,300	12,300	2010	12,265	3,685,000	43,127	1.2%	3,641,873	32,857	10,270		
03	0E9301	2273	BUT	070	WIDEN ROADWAY AND PLACE RUBBERIZED HMA AND HMA TYPE A	8/16/2010	2,600	2,600	2010	2,011	1,025,000	1,209	0.1%	1,023,791	95,000	(93,791)		
03	1A7320	3233B	ED	050	STORM WATER QUALITY IMPROVEMENTS OVERLAY, WIDEN SHLDR, REPL CULVERTS	7/2/2012	1,756	1,756	2010	1,517	1,419,000	25,921	1.8%	1,393,079	24,751	1,170		
03	1A8440	3453D	ED	089	STORM WATER QUALITY IMPROVEMENTS O/L, WIDEN, ADD DIKES & RET BASINS	7/15/2012	2,123	2,123	2010	1,836	1,802,000	22,655	1.3%	1,779,345	7,500	15,155		
03	3C3800	3258	ED	050	STORM WATER MITIGATION	12/1/2012	3,704	3,704	2010	3,034	1,092,000	29,063	2.7%	1,062,938	27,563	1,500		
04	1637E1	0619E	SF	101	SOUTH ACCESS TO GOLDEN GATE BRIDGE DOYLE DR REPLACEMENT PROJECT-ALL	7/21/2010	32,300	32,300	2010	90,000	17,539,000	18,063,108	103.0%	-524,108	17,487,353	575,755		
04	245441	0789E	SON	101	COLLEGE AVENUE IMPROVEMENT	8/20/2012	4,430	4,100	2010	4,100	1,208,000	102,772	8.5%	1,105,228	13,047	89,725		
04	264081	0360H	SON	101	CONSTRUCT INTERCHANGE ON RTE 101 AT PETALUMA BLVD;INCLUDING FRONTAGE	3/30/2012	13,280	10,810	2010	12,630	4,605,000	95,100	2.1%	4,509,900		95,100		
04	2A4400	0485K	SCL	152	IMPROVE SIGHT DISTANCE, UPGRADE SHOULDERS AND PROVIDE	1/5/2012	2,413	2,413	2010	1,471	1,160,000	98,283	8.5%	1,061,717	87,833	10,450		
04	2A6200	8085A	SOL	012	INSTALL LEFT TURN POCKETS, FROM AZAVEDO RD TO LIBERTY ISLAND RD	4/1/2012	1,972	1,972	2010	1,710	1,320,000	7,500	0.6%	1,312,500	2,250	5,250		
04	4A5100	0609K	SF	280	REPLACE BRIDGE HINGES	11/1/2012	3,751	3,751	2010	3,570	2,483,000	9,425	0.4%	2,473,575	0	9,425		
05	0G1600	1850	SB	166	RELOCATE DRAINAGE DITCHES	9/1/2012	1,545	1,545	2010	1,500	1,003,000	20,100	2.0%	982,900	0	20,100		
05	315800	0058E	MON	101	CONSTRUCT NEW INTERCHANGE AT SAN JUAN ROAD	4/2/2012	26,900	16,450	2010	26,899	6,125,000	200,826	3.3%	5,924,174	36,971	163,855		
06	325501	4330	KIN	198	CONSTRUCT INTERCHANGE	8/5/2011	5,804	5,804	2010	5,804	3,942,000	4,067,789	103.2%	-125,789	211,216	3,856,573		
06	471000	5346	MAD	099	MODIFY INTERCHANGE	5/1/2012	6,700	2,023	2010	6,513	1,940,000	115,376	5.9%	1,824,624	35,200	80,176		
07	117071	0306H	LA	010	CONSTRUCT HOV LANES	3/21/2008	44,400	19,300	2008	47,269	2,071,000	13,930	0.7%	2,057,070	12,340	1,590		
07	1170U1	0309N	LA	010	CONSTRUCT HOV LANES & SOUNDWALLS *COMB WITH 117081 & 111721	4/6/2012	20,000	20,000	2010	31,944	5,000,000	3,500	0.1%	4,996,500	1,000	2,500		
07	119341	0310B	LA	10	CONSTRUCT HOV LANE IN EA DIRECTION *OVERSIGHT ONLY*PR & ENVR ONLY*\$	4/6/2012	8,000	8,000	2010	6,306	3,723,000	500	0.0%	3,722,500	500	0		
07	1218W1	1218W	LA	005	CONST HOV LN & IC MODIFICATION *POR=121821,121831	1/17/2012	74,500	36,840	2010	48,536	1,080,000	0	0.0%	1,080,000	0	0		

2011/12 FY Right of Way Capital Major Project List

D	EA	PPNO	Cty	Rte	Description	RW Cert Date	RW Capital All Funds	RW Capital STIP/SHOPP	Doc Year	Total RW Capital Estimate	2012 FY Alloc Plan	TOTAL FYTD Commitments as of 1/12/12	Allocation Expended %	Allocation Remaining	1st Qtr	2nd Qtr	3rd Qtr	4th Qtr
07	127271	0694Q	LA	138	WIDEN CONVENTIONAL HIGHWAY (SEG 12) *SPLIT=1272U1	5/6/2011	6,606	6,606	2010	7,795	1,700,000	245,141	14.4%	1,454,859	94,869	150,272		
07	202111	4137	LA	710	LONG LIFE PAVEMENT & WIDEN BRIDGES	5/6/2011	3,000	3,000	2010	3,660	1,400,000	0	0.0%	1,400,000	0	0		
07	202121	4137A	LA	710	LONG LIFE PAVEMENT & WIDEN BRIDGES	1/8/2013	14,500	14,500	2010	23,297	3,824,000	1,580,334	41.3%	2,243,666	1,580,334	(0)		
07	215911	4153	LA	005	ROADWAY WIDENING (SEG 1) *POR=2159A1	5/10/2011	30,000	3,315	2010	35,953	7,057,000	1,613,880	22.9%	5,443,120	200	1,613,680		
07	215921	2808	LA	005	ROADWAY WIDENING (SEG 2) *POR=2159A1	1/4/2013	249,994	89,757	2010	256,647	15,000,000	77,336	0.5%	14,922,664	77,250	86		
07	215931	4154	LA	005	ROADWAY WIDENING (SEG 3) *POR=2159A1	3/9/2012	49,587	10,633	2010	49,587	4,435,000	2,774,954	62.6%	1,660,046	1,349,912	1,425,042		
07	215941	4155	LA	005	ROADWAY WIDENING (SEG 4) *POR=2159A1	3/9/2012	111,583	85,404	2010	111,583	13,000,000	20,601,741	158.5%	-7,601,741	5,366,646	15,235,095		
07	215951	4156	LA	005	ROADWAY WIDENING & STRIPING (SEG 5) *POR=2159A1	1/4/2013	36,452	36,452	2010	36,452	5,000,000	6,155,946	123.1%	-1,155,946	4,089,602	2,066,344		
07	245401	3529	LA	010	INTERCHANGE IMPROVEMENTS *DESIGN-BUILD SCHEDULE!	12/6/2012	10,500	10,500	2010	10,500	4,266,000	0	0.0%	4,266,000	0	0		
08	0C1211	0259K	SBD	395	WIDEN MEDIAN & SHOULDER, INSTALL MEDIAN & SHOULDER RUMBLE STRIPS &	5/13/2011	4,908	4,908	2010	4,907	3,089,000	557,460	18.0%	2,531,540	215,291	342,169		
08	368501	0179B	SBD	015	CONST COMM VEH ENFORCEMENT FACILITY (CVEF) & AGRIC INSPC FACILITY (AIF)	4/25/2011	1,427	1,427	2010	2,028	1,300,000	1,330	0.1%	1,298,670	0	1,330		
08	444071	0194Q	SBD	215	POR SEG 11/210 PROJECT REPLACE 27TH ST OC CONSTRUCT RAMPS IMPROVE LOCA	11/24/2008	0	0	0	8,284	1,127,000	0	0.0%	1,127,000	0	0		
08	456001	0007D	RIV	010	CONSTRUCT INTERCHANGE	4/1/2009	10,749	10,749	2010	13,900	2,320,000	148,101	6.4%	2,171,899	75,843	72,258		
10	264441	2300	AMA	088	ROADWAY REHABILITATION.	7/1/2011	3,941	3,941	2010	2,478	1,060,000	490,017	46.2%	569,983	143,536	346,481		
10	340421	0021B	TUO	108	CONSTRUCT STAGE 2 OF SONORA BYPASS	3/30/2010	11,978	11,978	2010	12,707	1,767,000	345,021	19.5%	1,421,979	104,048	240,973		
10	381501	5917	MER	165	AC OVERLAY, DIGOUTS, INTERSECTION IMPROVEMENTS & SHOULDER WIDENING	5/31/2011	3,682	3,682	2010	4,087	2,666,000	162,657	6.1%	2,503,343	47,500	115,157		
10	415701	5414	MER	99	4E TO 6F ON 8F R/W ALIGNMENT	5/12/2011	24,900	24,900	2010	24,900	4,677,000	238,315	5.1%	4,438,685	17,625	220,690		
11	167891	0021G	IMP	078	CONSTRUCT FOUR LANE EXPRESSWAY	4/1/2010	17,369	5,460	2008	18,116	1,966,000	0	0.0%	1,966,000	0	0		
12	0E3101	4102	ORA	074	RECONSTRUCT IC AT SR-74	7/1/2012	28,753	28,753	2010	27,938	14,430,000	203,378	1.4%	14,226,622	27,498	175,880		
12	0F0601	2587	ORA	005	WIDEN S/B OFF-RAMP AND BRIDGE OC @ CAMINO DE ESTRELLA	7/1/2011	1,509	1,509	2010	1,369	1,154,000	0	0.0%	1,154,000	0	0		
12	0H2080	3577A	ORA	055	FLATTEN THE SLOPE ABOVE THE MAINTENANCE ACCESS ROAD	12/30/2011	11,670	11,670	2010	14,120	2,000,000	0	0.0%	2,000,000	0	0		

Grand Total

160,780,000 58,613,527 36.5% 102,166,473 31,618,349 26,995,178



**Division of Construction  
CONTRACT ADMINISTRATION  
Q2 Fiscal Year 2011/12 (\$ in Millions)**



**Construction Contracts - Quarterly Status Report<sup>a</sup>**

	Q2 10/11		Q3 10/11		Q4 10/11		Q1 11/12		Q2 11/12	
	Number	Value								
1. Ongoing Contracts @ Beginning of Quarter	649	\$10,301	612	\$10,184	691	\$10,758	811	\$10,387	763	\$ 10,402
2. New Contracts this Quarter	111	\$ 917	192	\$ 1,063	241	\$ 805	123	\$ 756	49	\$ 196
3. Accepted Contracts this Quarter	148	\$ 1,034	113	\$ 489	121	\$ 1,176	171	\$ 741	149	\$ 1,036
Ongoing Contracts @ End of Quarter (1+2-3)	612	\$10,184	691	\$10,758	811	\$10,387	763	\$10,402	663	\$ 9,562
4. Accepted Contracts @ Beginning of Quarter	1,128	\$ 5,281	1,192	\$ 5,960	1,251	\$ 6,166	1,288	\$ 6,952	1,371	\$ 7,463
5. Accepted Contracts this Quarter	148	1,034	113	489	121	1,176	171	741	149	1,036
6. Contracts Closed this Quarter	78	309	50	277	81	245	87	200	245	397
7. New Contracts in Arbitration this Quarter	6	46	4	6	3	145	1	30	7	248
Accepted Contracts @ End of Quarter (4+5-6-7) <sup>b</sup>	1,192	\$ 5,960	1,251	\$ 6,166	1,288	\$ 6,952	1,371	\$ 7,463	1,268	\$ 7,854
Accepted Contracts with claims only @ End of Quarter <sup>c</sup>	91	\$1,139	82	\$1,023	56	\$ 739	81	\$ 1,554	88	\$887
8. Contracts in Arbitration @ Beginning of Quarter <sup>d</sup>	37	\$ 562	42	\$ 608	46	\$ 614	43	\$ 684	38	\$638
9. New Contracts in Arbitration this Quarter	6	46	4	6	3	145	1	30	7	248
10. Contracts with Arbitration Settlements/Awards this Quarter	1	0	0	-	6	75	6	76	5	37
Contracts in Arbitration @ End of Quarter (8+9-10)	42	\$ 608	46	\$ 614	43	\$ 684	38	\$ 638	40	\$ 849

- a** Quarterly figures updated to reflect revised or new data at the end of the current quarter.
- b** Accepted contracts with close-out activities in progress. Contracts in arbitration are not included.
- c** Beginning Quarter 1 of FY 2010/2011, quarterly figures exclude contracts that have a final estimate (FE), a district director determination (DDD), or district expenditures done (DED).
- d** A contractor may file for arbitration 240 days after project acceptance, or within 90 days after final determinations on claims have been made. Contractors must file within 90 days after the Department makes a final determination on claims or lose opportunity for arbitration. (Contractors have 180 days to file on contracts that were approved prior to January 1, 1999.)

Total dollar amount of claims at end of current quarter = \$35M  
Total dollar amount filed for in arbitration at end of current quarter = \$172M

Includes contracts flagged as: Emergency, Local Assistance, and Warranty



**Second Quarter  
FY 2011-12  
Project Delivery Report  
Supplement – Report on  
Completed Projects**

**Quarterly Report to the  
California Transportation  
Commission**



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# Report on Completed Projects

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In the 2010 STIP guidelines is a requirement for the Department to provide the Commission with a report on completed projects. This report provides cost information for projects that the Department has accepted the construction contract (CCA milestone).

Cost information at completion consists of all project expenditures to date. The expended costs in this report are compared to the latest approved budget costs resulting from actions taken by the Commission on each project, including: Programmed funds, Allocated funds, Funds adjusted at vote, Supplemental funds, and AB 608 adjustments.

## Reporting Program / Project Thresholds

Completed project cost information is presented in the following levels for analysis:

- Program Level
- STIP/SHOPP Component Level
- Individual Project Component Level
- Overall Project Level

### Program Level

At the Program level, total costs are reported for STIP and SHOPP program funds.

### STIP / SHOPP Component Level

The methodology used to determine the amount of committed funds is based on programmed amounts, allocated funds, or debit and credit adjustments made against county shares in accordance with STIP guidelines.

It should be noted that while some individual components may exceed their approved budget, other components often have significant savings. STIP guidelines restrict the

ability to capture savings. Consequently, some components are over expended while the overall project expenditures is less than the total county shares used to fund the entire project.

### Individual Project Component Level

This provides an assessment of estimating trends for each of the six individual programmed cost components.

When projects are initially programmed into a programming document, there are a lot of unknown factors that could result in higher or lower costs by the time a project is ready for construction. A good example of unknowns is project refinements and changes that are implemented by the public hearing and project input process during preliminary engineering.

Sometimes Department expenditures in one component are offset by savings in another component. A common example is additional right of support effort may result in lower right of way capital expenditures. Another example is additional environmental expenditures to produce a publicly acceptable environmental document may be offset by lower design expenditures.

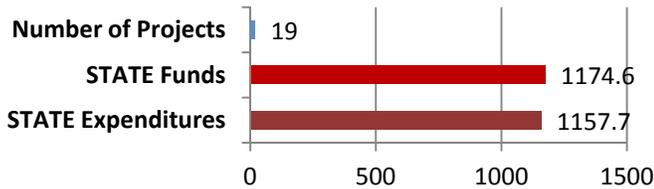
### Overall Project Level

This compares expended costs to the approved budget costs for the overall project. At the project level, greater flexibility is provided when costs can be managed within a project budget and transferred between components.

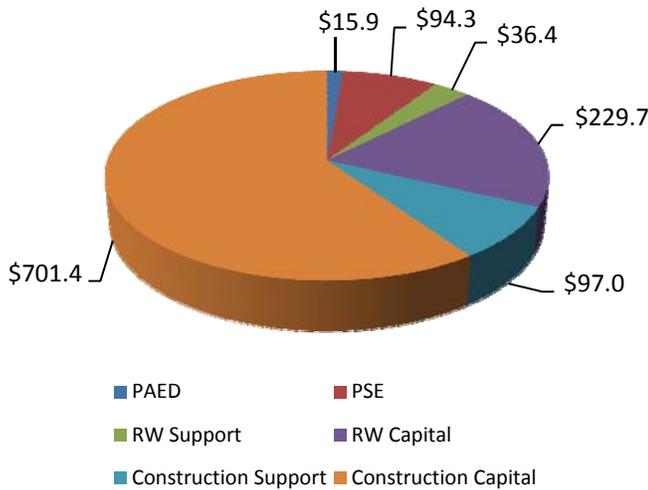
# Completed STIP Projects – FY 2011-12, Qtrs 1-2

## STIP Program Level

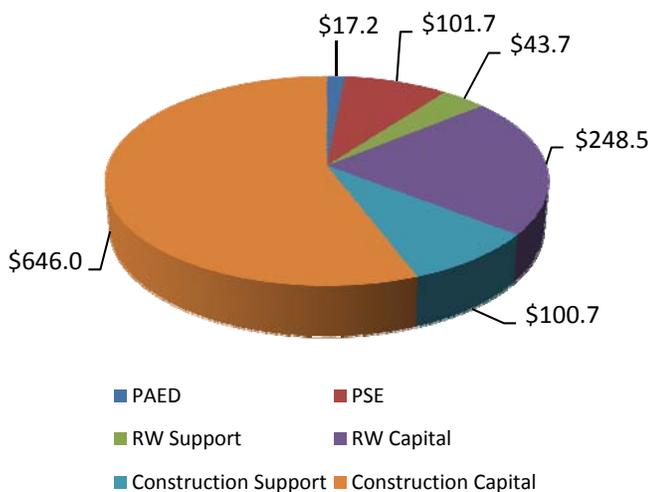
### STIP Projects, State Funds Only



### State Funded Budget



### State Funded Expenditures



There are a total of 19 STIP projects that have been completed through the second quarter in FY 2011-12. The total amount of State funds<sup>(1)</sup> that were approved<sup>(2)</sup> by the commission for these projects was \$1,174.6 million. The actual costs of the projects Completed was \$1,157.7 million which is 99 percent of the approved funds.

(1) Funds approved by Commission, STIP, TCRP, SHOPP, and Bond.

(2) Programmed funds, allocated funds, adjusted funds (debits, credits), and supplemental funds.

## STIP Component Level

### Project Development

Approved	Expended	Percent
\$110,154	\$118,903	108

### Right of Way

Approved	Expended	Percent
\$266,060	\$292,130	110

### Construction

Approved	Expended	Percent
\$798,376	\$746,660	94

### Overall Project Level – All Components

Approved	Expended	Percent
\$1,174,590	\$1,157,694	99

At the STIP component level, project development and right of way expenditures are slightly above the approved funds. Construction expenditures are under the approved funds. Overall, due to bid results and award savings, the overall project expenditures are below the total funds approved for these projects.

## Individual Project Component Level

### PROJECT DEVELOPMENT (PJD) COSTS

Project Development (PJD) - includes PAED and PS&E cost components which are evaluated for adjustments together as a single component. . PAED is the preliminary engineering effort up to completion of the project report and environmental document. PS&E is the final design to prepare a project ready for construction

(\$1,000'S)	PAED	PSE	TOTAL
Approved Budget	\$15,904	\$ 94,250	\$110,154
Expenditures	\$17,213	\$101,690	\$118,903
Percent	108%	108%	108%

A breakdown of project changes by percent is shown below:

	Projects	Percent Projects	Percent Value
< 80%	4	21	16
80-100%	3	16	29
100-120%	5	26	19
>120%	7	37	36

### RIGHT OF WAY (RW) COSTS

Right of Way (RW) - includes support and capital cost components which are evaluated for adjustments together as a single component. . Right of Way is the effort necessary to secure right of way necessary to construct a project. It can include utility relocation work, acquisition of property and coordination with railroads.

(\$1,000'S)	Support	Capital	TOTAL
Approved Budget	\$36,369	\$229,691	\$266,060
Expenditures	\$43,673	\$248,457	\$292,130
Percent	120%	108%	110%

A breakdown of project changes by percent is shown below:

	Projects	Percent Projects	Percent Value
< 80%	6	32	16
80-100%	5	26	35
100-120%	1	5	10
>120%	7	37	39

### CONSTRUCTION COSTS

Construction - includes support and capital cost components which are evaluated for adjustments together as a single component.. Construction is the effort to administer a construction contract and make payments to the contractor.

(\$1,000'S)	Support	Capital	TOTAL
Approved Budget	\$ 96,987	\$701,389	\$798,376
Expenditures	\$100,697	\$645,963	\$746,660
Percent	104%	92%	94%

A breakdown of project changes by percent is shown below:

	Projects	Percent Projects	Percent Value
< 80%	1	<1	12
80-100%	12	67	71
100-120%	4	22	17
>120%	1	<1	0

### OVERALL PROJECT LEVEL

Project - includes four support and two capital cost components. Project costs include all associated direct costs of a project. While project costs are estimated and programmed into six separate components, the total amount programmed can be evaluated against the project total committed and expended .

(\$1,000'S)	Support	Capital	TOTAL
Approved Budget	\$243,510	\$931,080	\$1,174,590
Expenditures	\$263,274	\$894,420	\$1,157,694
Percent	108%	96%	99%

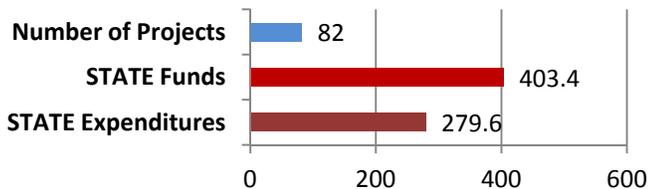
A breakdown of project changes by percent is shown below:

	Projects	Percent Projects	Percent Value
< 80%	2	10	4
80-100%	11	58	67
100-120%	3	16	13
>120%	3	16	16

# Completed FY 2011-12 SHOPP Projects, Qtrs 1-2 (4 support components – 2008 SHOPP)

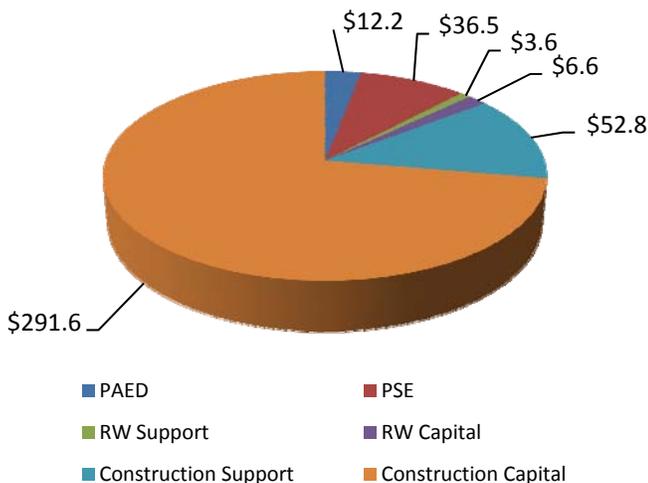
## SHOPP Program Level

### SHOPP Projects, State Funds Only



There were a total of 82 SHOPP projects with four programmed support components that were completed through the second quarter in FY 2011-12. The total amount of State funds<sup>(1)</sup> that were approved<sup>(2)</sup> by the commission for these projects was \$403.4 million. The actual costs of the projects completed was \$279.6 million which is 69 percent of the approved funds.

### Approved State Funded Budget



(1) Funds approved by Commission, STIP, TCRP, SHOPP, ARRA, and Bond.

(2) Programmed funds, allocated funds, adjusted funds (debits, credits), and supplemental funds.

## SHOPP Component Level

### Project Development

Approved	Expended	Percent
\$48,739	\$54,760	112

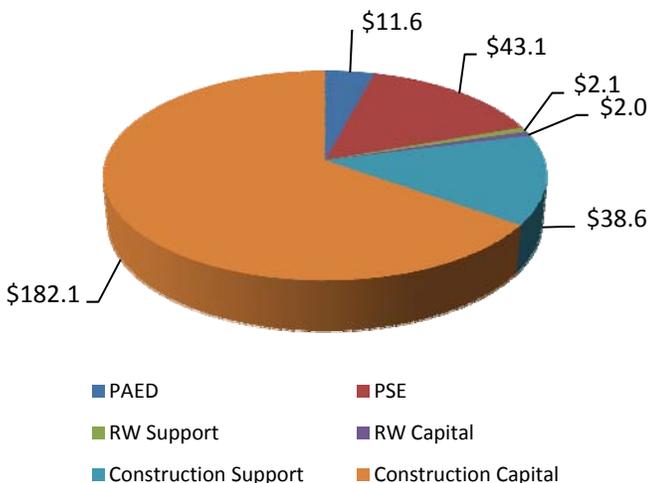
### Right of Way

Approved	Expended	Percent
\$10,256	\$4,060	40

### Construction

Approved	Expended	Percent
\$344,391	\$220,782	64

### State Funded Expenditures



### Overall Project Level – All Components

Approved	Expended	Percent
\$403,386	\$279,602	69

At the SHOPP component level, Project Development is over while Right of Way and Construction are under budget. Due to bid results and award savings, the overall project expenditures were significantly below the total funds approved for these projects.

### Individual Project Component Level

#### PROJECT DEVELOPMENT (PJD) COSTS

Project Development (PJD) - includes PAED and PS&E cost components which are evaluated for adjustments together as a single component. . PAED is the preliminary engineering effort up to completion of the project report and environmental document. PS&E is the final design to prepare a project ready for construction

(\$1,000'S)	PAED	PSE	TOTAL
Approved Budget	\$12,248	\$36,491	\$48,739
Expenditures	\$11,615	\$43,145	\$54,760
Percent	95%	118%	112%

A breakdown of project changes by percent is shown below:

	Projects	Percent Projects	Percent Value
< 80%	24	29	15
80-100%	22	27	28
100-120%	13	16	26
>120%	23	28	31

#### RIGHT OF WAY (RW) COSTS

Right of Way (RW) - includes support and capital cost components which are evaluated for adjustments together as a single component. . Right of Way is the effort necessary to secure right of way necessary to construct a project. It can include utility relocation work, acquisition of property and coordination with railroads.

(\$1,000'S)	Support	Capital	TOTAL
Approved Budget	\$3,636	\$6,620	\$10,256
Expenditures	\$2,094	\$1,965	\$ 4,060
Percent	58%	30%	40%

A breakdown of project changes by percent is shown below:

	Projects	Percent Projects	Percent Value
< 80%	80	98	100
80-100%	0	0	0
100-120%	0	0	0
>120%	2	2	0

#### CONSTRUCTION COSTS

Construction - includes support and capital cost components which are evaluated for adjustments together as a single component.. Construction is the effort to administer a construction contract and make payments to the contractor.

(\$1,000'S)	Support	Capital	TOTAL
Approved Budget	\$52,826	\$291,565	\$344,391
Expenditures	\$38,636	\$182,147	\$220,782
Percent	73%	62%	64%

A breakdown of project changes by percent is shown below:

	Projects	Percent Projects	Percent Value
< 80%	56	69	76
80-100%	19	23	11
100-120%	6	7	3
>120%	1	1	<1

#### OVERALL PROJECT LEVEL

Project - includes four support and two capital cost components. Project costs include all associated direct costs of a project. While project costs are estimated and programmed into six separate components, the total amount programmed can be evaluated against the project total committed and expended .

(\$1,000'S)	Support	Capital	TOTAL
Approved Budget	\$105,201	\$298,185	\$403,386
Expenditures	\$95,490	\$184,112	\$279,602
Percent	91%	62%	69%

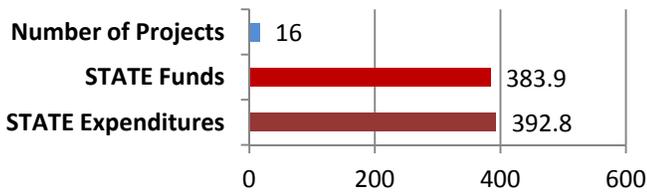
A breakdown of project changes by percent is shown below:

	Projects	Percent Projects	Percent Value
< 80%	45	55	72
80-100%	26	32	16
100-120%	9	11	4
>120%	2	2	<1

# Completed FY 2011-12 SHOPP Projects, Qtrs 1-2 (1 support component)

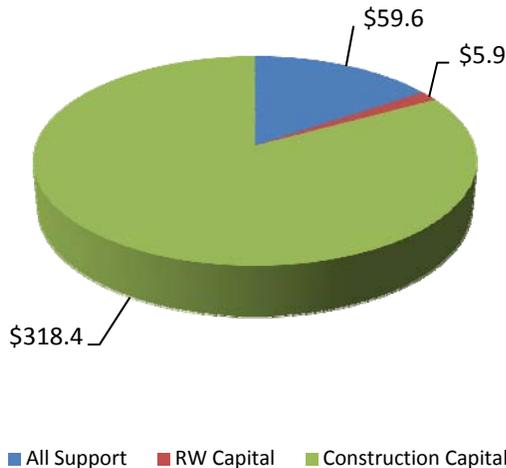
## SHOPP Program Level

### SHOPP Projects, State Funds Only



There were a total of 16 “Pre-2008” SHOPP projects that were completed through the second quarter of FY 2011-12 with one support component. The total amount of State funds<sup>(1)</sup> that were approved<sup>(2)</sup> by the commission for these projects was \$383.9 million. The actual costs of the projects completed was \$392.8 million which is 102 percent of the approved funds.

### Approved State Funded Budget



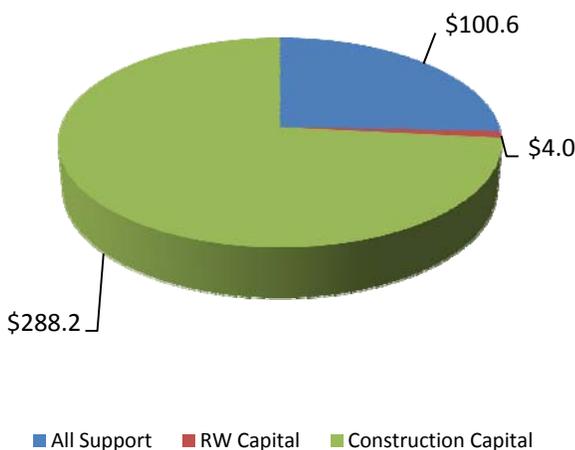
(1) Funds approved by Commission, STIP, TCRP, SHOPP, ARRA, and Bond.

(2) Programmed funds, allocated funds, adjusted funds (debits, credits), and supplemental funds.

## OVERALL PROJECT LEVEL

Project - includes all support and two capital cost components. Project costs include all associated direct costs of a project. While project costs are estimated and programmed into separate components, the total amount programmed can be evaluated against the project total committed and expended .

### State Funded Expenditures



(\$1,000'S)	Support	Capital	TOTAL
Approved Budget	\$59,640	\$324,301	\$383,941
Expenditures	\$100,591	\$292,217	\$392,808
Percent	169%	90%	102%

A breakdown of project changes by percent is shown below:

	Projects	Percent Projects	Percent Value
< 80%	3	19	8
80-100%	3	19	16
100-100%	10	62	76
>120%	0	0	0

FY 2011-12 Completed STIP Projects, Quarters 1-2 (STATE Funds Only)

D	CTY	RT	Description	Total Overall Project															
				Project Development PJD				Right of Way Component				Construction Component							
				PAED		PSE		RW Support		RW Capital		CON Support		CON Capital					
				Bud	Cost	Bud	Cost	Bud	Cost	Bud	Cost	Bud	Cost	Bud	Cost				
			<input checked="" type="checkbox"/> Costs > 120%	◆ Costs 100 - 120%				☑ Costs 80 - 100%				● Costs < 80%							
01	HUM	101	Construct Interchange And Frontag	\$ 2,290	\$ 1,833	\$ 1,003	\$ 2,111	◆	\$ 526	\$ 1,112	\$ 5,080	7,699	<input checked="" type="checkbox"/>	\$ 2,100	\$ 3,052	\$ 17,180	\$ 16,755	◆	◆
02	SHA	044	Widen Highway And Ramps	\$ 1,228	\$ 1,171	\$ 4,458	\$ 5,999	<input checked="" type="checkbox"/>	\$ 333	\$ 232	\$ 207	262	☑	\$ 6,867	\$ 7,386	\$ 65,850	\$ 63,250	☑	☑
02	TEH	099	Install Sidewalks, Curb, Gutters, De	\$ 499	\$ 458	\$ 746	\$ 490	●	\$ 271	\$ 113	\$ 487	204	●	\$ 748	\$ 536	\$ 1,864	\$ 1,678	☑	●
03	SUT	070	Widen And Realign Roadway	\$ 2,000	\$ 869	\$ 10,000	\$ 11,296	◆	\$ 4,600	\$ 5,398	\$ 20,800	22,928	◆	\$ 13,000	\$ 13,334	\$ 87,630	\$ 83,137	☑	☑
04	NAP	029	Planting And Irrigation	\$ 9	\$ 10	\$ 50	\$ 362	<input checked="" type="checkbox"/>	\$ 9	\$ 1	\$ -	0	●	\$ 82	\$ 299	\$ 728	\$ 556	◆	<input checked="" type="checkbox"/>
04	ALA	024	Realign Westbound Route 24 To N	\$ 5	\$ 2	\$ 10	\$ 249	<input checked="" type="checkbox"/>	\$ 5	\$ 6	\$ -	1	<input checked="" type="checkbox"/>	\$ -	\$ 482	Local	Local	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
05	SLO	101	Interchange Improvements	\$ 409	\$ 1,752	\$ 4,094	\$ 4,918	<input checked="" type="checkbox"/>	\$ 282	\$ 1,106	\$ 6,362	3,561	●	\$ 1,621	\$ 2,015	\$ 17,800	\$ 16,829	☑	☑
05	SLO	101	Construct Auxillary Lanes	\$ 549	\$ 486	\$ 2,102	\$ 2,247	◆	\$ 26	\$ 5	\$ 164	3	●	\$ 1,629	\$ 1,371	\$ 7,828	\$ 6,472	☑	☑
06	FRE	180	Highway Planting And Irrigation	\$ -	\$ 43	\$ 270	\$ 262	◆	\$ -	\$ 2	\$ -	0	<input checked="" type="checkbox"/>	\$ 596	\$ 593	\$ 4,056	\$ 3,819	☑	☑
07	LA	060	Construct Hov Lane And Soundwal	\$ -	\$ 62	\$ 6,500	\$ 409	●	\$ 1,000	\$ 17	\$ 160	77	●	\$ 4,100	\$ 3,443	\$ 29,505	\$ 25,495	☑	●
10	STA	099	Reconstruct Interchange	\$ 615	\$ 614	\$ 2,781	\$ 3,023	◆	\$ 2,181	\$ 2,126	\$ 14,299	13,263	☑	\$ 4,000	\$ 4,654	\$ 18,452	\$ 17,878	◆	☑
11	SD	052	Construct Four-Lane Freeway	\$ -	\$ 370	\$ 16,394	\$ 14,134	☑	\$ 9,426	\$ 10,202	\$ 50,551	44,199	☑	\$ 15,518	\$ 11,294	\$ 64,960	\$ 64,599	☑	☑
11	SD	905	Construct New Freeway - Phase 1A	\$ 2,771	\$ 6,310	\$ 18,850	\$ 24,916	<input checked="" type="checkbox"/>	\$ 2,000	\$ 4,179	\$ 75,000	112,058	<input checked="" type="checkbox"/>	\$ 8,749	\$ 15,831	\$ 76,580	\$ 59,699	☑	<input checked="" type="checkbox"/>
11	IMP	078	Construct Four-Lane Expressway A	\$ 4,297	\$ 2,107	\$ 9,894	\$ 9,954	☑	\$ 5,335	\$ 4,493	\$ 12,526	17,894	<input checked="" type="checkbox"/>	\$ 11,333	\$ 10,882	\$ 80,819	\$ 61,600	●	☑
11	SD	052	Construct Freeway And Interchang	\$ -	\$ 162	\$ 6,079	\$ 4,334	●	\$ 7,995	\$ 6,986	\$ 26,828	14,861	●	\$ 6,636	\$ 3,519	\$ 77,362	\$ 73,474	☑	☑
11	SD	052	To Construct A Four Lane Divided F	\$ -	\$ 108	\$ 1,372	\$ 4,463	<input checked="" type="checkbox"/>	\$ 1,400	\$ 4,658	\$ 14,400	9,907	☑	Local	Local	Local	Local		◆
11	SD	015	Construct Managed Lanes - South S	\$ -	\$ 26	\$ 4,000	\$ 243	●	\$ -	\$ 6	\$ -	0	<input checked="" type="checkbox"/>	\$ 14,025	\$ 11,169	\$ 57,866	\$ 56,559	☑	☑
12	ORA	055	Widen Roadway With Hot Mix Asp	\$ 166	\$ 364	\$ 716	\$ 498	☑	\$ -	\$ -	\$ -	0	☑	\$ 420	\$ 411	\$ 1,575	\$ 1,565	☑	☑
12	ORA	005	Reconstruct And Widen Freeway	\$ 1,066	\$ 468	\$ 4,931	\$ 11,782	<input checked="" type="checkbox"/>	\$ 980	\$ 3,033	\$ 2,827	1,540	<input checked="" type="checkbox"/>	\$ 5,563	\$ 10,426	\$ 91,334	\$ 92,598	◆	◆

**FY 2011-12 Completed SHOPP Projects, Quarters 1-2 (STATE Fuds Only)**

Post 2008 SHOPP projects with 4 programmed support components.

Description	Project	Total Overall Project												↓	↓	↓	
		Project Development PJD				Right of Way Component				Construction Component							
		PAED		PSE		RW Support		RW Capital		CON Support		CON Capital					
		Bud	Cost	Bud	Cost	Bud	Cost	Bud	Cost	Bud	Cost	Bud	Cost				
<input checked="" type="checkbox"/> Costs > 120%	Count	◆ Costs 100 - 120%				☑ Costs 80 - 100%				● Costs < 80%							
Emergency Response	23	\$ 344	\$ 298	\$ 2,147	\$ 2,302	◆	\$ 375	\$ 79	\$ 325	\$ 23	●	\$ 7,304	\$ 4,927	\$ 32,935	\$ 29,659	☑	☑
Collision Reduction	23	\$ 4,409	\$ 4,539	\$ 8,353	\$ 9,200	◆	\$ 1,366	\$ 1,305	\$ 2,007	\$ 689	●	\$ 6,819	\$ 5,691	\$ 25,258	\$ 14,190	●	●
Mandate	5	\$ 1,151	\$ 1,225	\$ 1,570	\$ 3,278	☒	\$ 89	\$ 80	\$ 165	\$ 3	●	\$ 1,195	\$ 664	\$ 2,419	\$ 1,601	●	◆
Bridge Preservation	10	\$ 343	\$ 168	\$ 5,055	\$ 4,085	●	\$ 158	\$ 1	\$ 342	\$ -	●	\$ 4,576	\$ 3,864	\$ 19,505	\$ 9,152	●	●
Roadway Preservation	7	\$ 1,090	\$ 1,470	\$ 10,737	\$ 11,385	◆	\$ 915	\$ 460	\$ 666	\$ 203	●	\$ 21,246	\$ 13,236	\$ 146,377	\$ 93,947	●	●
Mobility	8	\$ 3,012	\$ 2,702	\$ 6,460	\$ 7,853	◆	\$ 701	\$ 161	\$ 3,109	\$ 1,042	●	\$ 7,690	\$ 6,052	\$ 43,382	\$ 20,366	●	●
Roadside Protection	5	\$ 1,899	\$ 1,001	\$ 2,169	\$ 4,248	☒	\$ 32	\$ 9	\$ 6	\$ 5	●	\$ 3,096	\$ 3,651	\$ 20,261	\$ 11,964	●	●
Facilities	1	\$ -	\$ 213	\$ -	\$ 793	☒	\$ -	\$ -	\$ -	\$ -	☑	\$ 900	\$ 551	\$ 1,428	\$ 1,267	●	☒

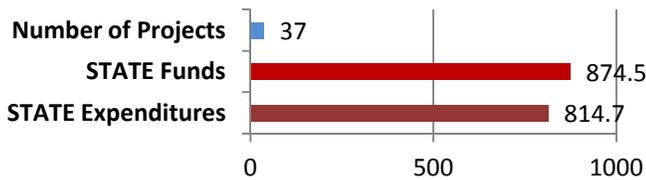
Pre 2008 SHOPP projects with 1 programmed support components.

Description	Project	Total Overall Project												↓	↓	↓
		Project Development PJD				Right of Way Component				Construction Component						
		All Support						RW Capital				CON Capital				
		Bud	Cost					Bud	Cost			Bud	Cost			
<input checked="" type="checkbox"/> Costs > 120%	Count	◆ Costs 100 - 120%				☑ Costs 80 - 100%				● Costs < 80%						
Emergency Response	1	\$ 3,889	\$ 2,571					\$ -	\$ 10					\$ 9,000	\$ 6,253	●
Collision Reduction	1	\$ 9,270	\$ 12,626					\$ 3,200	\$ 3,346					\$ 8,482	\$ 8,407	◆
Mandate	1	\$ 5,122	\$ 3,160					\$ -	\$ 2					\$ 10,397	\$ 3,960	●
Bridge Preservation	1	\$ 2,824	\$ 4,587					\$ -	\$ -					\$ 5,311	\$ 3,775	◆
Roadway Preservation	7	\$ 31,345	\$ 66,062					\$ 2,695	\$ 644					\$ 264,192	\$ 246,110	◆
Roadside Protection	3	\$ 4,306	\$ 7,124					\$ -	\$ -					\$ 13,753	\$ 12,544	◆
Facilities	2	\$ 2,884	\$ 4,461					\$ 8	\$ -					\$ 7,263	\$ 7,166	◆

# Completed STIP Projects – FY 2010-11, Qtrs 1-4

## STIP Program Level

### STIP Projects, State Funds Only

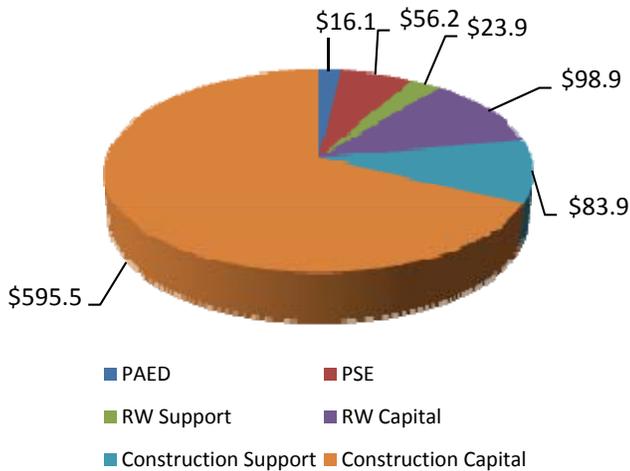


There were a total of 37 STIP projects that were completed in FY 2010-11. The total amount of State funds<sup>(1)</sup> that were approved<sup>(2)</sup> by the commission for these projects was \$874.5 million. The actual costs of the projects Completed was \$814.7 million which is 93 percent of the approved funds.

(1) Funds approved by Commission, STIP, TCRP, SHOPP, and Bond.

(2) Programmed funds, allocated funds, adjusted funds (debits, credits), and supplemental funds.

### Approved State Funded Budget



## STIP Component Level

### Project Development

Approved	Expended	Percent
\$72,287	\$74,888	104

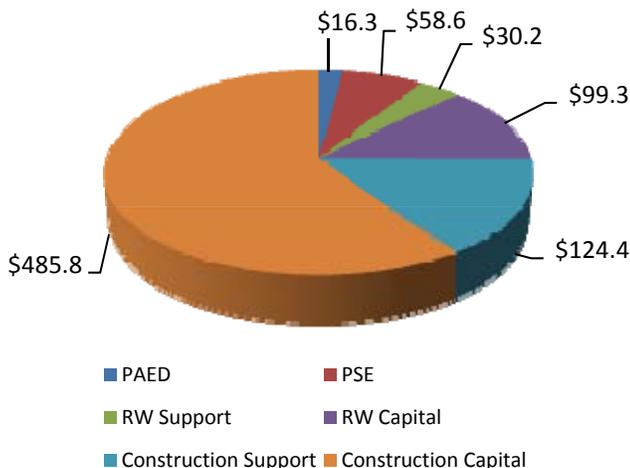
### Right of Way

Approved	Expended	Percent
\$122,807	\$129,560	105

### Construction

Approved	Expended	Percent
\$679,400	\$610,244	90

### State Funded Expenditures



### Overall Project Level – All Components

Approved	Expended	Percent
\$874,494	\$814,692	93

At the STIP component level, project development and right of way expenditures are slightly above the approved funds. Construction expenditures is under the approved funds. Overall, due to bid results and award savings, the overall project expenditures are below the total funds approved for these projects.

## Individual Project Component Level

### PROJECT DEVELOPMENT (PJD) COSTS

Project Development (PJD) - includes PAED and PS&E cost components which are evaluated for adjustments together as a single component. . PAED is the preliminary engineering effort up to completion of the project report and environmental document. PS&E is the final design to prepare a project ready for construction

(\$1,000'S)	PAED	PSE	TOTAL
Approved Budget	\$16,133	\$56,154	\$72,287
Expenditures	\$16,333	\$58,555	\$74,888
Percent	101%	104%	104%

A breakdown of project changes by percent is shown below:

	Projects	Percent Projects	Percent Value
< 80%	3	9	21
80-100%	9	28	24
100-120%	12	38	40
>120%	8	25	15

### RIGHT OF WAY (RW) COSTS

Right of Way (RW) - includes support and capital cost components which are evaluated for adjustments together as a single component. . Right of Way is the effort necessary to secure right of way necessary to construct a project. It can include utility relocation work, acquisition of property and coordination with railroads.

(\$1,000'S)	Support	Capital	TOTAL
Approved Budget	\$23,868	\$98,939	\$122,807
Expenditures	\$30,227	\$99,333	\$129,560
Percent	127%	100%	105%

A breakdown of project changes by percent is shown below:

	Projects	Percent Projects	Percent Value
< 80%	12	34	29
80-100%	13	37	29
100-120%	3	9	8
>120%	7	20	34

### CONSTRUCTION COSTS

Construction - includes support and capital cost components which are evaluated for adjustments together as a single component.. Construction is the effort to administer a construction contract and make payments to the contractor.

(\$1,000'S)	Support	Capital	TOTAL
Approved Budget	\$83,856	\$595,544	\$679,400
Expenditures	\$124,391	\$485,833	\$610,224
Percent	148%	82%	90%

A breakdown of project changes by percent is shown below:

	Projects	Percent Projects	Percent Value
< 80%	8	28	44
80-100%	10	34	22
100-120%	9	31	34
>120%	2	7	<1

### OVERALL PROJECT LEVEL

Project - includes four support and two capital cost components. Project costs include all associated direct costs of a project. While project costs are estimated and programmed into six separate components, the total amount programmed can be evaluated against the project total committed and expended .

(\$1,000'S)	Support	Capital	TOTAL
Approved Budget	\$180,010	\$694,483	\$874,494
Expenditures	\$229,506	\$585,167	\$814,692
Percent	127%	84%	93%

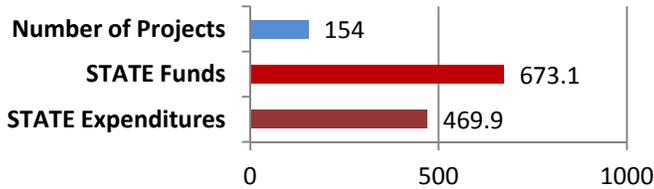
A breakdown of project changes by percent is shown below:

	Projects	Percent Projects	Percent Value
< 80%	7	19	36
80-100%	13	34	30
100-120%	12	31	17
>120%	5	16	17

# Completed FY 2010-11 SHOPP Projects, Qtrs 1-4 (4 support components – 2008 SHOPP)

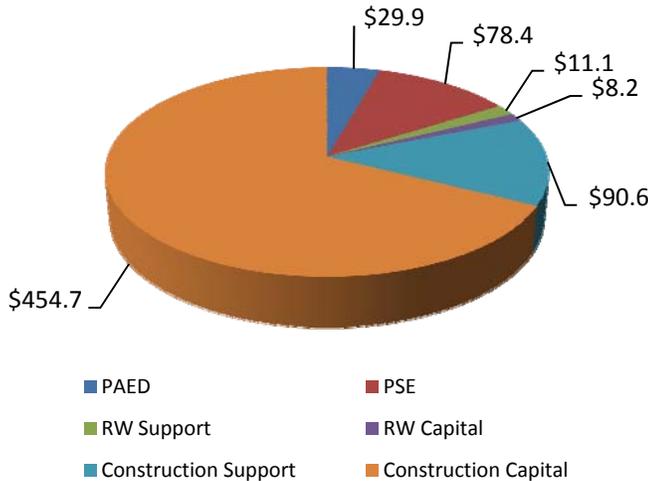
## SHOPP Program Level

### SHOPP Projects, State Funds Only



There were a total of 154 SHOPP projects with four programmed support components that were completed in FY 2010-11. The total amount of State funds<sup>(1)</sup> that were approved<sup>(2)</sup> by the commission for these projects was \$673.1 million. The actual costs of the projects completed was \$469.9 million which is 70 percent of the approved funds.

### Approved State Funded Budget



(1) Funds approved by Commission, STIP, TCRP, SHOPP, ARRA, and Bond.

(2) Programmed funds, allocated funds, adjusted funds (debits, credits), and supplemental funds.

## SHOPP Component Level

### Project Development

Approved	Expended	Percent
\$108.4	\$108.9	100

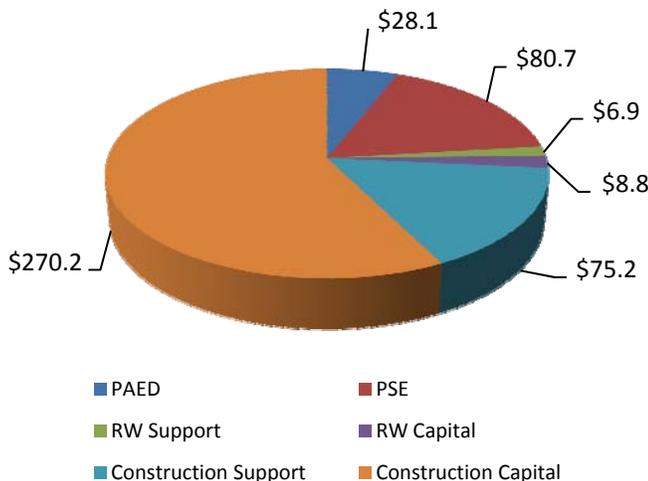
### Right of Way

Approved	Expended	Percent
\$19.3	\$15.6	81

### Construction

Approved	Expended	Percent
\$545.4	\$345.3	63

### State Funded Expenditures



### Overall Project Level – All Components

Approved	Expended	Percent
\$673.1	\$469.9	70

At the SHOPP component level, all components are within budget. Due to bid results and award savings, the overall project expenditures were significantly below the total funds approved for these projects.

### Individual Project Component Level

#### PROJECT DEVELOPMENT (PJD) COSTS

Project Development (PJD) - includes PAED and PS&E cost components which are evaluated for adjustments together as a single component. . PAED is the preliminary engineering effort up to completion of the project report and environmental document. PS&E is the final design to prepare a project ready for construction

(\$1,000'S)	PAED	PSE	TOTAL
Approved Budget	\$29,928	\$78,442	\$108,370
Expenditures	\$28,127	\$80,749	\$108,875
Percent	94%	103%	100%

A breakdown of project changes by percent is shown below:

	Projects	Percent Projects	Percent Value
< 80%	38	25	26
80-100%	32	21	25
100-120%	29	19	26
>120%	54	35	23

#### RIGHT OF WAY (RW) COSTS

Right of Way (RW) - includes support and capital cost components which are evaluated for adjustments together as a single component. . Right of Way is the effort necessary to secure right of way necessary to construct a project. It can include utility relocation work, acquisition of property and coordination with railroads.

(\$1,000'S)	Support	Capital	TOTAL
Approved Budget	\$11,063	\$8,214	\$19,277
Expenditures	\$ 6,859	\$8,788	\$15,647
Percent	62%	107%	81%

A breakdown of project changes by percent is shown below:

	Projects	Percent Projects	Percent Value
< 80%	127	82	62
80-100%	18	13	20
100-120%	3	2	2
>120%	5	3	16

#### CONSTRUCTION COSTS

Construction - includes support and capital cost components which are evaluated for adjustments together as a single component.. Construction is the effort to administer a construction contract and make payments to the contractor.

(\$1,000'S)	Support	Capital	TOTAL
Approved Budget	\$90,662	\$454,747	\$545,409
Expenditures	\$75,177	\$270,154	\$345,332
Percent	83%	59%	63%

A breakdown of project changes by percent is shown below:

	Projects	Percent Projects	Percent Value
< 80%	111	72	90
80-100%	29	19	8
100-120%	6	4	1
>120%	5	3	1

#### OVERALL PROJECT LEVEL

Project - includes four support and two capital cost components. Project costs include all associated direct costs of a project. While project costs are estimated and programmed into six separate components, the total amount programmed can be evaluated against the project total committed and expended .

(\$1,000'S)	Support	Capital	TOTAL
Approved Budget	\$210,095	\$462,961	\$673,056
Expenditures	\$190,911	\$278,943	\$469,854
Percent	91%	60%	70%

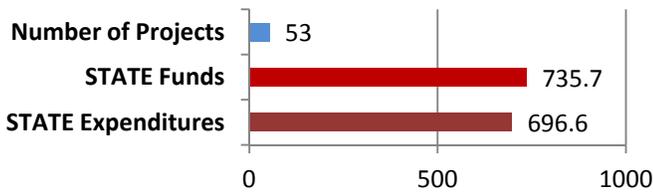
A breakdown of project changes by percent is shown below:

	Projects	Percent Projects	Percent Value
< 80%	90	58	74
80-100%	40	26	18
100-120%	15	10	4
>120%	9	6	4

# Completed FY 2010-11 SHOPP Projects, Qtrs 1-4 (1 support component)

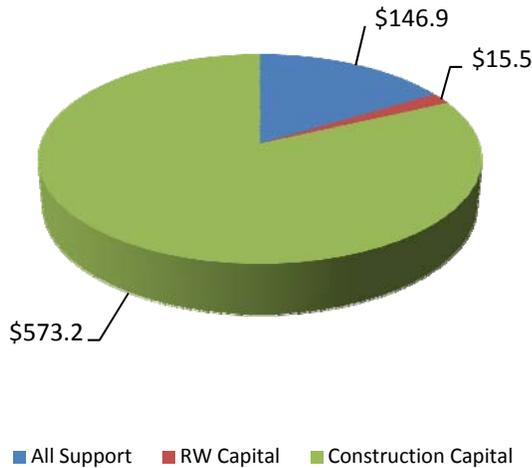
## SHOPP Program Level

### SHOPP Projects, State Funds Only



There were a total of 53 “Pre-2008” SHOPP projects that were completed in FY 2010-11 with one support component. The total amount of State funds<sup>(1)</sup> that were approved<sup>(2)</sup> by the commission for these projects was \$735.7 million. The actual costs of the projects completed was \$696.6 million which is 95 percent of the approved funds.

### Approved State Funded Budget



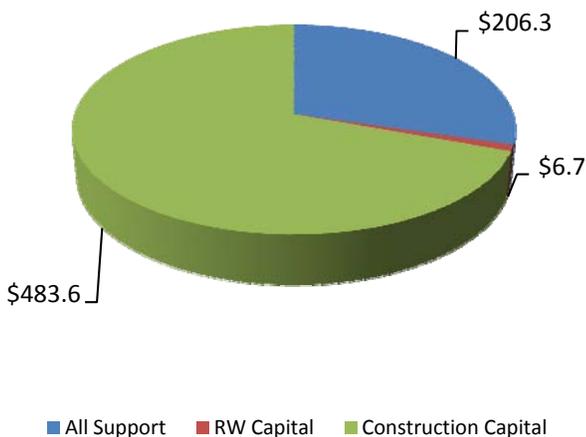
(1) Funds approved by Commission, STIP, TCRP, SHOPP, ARRA, and Bond.

(2) Programmed funds, allocated funds, adjusted funds (debits, credits), and supplemental funds.

## OVERALL PROJECT LEVEL

Project - includes all support and two capital cost components. Project costs include all associated direct costs of a project. While project costs are estimated and programmed into separate components, the total amount programmed can be evaluated against the project total committed and expended .

### State Funded Expenditures



(\$1,000'S)	Support	Capital	TOTAL
Approved Budget	\$146,943	\$588,757	\$735,700
Expenditures	\$206,303	\$490,322	\$696,624
Percent	140%	83%	95%

A breakdown of project changes by percent is shown below:

	Projects	Percent Projects	Percent Value
< 80%	8	15	17
80-100%	21	40	46
100-120%	15	28	34
>120%	9	17	3



D	Co	Rt	Description	Project Development PJD					Right of Way Component					Construction Component					↓
				PAED		PSE			RW Support		RW Capital			CON Support		CON Capital			
				Bud	Cost	Bud	Cost		Bud	Cost	Bud	Cost		Bud	Cost	Bud	Cost		
09	MNO	395	Wildlife Crossing	\$719	\$725	\$345	\$350	◆	\$118	\$122	\$160	\$20	●	Deleted	Deleted	Deleted	Deleted		☑
10	AMA	049	Sutter Creek Mitigation	\$39	\$81	\$471	\$540	☒	\$15	\$1	\$0	\$0	●	\$231	\$824	\$2,418	\$1,988	◆	◆
10	MER	099	Atwater Freeway	\$899	\$661	\$3,200	\$3,478	◆	\$1,500	\$1,994	\$15,100	\$14,429	☑	\$6,500	\$5,077	\$43,069	\$32,231	●	☑
10	SJ	205	205 Widening Stage 2 & 3	\$1,643	\$1,946	\$4,548	\$4,224	☑	\$110	\$194	\$552	\$231	●	\$5,004	\$10,794	\$28,000	\$27,054	◆	◆
10	STA	219	SR 219 Expwy Phase 1	\$1,648	\$1,621	\$2,828	\$2,891	◆	\$3,260	\$3,814	\$28,000	\$15,790	●	\$2,000	\$1,864	\$7,844	\$6,601	☑	●
11	IMP	086	SR 86 Bio Mitigation	\$143	\$142	\$5	\$5	☑	\$71	\$70	\$537	\$654	◆	RW Only	RW Only	RW Only	RW Only		◆
11	SD	005	Landscaping	\$126	\$809	\$964	\$287	◆	\$3	\$2	Deleted	Deleted	☑	Deleted	Deleted	Deleted	Deleted		◆
11	SD	005	Lomas Santa Fe IC, HOV Lns	\$0	\$0	\$0	\$0	☑	\$0	\$0	\$0	\$0	☑	\$6,000	\$7,469	\$24,500	\$20,079	☑	☑
12	ORA	090	Imperial Hwy Grade Sep	\$2,000	\$434	\$6,280	\$5,916	●	\$4,387	\$6,806	\$12,239	\$14,768	☒	\$5,842	\$7,873	\$39,120	\$33,961	☑	☑

**FY 2010-11 Completed SHOPP Projects, Quarters 1-4 (STATE Fuds Only)**

Post 2008 SHOPP projects with 4 programmed support components.

Description	Project	Total Overall Project												↓	↓	↓	
		Project Development PJD				Right of Way Component				Construction Component							
		PAED		PSE		RW Support		RW Capital		CON Support		CON Capital					
		Bud	Cost	Bud	Cost	Bud	Cost	Bud	Cost	Bud	Cost	Bud	Cost				
<input checked="" type="checkbox"/> Costs > 120%	Count	◆ Costs 100 - 120%				☑ Costs 80 - 100%				● Costs < 80%							
Emergency Response	42	\$ 9,011	\$ 9,508	\$ 17,314	\$ 19,381	◆	\$ 2,451	\$ 1,141	\$ 1,400	\$ 305	●	\$ 16,461	\$ 11,471	\$ 62,134	\$ 40,881	●	●
Collision Reduction	62	\$ 9,339	\$ 9,142	\$ 23,955	\$ 27,428	◆	\$ 3,192	\$ 2,408	\$ 4,495	\$ 1,932	●	\$ 20,873	\$ 18,589	\$ 99,814	\$ 61,362	●	●
Mandate	10	\$ 1,701	\$ 2,133	\$ 4,390	\$ 5,416	<input checked="" type="checkbox"/>	\$ 1,350	\$ 872	\$ 1,005	\$ 752	●	\$ 3,718	\$ 3,421	\$ 14,416	\$ 7,912	●	●
Bridge Preservation	15	\$ 1,620	\$ 1,538	\$ 6,910	\$ 5,207	●	\$ 529	\$ 201	\$ 35	\$ 26	●	\$ 6,096	\$ 5,640	\$ 25,858	\$ 13,041	●	●
Roadway Preservation	13	\$ 6,953	\$ 4,729	\$ 21,981	\$ 18,093	●	\$ 3,365	\$ 2,226	\$ 1,163	\$ 5,771	<input checked="" type="checkbox"/>	\$ 39,824	\$ 32,799	\$ 234,655	\$ 138,061	●	●
Mobility	6	\$ 689	\$ 560	\$ 2,161	\$ 2,788	◆	\$ 117	\$ 6	\$ 85	\$ -	●	\$ 1,995	\$ 1,751	\$ 7,709	\$ 5,063	●	●
Roadside Protection	6	\$ 615	\$ 516	\$ 1,731	\$ 2,436	<input checked="" type="checkbox"/>	\$ 59	\$ 6	\$ 31	\$ 2	●	\$ 1,695	\$ 1,507	\$ 10,162	\$ 3,835	●	●

Pre 2008 SHOPP projects with 1 programmed support components.

Description	Project	Total Overall Project												↓	↓	↓	
		Project Development PJD				Right of Way Component				Construction Component							
		All Support						RW Capital				CON Capital					
		Bud	Cost					Bud	Cost			Bud	Cost				
<input checked="" type="checkbox"/> Costs > 120%	Count	◆ Costs 100 - 120%				☑ Costs 80 - 100%				● Costs < 80%							
Emergency Response	5	\$ 40,794	\$ 42,783					\$ 2,339	\$ 1,118					\$ 142,828	\$ 134,722		☑
Collision Reduction	9	\$ 29,833	\$ 52,391					\$ 5,875	\$ 3,040					\$ 171,934	\$ 140,723		☑
Mandate	4	\$ 18,759	\$ 18,783					\$ 208	\$ 184					\$ 48,356	\$ 31,673		●
Bridge Preservation	9	\$ 13,430	\$ 25,030					\$ 2,352	\$ 588					\$ 31,376	\$ 27,406		◆
Roadway Preservation	7	\$ 20,033	\$ 24,275					\$ 2,082	\$ 448					\$ 80,775	\$ 67,288		☑
Mobility	5	\$ 6,762	\$ 13,433					\$ 40	\$ 31					\$ 38,222	\$ 28,731		☑
Roadside Protection	10	\$ 8,625	\$ 14,262					\$ -	\$ 4					\$ 31,380	\$ 26,620		◆
Facilities	4	\$ 8,707	\$ 15,348					\$ 2,580	\$ 1,319					\$ 28,411	\$ 26,426		◆

# Memorandum

**To:** CHAIR AND COMMISSIONERS  
CALIFORNIA TRANSPORTATION COMMISSION

**CTC Meeting:** March 28-29, 2012

**Reference No.:** 3.11  
Information Item

**From:** NORMA ORTEGA  
Chief Financial Officer

**Subject:** **PROPOSITION 1B QUARTERLY REPORTS**

The attached package includes the California Department of Transportation's quarterly reports for the Proposition 1B Bond Program. These reports have been discussed with California Transportation Commission's staff.

The proposition 1B Fiscal Year 2011-12 Second Quarter Reports are in the following order:

- ❖ Corridor Management Improvement Account
- ❖ State Route 99 Corridor
- ❖ Local Bridge Seismic Retrofit Program
- ❖ State-Local Private Partnership Program
- ❖ Traffic Light Synchronization Program
- ❖ Highway Railroad Crossing Safety Account
- ❖ Intercity Rail Improvement Program
- ❖ Trade Corridors Improvement Fund

Attachments



# **Second Quarter FY 2011-12 Corridor Mobility Improvement (CMIA) Bond Program Report**

**Quarterly Report to the  
California Transportation  
Commission**

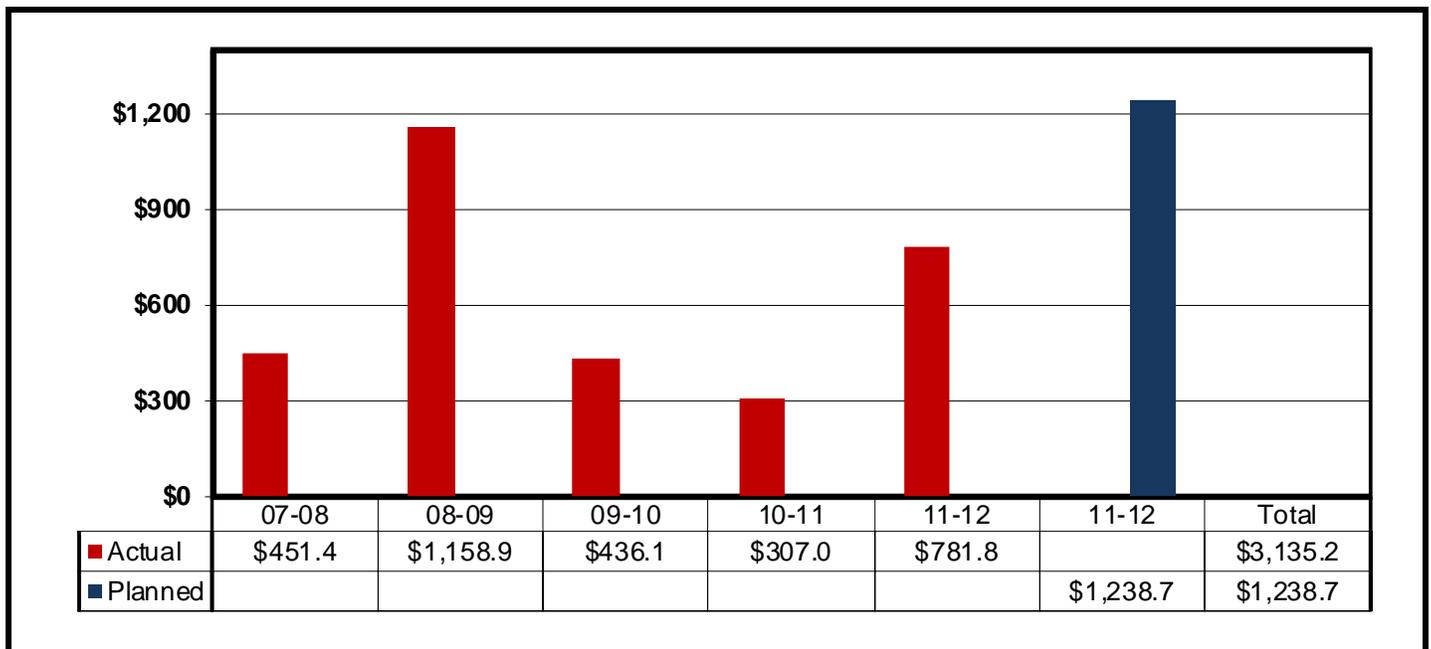


# CMIA Program Status

## Second Quarter FY 2011-12

In the CMIA bond program budget, \$3.973 billion is to be allocated for construction. In addition, \$403 million is for other funded project components including right of way and engineering support costs. There is also \$90 million set aside for bond administrative costs and an uncommitted balance of \$34 million. To date, \$3.137 billion has been allocated. The allocated amount utilizes 72 percent of the committed program funds.

CMIA Bond Program Allocations (millions)



CMIA Bond Program Funding (millions)

Component	Available	Allocated	Percent
<b>Construction</b>			
Support	\$ 396.0	\$ 306.2	77%
Capital	\$ 3,972.7	\$ 2,824.1	71%
<b>Right of Way</b>			
Capital	\$ 0.5	\$ 0.5	100%
<b>Preliminary Engineering</b>			
Support	\$ 6.7	\$ 6.4	96%
<b>Committed Subtotal</b>	\$ 4,373.9	\$ 3,137.2	72%
Uncommitted	\$ 34.1		
Bond Administration	\$ 90.0		
<b>Program Total</b>	\$ 4,500.0		

# CMIA Program Progress Report

Second Quarter FY 2011-12

This report reflects the program delivery status of Corridor Mobility Improvement Account (CMIA) Program bond funds for the 54 projects originally adopted on March 15, 2007 by the California Transportation Commission and an additional 27

projects amended into the program with one project being deleted. The projects in the program have an overall value of \$10.6 billion including CMIA bond funds for \$4.4 billion.

Projects in Original Adopted CMIA Program					Scope	Budget	Schedule	Schedule	Phase
#	Co	Rte	Project						
1	Ala	580	EB I-580 EB HOV Hacienda to Greenville	◆	☒	☒		Design	
2	Ala	580	I-580 WB HOV Ln Greenville to Foothill	◆	◆	☒		Design	
3	Ala	580	I-580 / Isabel IC	◆	◆	◆	◆	Construction	
4	Ala	880	I-880 SB HOV Lane Extension	◆	◆	☒	◆	Design	
5	Ala	24	Rte 24 Caldecott Tunnel Fourth Bore	◆	◆	◆	◆	Construction	
6	Cal	4	SR4 Angels Camp Bypass	Open to Traffic				Completed	
7	CC	4	SR4 E Widening fr Somersville to SR 160	◆	◆	◆	◆	Construction	
8	Ala	80	I-80 Integrated Corridor Mobility Project	◆	◆	◆	◆	Construction	
9	ED	50	US 50 HOV Lanes – Phase 1	◆	◆	◆	◆	Construction	
10	Ker	46	Route 46 Expressway – Segment 3	◆	◆	◆	◆	Construction	
11	Kin	198	Route 198 Expressway	◆	◆	◆	◆	Construction	
12	LA	405	I-405 Carpool Ln I-10 to US101 (NB)	◆	◆	◆	◆	Design-Build	
13	LA	5	I-5 Carpool Ln fr Rte 134 to Rte 170	◆	◆	☒	◆	Construction	
14	LA	5	I-5 Carpool Ln & Mixed Flow Ln	◆	◆	☒	◆	Construction	
15	Mm	101	Hwy 101 Mm-Son Narrows Project	◆	◆	◆	◆	Construction	
16	Mm	580	WB I-580 to NB 101 Connector Impvmts	Open to Traffic				Closeout	
17	Mon	1	Salinas Road Interchange	◆	◆	◆	◆	Construction	
18	Nap	12	SR12 Jameson Canyon – Phase 1	◆	◆	◆	◆	Advertised	
19	Nev	49	Rte 49 La Barr Meadows Widening	◆	◆	◆	◆	Construction	
20	Ora	91	SR 91 EB Ln – Rte 241 to Rte 71	Open to Traffic				Closeout	
21	Ora	22	SR 22/I-405/I-605 HOV Conn w ITS	◆	◆	◆	◆	Construction	
22	Ora	91	Widen EB/WB SR91 E 55 Conn E Weir	◆	◆	◆	◆	Construction	
23	Ora	57	Widen NB S Katella to N Lincoln Ave	◆	◆	☒	◆	Construction	
24	Ora	57	Widen NB N SR91 to N Lambert Rd	◆	◆	◆	◆	Construction	
25	Pla	65	Lincoln Bypass	◆	◆	◆	◆	Construction	
26	Pla	80	Pla 80 HOV Phase 2	◆	◆	◆	◆	Construction	
27	Pla	80	Pla 80 HOV Phase 3	Open to Traffic				Closeout	
28	Riv	215	Add one mixed flow ln in each direction	◆	◆	◆	◆	Construction	
29	Riv	91	HOV Lane Gap closure	◆	◆	◆	◆	Advertised	
30	Sac	50	Hwy 50 Bus/Carpool Lanes	◆	◆	◆	◆	Construction	
31	Sac	Loc	White Rock Rd fr Grant Line to Prairie City	◆	◆	☒	☒	Design	
32	SBd	10	I-10 WB Mixed Flow ln addition	◆	◆	◆	◆	Construction	
33	SBd	215	I-215 North Segments 1 & 2	◆	◆	◆	◆	Construction	
34	SBd	210	State Route 210/215 Connectors	◆	◆	◆	◆	Construction	
35	SBd	215	I-215 North Segments 5	◆	◆	◆	◆	Construction	
36	SBd	10	Widen exit ramps & add aux lanes	◆	◆	◆	◆	Construction	
37	SD	15	Managed Lanes South Segment	◆	◆	◆	◆	Construction	
38	SD	5	I-5 North Coast Corridor – Stage 1A	◆	◆	◆	◆	Construction	
39	SJ	205	I-205 Auxiliary Lanes	◆	◆	◆	◆	Construction	
40	SLO	46	Rte 46 Corridor Impvmts (Whitley 1)	◆	◆	◆	◆	Construction	
41	SM	101	Widen US 101 and add Aux Lns	◆	◆	◆	◆	Construction	
42	SCI	880	I-880 Widening (SR237 to US 101)	◆	◆	◆	◆	Construction	
43	SCI	101	US101 Aux Lns SR85 to Embarcadero Rd	◆	◆	◆	◆	Construction	
44	SCI	101	US101 Impvmts (I-280 to Yerba Buena Rd)	◆	◆	◆	◆	Construction	
45	SCR	1	Hwy 1 Soquel to Morissey Aux Lns	◆	◆	◆	◆	Advertised	
46	Sha	5	Cottonwood Hills Truck Climbing Lane	◆	◆	◆	◆	Construction	
47	Sol	80	I-80 HOV Lanes Fairfield	Open to Traffic				Closeout	
48	Son	101	US 101 HOV Ln – Railroad to Rohnert Pk	◆	◆	◆	◆	Construction	
49	Son	101	US 101 HOV Lanes – North Phase A	Open to Traffic				Closeout	
50	Son	101	US 101 HOV Lanes – Wilfred	◆	◆	◆	◆	Construction	
51	Sta	219	Route 219 Expressway Phase 1	Open to Traffic				Completed	
52	Sta	219	Route 219 Expressway Phase 2	◆	◆	◆	◆	Advertised	
53	Tuo	108	E. Sonora Bypass Stage II	◆	◆	◆	◆	Construction	
54	Ven	101	HOV Lns Mussel Shoals to Casitas Pass	◆	◆	◆	◆	Advertised	

Projects Amended into CMIA Program					Scope	Budget	Schedule	Schedule	Phase
#	Co	Rte	Project						
55	Son	101	Central Project – Phase B	◆	◆	◆	◆	Construction	
56	Sac	80	I-80 HOV Ln – Across the top	◆	◆	◆	◆	Construction	
57	SJ	5	I-5 HOV Widening and CRCP	◆	◆	◆	◆	Construction	
58	SLO	101	Santa Maria Bridge	◆	◆	◆	◆	Construction	
59	SD	15	Mira Mesa Direct Access Ramp	◆	◆	◆	◆	Advertised	
60	Sha	5	South Redding 6-Lane	◆	◆	◆	◆	Construction	
61	But	32	But 32 Hwy Widening	◆	◆	◆	◆	Advertised	
62	Ala	84	Ala 84 Expressway	◆	◆	◆	◆	Advertised	
63	Mm	101	Sonoma Narrows Project 2B	Project Deleted					
64	Tul	198	Plaza Dr IC / Aux Lns	◆	◆	◆	◆	Advertised	
65	Var	Var	Freeway Performance Initiative	◆	◆	◆	◆	Design	
66	SBd	215	I-215 Gap Closure	◆	◆	◆	◆	Design	
67	LA	10	I-10 HOV Citrus to 57	◆	◆	◆	◆	Design	
68	Sol	80	I-80/SR12 WB Connector	◆	◆	◆	◆	Environmental	
69	Son	101	North Project – Phase B Airport IC	◆	◆	◆	◆	Design	
70	SCI	880	I-880/280 Stevens Creek IC Impvmts	◆	◆	◆	◆	Design	
71	CC	4	SR 4 Bypass Fwy Phase 1 & 2	Combined w #7					
72	Pla	65	Lincoln Bypass Ph 2A Seg 1	Combined w #25					
73	ED	50	US 50 HOV Lns Phase 2A Seg 1	Combined w #9					
74	Son	101	MSN Petaluma River Bridge	Combined w #15					
75	SCI	101	Capitol Exp Yerba Buena IC	BL Agmt Pending				Design	
76	SBd	15	La Mesa Nisqualli Rd IC	◆	◆	◆	◆	Advertised	
77	SD	805	HOV Lns – SR54 to SR94	◆	◆	◆	◆	Design	
78	SD	805	HOV Lns – Palomar to SR94	◆	◆	◆	◆	Design	
79	SLO	46	Whitley 2A	◆	◆	◆	◆	Design	
80	Ora	74	SR 75 / I-5 IC	◆	◆	◆	◆	Design	
81	SD	805	805 Managed Lns North	◆	◆	◆	◆	Design	

### Program Baseline Amendments

At the Commission's January, 2012 meeting the following projects had amendments approved to update cost, schedule, and scope information.

#	Co	Rte	Project
1	Ala	580	EB I-580 EB HOV Hacienda to Greenville
2	Ala	580	I-580 WB HOV Ln Greenville to Foothill
4	Ala	880	I-880 SB HOV Lane Extension
15	Mm	101	Hwy 101 Mm-Son Narrows Project
23	Ora	57	Widen NB S Katella to N Lincoln Ave
31	Sac	Loc	White Rock Rd fr Grant Line to Prairie City

At the Commission's February, 2012 meeting the following project had an amendment proposing to delete the project from the program.

#	Co	Rte	Project
68	Sol	80	I-80/SR12 WB Connector

### Program Corridor Project Status Summary

Projects	Project Phase
1	Environmental (this project is proposed for deletion)
15	Design
10	Advertised
43	Construction (Includes Design-Build)
5	Closeout
2	Completed
4	Adopted as a separate project, subsequently combined into corridor
1	Deleted
81	Total

# CMIA Program Project Action Plan Report

## Second Quarter FY 2011-12

Listed below are project action plans that have been identified to address identified scope, cost or schedule issues on projects.

### Index of Project Action Plans by Category

Projects are shown by tentative meeting month for amendments and concurring allocations. At this point in the program, all projects to be delivered are being monitored closely.

#### January Meeting Amendments

ID	D	Co	Rte	Project Title	Bond's \$ (1,000's)	Total \$ (1,000's)	Proposed Adjustments
1	4	ALA	580	I-580 Eastbound HOV Lane - Corridor Project #3	\$ 21,563	\$ 22,263	Cost, Schedule, Scope
2	4	ALA	580	I-580 Westbound HOV Lane	\$ 101,700	\$ 137,886	Cost, Schedule, Scope
4	4	Ala	880	SB HOV Ln Extension	\$ 94,600	\$ 108,000	Cost, Schedule
15	4	MrnSon	101	Marin-Sonoma Narrows Corridor	\$121,040	\$251,045	Scope, Cost
23	12	Ora	57	Widen NB fr S of Katella to N of Lincoln	\$ 34,692	\$ 41,086	Cost
31	3	Sac	Loc	White Rock Road	\$ 21,600	\$ 25,850	Cost, Schedule

#### Future Meeting Amendments

ID	D	Co	Rte	Project Title	Bond's \$ (1,000's)	Total \$ (1,000's)	Proposed Adjustments
5	4	AlaCC	24	Caldecott Tunnel - Corridor	\$ 73,439	\$ 378,129	Supplemental Funds Request
13	7	LA	5	I-5 Carpool Ln fr Rte 134 to Rte 170 - Corridor	\$ 73,000	\$ 733,854	Schedule
14	7	LA	5	I-5 Carpool Ln and Mixed Flow Ln	\$ 387,000	\$ 1,241,757	Schedule
59	11	SD	15	Mira Mesa Direct Access Ramp	\$ 40,200	\$ 82,557	Schedule
65	4	Var	Var	Freeway Performance Initiative	\$ 42,957	\$ 84,739	Cost, Scope
67	7	LA	10	I-10 HOV (Citrus to 57)	\$ 26,100	\$ 192,143	Delete Project and transfer funds.
69	4	Son	101	North Project Phase B	\$ 22,242	\$ 45,808	Schedule

#### End Construction Date Project changes for projects under construction.

ID	D	Co	Rte	Project Title	Bond's \$ (1,000's)	Total \$ (1,000's)	Variance
11	6	Kin	198	Rte 46 Expressway	\$ 44,514	\$ 92,921	CCA Date
17	5	Mon	1	Salinas Rd Interchange	\$ 18,568	\$ 30,023	CCA Date
26	3	Pla	80	Pla 80 HOV Lns Ph 2	\$ 8,484	\$ 47,577	CCA Date
32	8	SBd	10	Westbound Mixed Flow Lane Addiion	\$ 14,074	\$ 30,760	CCA Date
34	8	SBd	210	SR 210/215 Connectors	\$ 29,000	\$ 77,658	CCA Date
35	8	SBd	215	I-215 North Segment 5	\$ 36,540	\$ 44,740	CCA Date
36	8	SBd	215	Widen Exit Ramps & Add Aux Lns @ Cherry, Citrus	\$ 8,880	\$ 18,300	CCA Date
38	11	SD	15	I-5 North Coast Corridor	\$ 24,500	\$ 154,664	CCA Date
39	10	SJ	205	Aux Lanes	\$ 9,070	\$ 36,072	CCA Date
40	5	SLO	46	Whitley 1	\$ 49,778	\$ 83,105	CCA Date
48	4	Son	101	Central Phase A	\$ 17,359	\$ 92,761	CCA Date
56	3	Sac	80	I-80 HOV Ln - Across the top	\$ 53,537	\$ 133,035	CCA Date
57	10	SJ	5	I-5 Widening and CRCP	\$ 42,470	\$ 121,278	CCA Date
58	5	SLO	101	Santa Maria Bridge	\$ 31,174	\$ 50,299	CCA Date

**Project Action Plans – Narrative** (in project ID order)

ID	D	Co	Rte	Project Title	Bond's \$ (1,000's)	Total \$ (1,000's)	Variance
1	4	ALA	580	I-580 Eastbound HOV Lane - Corridor Project #3	\$21,563	\$22,263	Cost, Schedule, Scope

**Project Action Plan:**

An amendment was approved at the January meeting for segment 3 to cover scope, cost, and schedule changes.

ID	D	Co	Rte	Project Title	Bond's \$ (1,000's)	Total \$ (1,000's)	Variance
2	4	ALA	580	I-580 Westbound HOV Lane	\$101,700	\$137,886	Scope, Cost, Schedule

**Project Action Plan:**

An amendment was approved at the January meeting to update scope, cost, and schedule changes.

ID	D	Co	Rte	Project Title	Bond's \$ (1,000's)	Total \$ (1,000's)	Variance
4	4	Ala	880	SB HOV Ln Extension	\$94,600	\$108,000	Cost, Schedule

**Project Action Plan:**

An amendment was approved at the January meeting to update the funding plan, project schedule, and stage construction into two contracts.

ID	D	Co	Rte	Project Title	Bond's \$ (1,000's)	Total \$ (1,000's)	Variance
5	4	Ala/CC	24	Caldecott Tunnel - Corridor	\$ 73,439	\$ 378,129	Supplemental Funds Request

**Project Action Plan:**

Project is about fifty percent complete in construction and has used up almost all contingency funds. Additional funds are needed to complete the project.

ID	D	Co	Rte	Project Title	Bond's \$ (1,000's)	Total \$ (1,000's)	Variance
13	7	LA	5	I-5 Carpool Ln fr Rte 134 to Rte 170 - Corridor	\$ 73,000	\$ 733,854	Schedule

**Project Action Plan:**

The latest schedule information for this project indicates that the current award date is in August, 2012. This project has a lot of risks and is being closely monitored and reported on.

ID	D	Co	Rte	Project Title	Bond's \$ (1,000's)	Total \$ (1,000's)	Variance
14	7	LA	5	I-5 Carpool Ln and Mixed Flow Ln	\$387,000	\$1,241,577	Schedule

**Project Action Plan:**

The latest schedule information for this project indicates that the current award date is in August, 2012. This project has a lot of risks and is being closely monitored and reported on.

ID	D	Co	Rte	Project Title	Bond's \$ (1,000's)	Total \$ (1,000's)	Variance
15	4	MmSon	101	Marin-Sonoma Narrows Corridor	\$121,040	\$251,045	Scope, Cost

**Project Action Plan:**

Two separate amendments (Segment 1 and Segment 2) were approved at the January meeting to cover scope, cost, and schedule changes.

ID	D	Co	Rte	Project Title	Bond's \$ (1,000's)	Total \$ (1,000's)	Variance
23	12	Ora	57	Widen NB fr S of Katella to N of Lincoln	\$ 34,692	\$ 41,086	Cost

An amendment was approved at the January meeting to update cost changes.

ID	D	Co	Rte	Project Title	Bond's \$ (1,000's)	Total \$ (1,000's)	Variance
31	3	Sac	Loc	White Rock Road	\$21,600	\$25,850	Cost, Schedule

**Project Action Plan:**

An amendment was approved at the January meeting to update scope, cost, and schedule changes.

ID	D	Co	Rte	Project Title	Bond's \$ (1,000's)	Total \$ (1,000's)	Variance
59	11	SD	15	Mira Mesa Direct Access Ramp	\$ 40,200	\$ 82,557	Schedule

**Project Action Plan:**

Project has been delivered. An amendment is needed to update the award and construction completion dates.

ID	D	Co	Rte	Project Title	Bond's \$ (1,000's)	Total \$ (1,000's)	Variance
65	4	Var	Var	Freeway Performance Initiative	\$ 42,957	\$ 84,739	Cost, Scope

**Project Action Plan:**

The PA&ED budget (CMAQ funds) is over expended. CMAQ funds are transferable between components. The first project segment is planned for allocation (project to be delivered in five segments) in April, 2012. At that time a baseline amendment will be provided to update the funding plan and to delete a minor portion of scope that can't be delivered in time due to environmental issues.

ID	D	Co	Rte	Project Title	Bond's \$ (1,000's)	Total \$ (1,000's)	Variance
67	7	LA	10	I-10 HOV (Citrus to 57)	\$26,100	\$192,143	Delete project and transfer funds

**Project Action Plan:**

This project is segment 3 along the Route 10 corridor. This project is being delayed due to delays in acquiring right of way. It is proposed to delete this project from the CMIA program and to make the funds available to swap out funds on other local CMIA projects in progress to be delivered.

ID	D	Co	Rte	Project Title	Bond's \$ (1,000's)	Total \$ (1,000's)	Variance
68	4	Sol	80	I-80 / SR 12 WB Connector	\$ 24,000	\$ 111,000	Schedule, Scope

**Project Action Plan:**

The project as originally proposed will not meet the program delivery deadlines due to additional time needed to resolve issues identified in the draft Biological Opinion.

ID	D	Co	Rte	Project Title	Bond's \$ (1,000's)	Total \$ (1,000's)	Variance
69	4	Son	101	North Project Phase B	\$ 22,242	\$ 45,808	Schedule

**Project Action Plan:**

Project is close to being delivered. Delays were due to late design changes and acquiring the necessary right of way. An amendment is needed to update the award and construction completion dates.

The California Department of Transportation  
 Second Quarter FY 2011-12  
 CMIA Program Delivery Report

PROJECT NUMBER	DISTRICT	COUNTY	ROUTE	TOTAL PROJECT COST (\$1,000's) LST QTR	CMIA PROJECT COST (\$1,000's) LST QTR	PROJECT DESCRIPTION	APPVD END ENVIRONMENTAL	CURR END ENVIRONMENTAL	% Complete	APPVD END DESIGN	CURR END DESIGN	% Complete	APPVD END RIGHT OF WAY	CURR END RIGHT OF WAY	% Complete	APPVD AWARD	AWARD	% Complete	APPVD CCA	CURR CCA		
Award delay due to availability of Bond funds							100	Milestone Completed										Milestone Behind Schedule				
							100	Awarded										Award Behind Schedule				
I-580 Eastbound HOV Lane - Greenville to Hacienda - Corridor Project																						
1	04	Ala	580	\$ 59,280	\$ 29,037	Corridor Project #1 (EA 29084)	11/01/07	11/02/07	100	02/01/08	04/08/08	100	02/01/08	01/31/08	100	06/01/08	07/28/08	100	12/01/11	02/02/10	100	
				\$ 56,491	\$ 5,765	Corridor Project #2 (EA 29083)	11/01/07	11/02/07	100	06/01/08	06/19/08	100	02/01/08	02/28/08	100	07/01/09	07/22/09	100	12/01/11	09/30/11	100	
				\$ 22,263	\$ 21,563	Corridor Project #3 (EA 29085)	12/01/08	12/08/11	100	06/01/09	04/30/12	90	03/01/10	04/30/12	75	08/01/10	09/01/12		12/01/11	11/01/14		
				\$ 138,034	\$ 56,365	Corridor Summary	12/01/08	12/08/11	100	06/01/09	04/30/12		03/01/10	04/30/12		06/01/08	07/28/08		12/01/11	11/01/14		
I-580 Westbound HOV Lane - Greenville to Foothill - Corridor Project																						
2	04	Ala	580	\$ 73,136	\$ 49,336	Corridor Project #1 (EA 29086)	11/01/09	01/26/10	100	03/01/11	03/23/12	97	03/01/11	03/23/12	85	08/01/11	08/01/12		10/01/13	11/01/14		
				\$ 62,390	\$ 52,364	Corridor Project #2 (EA 29087)	11/01/09	01/26/10	100	03/01/11	02/29/12	98	03/01/11	02/29/12	90	08/01/11	07/01/12		10/01/13	11/01/14		
				\$ 2,360	\$ -	Corridor Project #3 (EA 29088)	11/01/09	01/26/10	100	03/01/11	04/30/12	90	03/01/11	04/30/12	75	08/01/11	09/01/12		10/01/13	11/01/14		
				\$ 137,886	\$ 101,700	Corridor Summary	11/01/09	01/26/10	100	03/01/11	04/30/12		03/01/11	04/30/12		08/01/11	07/01/12		10/01/13	11/01/14		
I-580 / Isabel Interchange - Corridor Project																						
3	04	Ala	580	\$ 43,495	\$ 18,375	Corridor Project #1 (EA 17131)	08/01/07	08/15/07	100	10/01/08	10/24/08	100	08/01/08	08/01/08	100	06/01/09	06/22/09	100	03/01/12	04/09/12	88	
				\$ 6,810	\$ 1,770	Corridor Project #2 (EA 17132)	08/01/07	08/15/07	100	10/01/08	10/24/08	100	08/01/08	08/01/08	100	06/01/09	06/22/09	100	01/01/12	11/14/11	100	
				\$ 73,313	\$ 25,113	Corridor Project #3 (EA 17133)	08/01/07	08/15/07	100	08/01/08	08/22/08	100	08/01/08	07/24/08	100	07/01/09	07/23/09	100	01/01/12	11/23/11	100	
				\$ 123,618	\$ 45,258	Corridor Summary	08/01/07	08/15/07	100	10/01/08	10/24/08	100	08/01/08	08/01/08	100	06/01/09	06/22/09	100	03/01/12	03/31/12		
4	04	Ala	880	\$ 108,000	\$ 94,600	I-880 SB HOV Ln Extension - Hegenberger to Marina Blvd	11/01/09	02/09/10	100	09/01/11	04/30/12	90	09/01/11	04/30/12	85	03/01/12	08/15/12		04/01/14	11/01/14		
State Route 24 Caldecott Tunnel - Fourth Bore - Corridor Project																						
5	04	Ala	CC	24	\$ 372,757	\$ 73,439	Corridor Project #1 (EA 29491)	10/01/07	09/12/07	100	01/01/09	02/02/09	100	01/01/09	10/30/08	100	11/01/09	11/10/09	100	05/01/14	05/01/14	50
					\$ 4,730	\$ -	Corridor Project #2 (EA 29492)	10/01/07	09/12/07	100	11/14/08	11/14/08	100	01/01/09	08/26/08	100	12/22/09	12/22/09	100	03/01/11	04/20/11	100
					\$ 642	\$ -	Corridor Project #3 (EA 29493)	10/01/07	09/12/07	100	11/17/08	11/17/08	100	01/01/09	09/26/08	100	12/23/09	12/23/09	100	07/01/10	07/19/10	100
					\$ 378,129	\$ 73,439	Corridor Summary	10/01/07	09/12/07	100	01/01/09	02/02/09	100	01/01/09	10/30/08	100	11/01/09	11/10/09	100	05/01/14	05/01/14	
6	10	Cal	4	\$ 60,688	\$ 3,574	Angels Camp Bypass	06/01/02	06/28/02	100	06/01/06	06/22/06	100	05/01/07	06/16/06	100	09/01/07	08/11/07	100	09/01/10	09/24/09	100	
State Route 4 East Widening from Somersville to Route 160																						
7	04	CC	4	\$ 72,930	\$ 12,428	Corridor Project #1 (EA 285C)	07/01/05	07/06/06	100	06/01/10	04/30/10	100	06/01/10	04/15/10	100	10/01/10	12/23/10	100	02/01/13	06/01/13	44	
				\$ 83,967	\$ 16,671	Corridor Project #2 (EA 285E)	07/01/05	07/06/06	100	06/01/11	06/21/11	100	06/01/10	04/15/11	100	09/01/11	10/11/11	100	02/01/15	02/01/15	1	
				\$ 100,445	\$ 43,100	Corridor Project #3 (EA 1G940)	07/01/05	07/06/06	100	09/01/11	06/21/11	100	06/01/11	04/15/11	100	02/01/12	10/11/11		12/01/14	02/28/15		
				\$ 110,355	\$ -	Corridor Project #4 (EA 1G941)	07/01/05	07/06/06	100	05/01/12	05/16/12	95	04/01/12	05/31/12	60	10/01/12	11/28/12		12/01/14	10/31/14		
				\$ 41,162	\$ 33,000	Corridor Project #5 (EA 24657)	09/30/07	09/30/07	100	08/05/11	05/16/12	95	08/05/11	08/05/11	100	03/01/12	10/13/11		02/01/14	02/01/14		
				\$ 408,859	\$ 105,199	Corridor Summary	09/30/07	09/30/07	100	05/01/12	05/16/12		04/01/12	04/16/12		10/01/10	12/23/10		02/01/15	02/01/15		

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<b>I-80 Integrated Corridor Mobility Project</b>																					
8	04	Ala CC	80	\$ 8,384	\$ 7,584	Corridor Project #1 (EA 3A774)	07/01/11	07/29/11	100	07/01/11	09/30/11	100			100	03/01/12	03/15/12		04/01/15	01/01/14	
				\$ 6,163	\$ 5,363	Corridor Project #2 (EA 3A775)	07/01/11	07/29/11	100	06/01/12	06/30/12	80				10/01/12	08/31/12		04/01/14	04/01/14	
				\$ 2,296	\$ 1,896	Corridor Project #3 (EA 3A771)	08/31/09	08/31/09	100	10/28/09	10/28/09	100	10/28/09	12/28/09	100	03/01/11	04/28/11	100	04/01/12	05/28/12	
				\$ 12,293	\$ 10,918	Corridor Project #4 (EA 3A776)	05/01/11	07/29/11	100	08/01/11	11/30/11	95	06/01/11	11/15/11	90	05/01/12	06/30/12		12/01/13	01/31/14	
				\$ 34,849	\$ 28,969	Corridor Project #5 (EA 3A777)	07/01/11	07/29/11	100	11/01/11	03/30/12	75	08/02/11	11/15/11	90	05/01/12	07/31/12		04/01/14	06/30/14	
				\$ 63,985	\$ 54,730	Corridor Summary	07/01/11	07/29/11	100	06/01/12	06/30/12		08/02/11	11/15/11		03/01/11	04/28/11		04/01/15	06/30/14	
<b>US 50 HOV Lanes - Corridor Project</b>																					
9	03	ED	50	\$ 44,568	\$ 20,000	Corridor Project #1 (EA 3A711)	06/01/02	06/28/02	100	05/01/08	08/26/08	100	05/01/08	04/22/08	100	12/01/08	11/18/08	100	06/01/10	11/10/11	99
				\$ 13,660	\$ 9,500	Corridor Project #2 (EA 3A712)	06/01/02	06/01/02	100	06/01/11	12/15/11	100	12/01/11	12/15/11	100	03/01/12	04/01/12		10/01/13	10/01/13	
				\$ 58,228	\$ 29,500	Corridor Summary	06/01/02	06/01/02	100	06/01/11	03/09/12		12/01/11	03/09/12		12/01/08	11/18/08		10/01/13	10/01/13	
10	06	Ker	46	\$ 75,570	\$ 32,751	Route 46 Expressway - Segment 3	06/01/05	06/14/05	100	03/01/10	05/03/10	100	05/01/10	05/28/10	100	07/01/10	01/26/11	100	07/01/14	07/26/14	43
11	06	Kin Tul	198	\$ 92,921	\$ 44,514	Route 198 Expressway	06/01/03	06/30/03	100	10/01/08	10/01/08	100	05/01/09	05/08/09	100	10/01/09	09/01/09	100	02/01/12	02/01/13	76
12	07	LA	405	\$ 1,034,000	\$ 703,900	I-405 Carpool Lane I-10 To US 101 (Northbound)	02/01/08	02/29/08	100	04/01/13	10/10/08	100	06/01/11	09/18/12		04/01/09	04/23/09	100	04/01/13	04/03/13	25
<b>Interstate 5 Carpool Lane from Route 134 to Route 170 - Corridor Project</b>																					
13	07	LA	5	\$ 152,624	\$ -	Corridor Project #1 (EA 12184)	12/29/00	12/29/00	100	06/30/09	06/29/09	100	06/30/09	06/25/09	100	10/31/10	12/06/10	100	12/31/13	02/20/14	5
				\$ 129,360	\$ -	Corridor Project #2 (EA 1218V)	12/29/00	12/01/00	100	12/31/08	12/16/09	100	12/31/08	12/16/08	100	11/30/09	10/14/10	100	12/31/12	05/19/14	37
				\$ 451,870	\$ 73,000	Corridor Project #3 (EA 1218W)	06/28/02	12/29/00	100	10/01/11	05/18/12	95	10/01/11	05/11/12	80	03/01/12	10/29/12		12/31/15	12/31/16	
				\$ 733,854	\$ 73,000	Corridor Summary	06/28/02	12/29/00	100	10/01/11	05/18/12		10/01/11	05/11/12		11/30/09	10/14/10	100	12/31/15	12/31/16	
<b>I-5 Carpool Lane from Orange County Line to I-605 - Corridor Project</b>																					
14	07	LA	5	\$ 110,753	\$ 72,291	Corridor Project #1 (EA 21591)	06/29/07	06/29/07	100	06/30/11	06/30/11	100	05/10/11	12/20/11	100	12/30/11	11/28/11	100	04/29/15	08/28/15	1
				\$ 416,204	\$ -	Corridor Project #2 (EA 21592)	06/29/07	06/29/07	100	01/01/13	01/18/13	70	01/01/13	07/30/13	70	06/01/13	07/30/13		12/01/16	12/20/16	
				\$ 214,421	\$ 146,997	Corridor Project #3 (EA 21593)	06/29/07	06/29/07	100	03/01/12	03/23/12	98	03/01/13	07/31/12	98	08/01/12	08/14/12		04/01/16	04/18/16	
				\$ 302,159	\$ 167,712	Corridor Project #4 (EA 21594)	06/29/07	06/01/07	100	03/01/12	03/23/12	85	03/01/12	07/31/12	85	08/01/12	08/14/12		04/01/16	04/04/16	
				\$ 198,220	\$ -	Corridor Project #5 (EA 21595)	06/29/07	06/29/07	100	01/01/13	01/18/13	20	01/01/13	06/03/13	20	06/01/13	06/17/13		12/01/16	12/02/16	
				\$ 1,241,757	\$ 387,000	Corridor Summary	06/29/07	06/29/07	100	01/01/13	01/18/13		03/01/13	07/30/13		12/30/11	11/28/11		12/01/16	12/20/16	
<b>Highway 101 Marin-Sonoma Narrows - Corridor Project</b>																					
15	04	Mm Son	101	\$ 78,070	\$ 18,550	Corridor Project #1 (EA 26407)	09/30/09	10/29/09	100	03/01/12	03/01/12	95	03/01/12	03/01/12	50	07/01/12	08/01/12		06/01/15	12/01/14	
				\$ 123,133	\$ 72,717	Corridor Project #2 (EA 2640U)	09/30/09	10/29/09	100	03/01/12	03/01/12	95	03/01/12	03/10/12	50	07/01/12	08/01/12		06/01/15	12/01/14	
				\$ 49,842	\$ 29,773	Corridor Project #3 (EA 26406)	09/30/09	10/29/09	100	07/01/10	10/05/10	100	07/01/10	07/08/10	100	12/01/10	06/02/11	100	12/02/13	12/02/12	57
				\$ 251,045	\$ 121,040	Corridor Summary	09/30/09	10/29/09	100	03/01/12	03/01/12		03/01/12	03/01/12		12/01/10	06/02/11		06/01/15	06/01/15	
16	04	Mm	580	\$ 17,852	\$ 17,852	Westbound I-580 to Northbound US 101 Connector	01/01/08	01/31/08	100	03/01/09	03/12/09	100	11/01/08	10/31/08	100	11/01/09	11/04/09	100	03/01/11	01/27/11	100
17	05	Mon	1	\$ 30,023	\$ 18,568	Salinas Road Interchange	06/01/06	06/26/06	100	01/01/09	12/31/08	100	11/01/08	11/13/08	100	05/01/09	10/07/09	100	07/01/11	07/15/13	50

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SR 12 Jameson Canyon Widening - Phase 1 - Corridor Project																					
18	04	Nap Sol	12	\$ 2,190	\$ -	PAED Costs Phase 2 ( EA 26412 )															
				\$ 45,958	\$ 23,000	Corridor Project #1 ( EA 26413 )	01/01/08	01/31/08	100	11/01/10	11/17/10	100	11/01/10	11/24/10	100	07/01/11	03/31/12		08/01/12	12/01/13	
				\$ 89,711	\$ 50,990	Corridor Project #2 ( EA 26414 )	01/01/08	01/31/08	100	12/01/10	11/17/10	100	11/01/10	11/19/10	100	07/01/11	01/11/12		08/01/13	12/01/13	
				\$ 137,859	\$ 73,990	Corridor Summary	01/01/08	01/31/08	100	12/01/10	11/17/10	100	11/01/10	11/24/10	100	07/01/11	01/01/12		08/01/13	12/01/13	
19	03	Nev	49	\$ 29,179	\$ 8,255	Route 49 La Barr Meadows Widening	10/01/07	10/01/07	100	05/15/09	05/05/09	100	10/01/09	10/01/09	100	06/01/10	05/28/10	100	12/01/14	12/01/14	44
20	12	Ora	91	\$ 60,759	\$ -	Add one lane on EB SR-91 from SR-241/SR-91 to SR-71/SR-91	12/01/07	12/31/07	100	03/01/09	05/14/09	100	03/01/09	05/14/09	100	08/01/09	08/29/09	100	09/01/11	05/13/11	100
SR-22 / I-405 / I-605 HOV Connector with ITS Elements - Corridor Project																					
21	12	Ora	22	\$ 159,630	\$ 135,430	Corridor Project #1 ( EA 07163 )	03/01/03	03/26/03	100	01/01/10	02/11/10	100	01/01/10	12/30/09	100	05/01/10	10/12/10	100	05/01/14	08/07/14	25
				\$ 169,000	\$ -	Corridor Project #2 ( EA 07162 )	03/26/03	03/26/03	100	10/01/09	09/30/09	100	10/01/09	09/08/09	100	02/01/10	06/11/10	100	02/01/14	03/16/14	34
				\$ 328,630	\$ 135,430	Corridor Summary	03/26/03	03/26/03	100	01/01/10	02/11/10	100	01/01/10	12/30/09	100	02/01/10	06/11/10	100	05/01/14	08/07/14	
22	12	Ora	91	\$ 77,510	\$ 17,937	Widen EB&WB SR-91 fr E of SR-55 Conn to E of Weir Canyon Road	07/01/09	04/24/09	100	05/01/11	12/22/10	100	05/01/11	09/01/10	100	12/01/11	05/03/11	100	12/01/14	07/01/13	31
23	12	Ora	57	\$ 41,086	\$ 34,692	Widen NB fr 0.3M S of Katella Ave to 0.3M N of Lincoln Ave	08/01/09	11/25/09	100	04/01/11	04/21/11	100	03/01/11	07/18/11	100	08/01/11	10/26/11	100	03/01/15	03/01/15	1
Widen NB from 0.4 m N of SR-91 to 0.1 m N of Lambert Road - Corridor Project																					
24	12	Ora	57	\$ 49,828	\$ 40,925	Corridor Project #1 ( EA 0F031 )	12/01/07	11/30/07	100	11/01/09	12/28/09	100	11/01/09	06/03/10	100	06/01/10	10/12/10	100	07/01/14	07/10/14	35
				\$ 50,550	\$ 41,250	Corridor Project #2 ( EA 0F032 )	12/01/07	11/30/07	100	11/01/09	03/22/10	100	11/01/09	06/23/10	100	06/01/10	10/13/10	100	07/01/14	07/01/14	42
				\$ 100,378	\$ 82,175	Corridor Summary	12/01/07	11/30/07	100	11/01/09	03/22/10	100	11/01/09	06/23/10	100	06/01/10	10/12/10	100	07/01/14	07/10/14	
Lincoln Bypass - Corridor Project																					
25	03	Pla	65	\$ 292,203	\$ 48,934	Corridor Project #1 ( EA 3338U )	05/01/06	05/01/06	100	07/01/08	02/22/08	100	04/01/09	04/01/09	100	02/01/09	06/09/08	100	01/01/13	10/01/12	88
				\$ 22,999	\$ 20,000	Corridor Project #2 ( EA 33382 )	05/01/06	05/01/06	100	10/01/11	10/01/11	100	10/01/11	10/01/11	100	03/01/12	03/01/12		01/01/14	01/01/14	
				\$ 315,202	\$ 68,934	Corridor Summary	05/01/06	05/01/06	100	10/01/11	10/01/11		10/01/11	10/01/11		02/01/09	06/09/08	100	01/01/14	01/01/14	
26	03	Pla	80	\$ 47,577	\$ 8,484	Pla-80 HOV Phase 2	06/01/04	06/16/04	100	12/01/07	11/30/07	100	09/01/08	03/19/08	100	05/01/08	05/01/08	100	10/01/10	10/01/12	95
27	03	Pla	80	\$ 49,374	\$ 22,985	Pla-80 HOV Phase 3	06/01/04	06/01/04	100	12/01/08	11/25/08	100	09/01/09	10/02/08	100	05/01/09	08/10/09	100	01/01/11	10/01/12	100
28	08	Riv	215	\$ 29,228	\$ 10,297	Widening, Add One Mixed Flow Lane in Each Direction	12/01/08	11/14/08	100	08/01/10	07/22/10	100	02/01/10	02/01/10	100	12/01/10	09/28/10	100	12/01/13	12/01/13	15
29	08	Riv	91	\$ 278,456	\$ 157,198	HOV Lane Gap Closure	12/31/07	08/30/07	100	04/01/11	06/30/11	100	03/01/11	03/01/11	100	08/01/11	01/04/12		08/01/15	12/30/15	
30	03	Sac	50	\$ 128,536	\$ 47,611	Hwy 50 Bus/Carpool & Aux Lns & Community Enhancements	09/01/07	06/25/07	100	04/01/09	04/10/09	100	01/01/10	04/10/09	100	01/01/10	10/26/09	100	01/01/13	01/15/13	95
31	03	Sac	Loc	\$ 25,850	\$ 21,600	White Rock Road from Grant Line to Prairie City	07/01/09	06/02/09	100	01/12/12	01/31/12	98	11/01/11	11/29/11	100	04/01/12	04/30/12		12/01/13	12/01/13	
32	08	SBd	10	\$ 30,760	\$ 14,074	Westbound Mixed Flow Lane Addition	08/01/07	07/30/07	100	10/01/09	01/14/10	100	10/01/09	10/01/09	100	11/01/10	12/10/10	100	05/01/12	03/15/13	70
33	08	SBd	215	\$ 347,307	\$ 49,120	I-215 North Segments 1 & 2 - HOV & Mixed Flow Ln Addition	12/01/05	12/01/05	100	06/15/09	06/30/09	100	04/01/09	01/16/09	100	09/15/09	09/15/09	100	09/05/13	09/13/13	60

PROJECT NUMBER	DISTRICT	COUNTY	ROUTE	TOTAL PROJECT COST (\$1,000's) LST QTR	CMIA PROJECT COST (\$1,000's) LST QTR	PROJECT DESCRIPTION	APPVD END ENVIRONMENTAL	CURR END ENVIRONMENTAL	% Complete	APPVD END DESIGN	CURR END DESIGN	% Complete	APPVD END RIGHT OF WAY	CURR END RIGHT OF WAY	% Complete	APPVD AWARD	AWARD	% Complete	APPVD CCA	CURR CCA	
Interstate 215 HOV Lanes and Connectors - Corridor Project																					
34				\$ 77,658	\$ 29,000	SR - 210/215 Connectors	07/01/07	07/24/07	100	05/01/09	05/15/09	100	11/01/08	11/01/08	100	08/01/09	11/17/09	100	02/01/13	11/15/13	85
35	08	SBd	215	\$ 44,740	\$ 36,540	I-215 North Segment 5	12/01/05	12/01/05	100	05/15/09	05/15/09	100	11/15/08	11/01/08	100	08/15/09	09/17/09	100	02/01/13	10/15/13	85
				\$ 122,398	\$ 65,540	Corridor Summary	07/01/07	07/24/07	100	05/15/09	05/15/09	100	11/15/08	11/01/08	100	08/01/09	09/17/09	100	02/01/13	11/15/13	
36	08	SBd	215	\$ 18,300	\$ 8,880	Widen Exit Ramps&Add Aux Ln @Cherry, Citrus&Cedar Ave IC's	01/01/08	01/03/08	100	08/02/09	08/10/09	100	06/01/09	05/23/09	100	12/08/09	10/12/10	100	12/01/10	05/29/12	48
I-15 Managed Lanes - Corridor Project																					
37	11	SD	15	\$ 110,103	\$ 93,765	Corridor Project #1 (EA 2T093)	03/27/03	03/27/03	100	06/30/08	10/01/07	100	10/01/07	08/20/07	100	02/25/08	02/08/08	100	01/17/11	12/28/11	100
				\$ 87,770	\$ 71,641	Corridor Project #2 (EA 2T091)	03/27/03	03/27/03	100	10/04/07	02/01/08	100	08/16/07	08/15/07	100	06/24/08	05/12/08	100	02/21/12	05/31/11	100
				\$ 138,686	\$ 115,668	Corridor Project #3 (EA 2T092)	03/27/03	03/27/03	100	11/19/07	03/07/08	100	03/01/08	04/01/08	100	07/23/08	07/25/08	100	04/15/12	04/01/12	97
				\$ 336,559	\$ 281,074	Bond Corridor Summary	03/27/03	03/27/03	100	06/30/08	03/07/08	100	03/01/08	04/01/08	100	02/25/08	02/08/08	100	04/15/12	04/01/12	
I-5 North Coast Corridor - Stage 1A - Corridor Project																					
38	11	SD	5	\$ 52,664	\$ 24,500	Corridor Project #1 (EA 2358U)	11/18/06	09/29/06	100	01/26/07	04/04/07	100	01/26/07	12/29/06	100	08/30/07	08/15/07	100	10/30/09	07/14/10	100
				\$ 102,000	\$ -	Corridor Project #2 (EA 2T040)	07/30/09	04/02/09	100	10/01/09	10/13/10	100	10/01/09	07/04/09	100	03/30/10	01/28/11	100	06/30/12	01/21/13	41
				\$ 154,664	\$ 24,500	Corridor Summary	07/30/09	04/02/09	100	10/01/09	10/13/10	100	10/01/09	07/06/09	100	08/30/07	01/28/11	100	06/30/12	01/21/13	
39	10	SJ	205	\$ 36,072	\$ 9,070	I-205 Auxiliary Lanes	11/01/08	11/25/08	100	05/01/10	01/21/10	100	05/01/10	10/11/09	100	10/01/10	10/12/10	100	04/01/13	07/31/13	49
40	05	SLO	46	\$ 83,105	\$ 49,778	Route 46 Corridor Improvements (Whitley 1)	05/01/06	05/19/06	100	02/01/10	12/15/09	100	10/01/09	04/29/10	100	08/01/10	10/25/10	100	08/01/13	02/01/14	44
Widen US 101 & add Aux Lns fr Marsh Rd to Embarcadero Rd. - Corridor Project																					
41	04	SM	101	\$ 49,829	\$ 32,636	Corridor Project #1 (EA 23563)	10/01/08	10/01/08	100	08/12/10	08/12/10	100	08/01/10	07/13/10	100	01/01/11	06/01/11	100	03/01/12	07/01/13	55
				\$ 22,514	\$ 3,802	Corridor Project #2 (EA 23564)	10/01/08	10/01/08	100	09/01/11	08/31/11	100	09/01/11	07/27/11	100	02/01/12	04/06/12		11/01/13	09/16/13	
				\$ 72,343	\$ 36,438	Corridor Summary	10/01/08	10/01/08	100	09/01/11	08/31/11	100	09/01/11	07/27/11	100	01/01/11	05/13/11	100	11/01/13	09/16/13	
42	04	SCI	880	\$ 95,000	\$ 71,600	I-880 Widening (SR 237 to US 101)	06/01/09	06/26/09	100	02/01/11	02/28/11	100	02/01/11	02/28/11	100	06/01/11	12/14/11	100	07/01/13	07/30/13	1
43	04	SCI	101	\$ 102,258	\$ 84,930	US 101 Aux Lanes - State Route 85 to Embarcadero Rd	07/01/09	07/23/09	100	02/01/11	02/28/11	100	11/01/10	11/30/10	100	06/01/11	11/17/11	100	08/01/13	08/01/13	1
44	04	SCI	101	\$ 49,869	\$ 16,894	US 101 Improvements (I-280 to Yerba Buena Rd)	03/01/09	03/26/09	100	11/01/09	12/03/09	100	11/01/09	08/25/09	100	09/01/10	11/09/10	100	06/01/13	03/27/12	76
45	05	SCr	1	\$ 22,492	\$ 16,190	Highway 1 Soquel to Morrissey Auxiliary Lanes	09/18/09	09/18/09	100	05/01/11	05/01/11	100	06/01/11	06/21/11	100	11/01/11	03/01/12		11/01/13	11/01/13	
46	02	Sha	5	\$ 16,479	\$ 13,660	Cottonwood Hills Truck Climbing Lane	04/01/08	04/01/08	100	12/15/09	11/09/09	100	07/14/09	07/14/09	100	05/01/10	04/21/10	100	12/01/11	11/17/11	99
I-80 HOV Lanes, Fairfield (Rt 80/680/12 to Putah Creek) - Corridor Project																					
47	04	Sol	80	\$ 42,748	\$ 20,171	Corridor Project #1 (EA 0A531)	04/01/07	04/02/07	100	01/04/08	01/04/08	100	12/01/07	12/05/07	100	05/01/08	06/04/08	100	12/01/09	12/23/09	100
				\$ 7,887	\$ 6,087	Corridor Project #2 (EA 0A532)	04/01/07	04/02/07	100	01/15/10	02/16/10	100	01/10/10	10/23/09	100	08/01/10	10/12/10	100	09/01/11	04/01/12	100
				\$ 30,296	\$ -	Corridor Scope funded from ARRA	09/11/06	06/26/08	100	11/14/08	11/14/08	100	11/03/08	08/12/08	100	04/21/09	04/21/09	100	11/01/10	12/01/10	100
				\$ 80,931	\$ 26,258	Corridor Summary	04/01/07	06/26/08	100	01/15/10	02/16/10	100	01/10/10	10/23/09	100	05/01/08	06/04/08	100	09/01/11	04/01/12	100
48	04	Son	101	\$ 92,761	\$ 17,359	Central Phase A - US 101 HOV Lns from Railroad Ave to Rohnert Park Expressway	09/01/07	08/31/07	100	02/01/09	02/09/09	100	02/01/09	01/29/09	100	12/01/09	10/12/09	100	12/01/11	06/30/12	85

PROJECT NUMBER	DISTRICT	COUNTY	ROUTE	TOTAL PROJECT COST (\$1,000's)	LST QTR	CMIA PROJECT COST (\$1,000's)	LST QTR	PROJECT DESCRIPTION	APPVD END ENVIRONMENTAL	CURR END ENVIRONMENTAL	% Complete	APPVD END DESIGN	CURR END DESIGN	% Complete	APPVD END RIGHT OF WAY	CURR END RIGHT OF WAY	% Complete	APPVD AWARD	AWARD	% Complete	APPVD CCA	CURR CCA
49	04	Son	101	\$ 120,260	\$ 69,860	US 101 HOV lanes - North Phase A (from Steele Lane to Windsor River Road)	10/01/07	10/24/07	100	05/15/08	06/13/08	100	03/01/08	02/29/08	100	09/01/08	10/29/08	100	01/01/11	12/30/10	100	
50	04	Son	101	\$ 77,552	\$ 29,280	US 101 HOV Lanes - Wilfred Ave to Santa Rosa Ave	12/01/06	11/30/06	100	08/01/08	08/15/08	100	08/01/08	07/30/08	100	03/01/09	03/03/09	100	12/01/13	06/30/13	82	
51	10	Sta	219	\$ 45,580	\$ 9,844	SR-219 Expressway, Phase 1 (SR-99 to Morrow Road)	05/01/04	05/13/04	100	06/01/07	06/28/07	100	06/01/07	03/10/08	100	11/01/07	06/19/08	100	08/01/09	06/30/10	100	
52	10	Sta	219	\$ 53,181	\$ 18,813	SR-219 Expressway, Phase 2 (Morrow Road to Route 108)	05/01/04	05/13/04	100	06/30/10	06/30/10	100	11/01/11	10/07/11	100	05/30/12	05/01/12		05/30/14	05/30/14		
53	10	Tuo	108	\$ 52,978	\$ 14,530	E. Sonora Bypass Stage II	07/01/99	07/16/99	100	05/13/10	05/13/10	100	05/13/10	09/01/11	100	03/01/12	12/16/11	100	03/01/14	11/01/13		
54	07	Ven SB	101	\$ 151,470	\$ 131,600	HOV Lanes, Mussel Shoals to Casitas Pass Road	12/01/08	12/18/08	100	06/01/11	06/30/11	100	06/01/11	06/22/11	100	02/01/12	01/04/12		08/01/16	09/22/16		
<b>CMIA projects amended into program using project cost/award savings</b>																						
55	04	Son	101	\$ 18,633	\$ 16,312	Central Project - Phase B	08/30/07	08/30/07	100	08/31/10	08/31/10	100	05/13/10	05/13/10	100	12/01/10	05/19/11	100	12/31/12	05/01/12	73	
56	03	Sac	80	\$ 133,035	\$ 53,537	I-80 HOV Ln Across the Top	02/11/08	02/11/08	100	10/01/10	10/01/10	100	10/01/10	10/01/10	100	03/01/11	08/15/11	100	11/01/14	12/01/15	7	
57	10	SJ	5	\$ 121,278	\$ 42,470	I-5 HOV Ln and CRCP	02/01/10	04/19/10	100	10/15/10	10/15/10	100	07/01/10	07/01/10	100	02/01/11	08/03/11	100	12/30/14	03/31/15	16	
58	05	SLO	101	\$ 50,299	\$ 31,174	Santa Maria Bridge	12/11/06	12/11/06	100	12/15/09	12/15/09	100	10/30/09	10/30/09	100	01/15/11	07/15/11	100	04/01/14	10/01/15	15	
59	11	SD	15	\$ 82,557	\$ 40,200	Mira Mesa Direct Access Ramp	03/27/09	03/27/09	100	04/28/11	11/15/11	100	04/21/11	11/10/11	100	09/21/11	04/04/12		01/14/15	12/15/14		
60	02	Sha	5	\$ 23,468	\$ 21,713	South Redding 6;Lane	05/13/10	05/13/10	100	11/15/10	11/15/10	100	10/19/10	10/19/10	100	06/01/11	02/17/11	100	11/15/12	11/15/12	68	
61	03	But	32	\$ 9,925	\$ 3,425	But 32 Highway Widening	09/15/10	09/15/10	100	02/28/11	02/28/11	100	10/15/10	12/21/10	100	04/30/11	02/06/12		11/30/12	11/30/13		
<b>Widen Ala 84 Expressway - Corridor Project</b>																						
62	04	Ala	84	\$ 48,612	\$ 20,000	Corridor Project #1 (EA 29761)	08/05/08	08/05/08	100	06/06/11	08/15/11	100	05/31/11	05/31/11	100	11/30/11	07/01/12		07/31/13	07/31/13		
				\$ 74,247	\$ -	Corridor Project #2 (EA 29762)	08/05/08	08/05/08	100	07/01/13	02/05/12	85	07/01/13	01/31/12	60	06/30/12	11/01/13		10/01/15	10/01/15		
				\$ 122,859	\$ 20,000	Corridor Summary	08/05/08	08/05/08	100	07/01/13	02/05/12		07/01/13	01/31/12		11/30/11	07/01/12		10/01/15	10/01/15		
63	04	Mrn	101	Deleted	Deleted	Marin / Sonoma Narrows																
64	06	Tul	198	\$ 28,375	\$ 7,776	Plaza Drive IC / Aux Lns	10/30/06	10/30/06	100	06/10/11	06/10/11	100	06/10/11	06/10/11	0	11/30/11	11/30/11		06/30/13	06/30/13		
65	04	Var	Var	\$ 84,739	\$ 42,957	Freeway Performance Initiative	07/01/11	09/01/11	100	05/01/12	05/01/12	30	05/01/12	05/01/12	15	09/01/12	09/01/12		10/01/14	10/01/14		
66	08	SBd Riv	215	\$ 177,695	\$ 15,460	I-215 Gap Closure	03/01/11	03/01/11	100	03/01/12	03/01/12	0	03/01/12	03/01/12	0	08/01/12	08/01/12		08/01/14	05/01/15		
67	07	LA	10	\$ 192,143	\$ 26,100	I-10 HOV Citrus to 57	12/01/02	12/01/02	100	04/01/12	04/01/12	0	04/01/12	04/01/12	0	10/01/12	10/01/12		12/01/16	12/01/16		
68	04	Sol	80	\$ 111,000	\$ 24,000	I-80/SR12 WB Connector	11/30/11	05/01/12	90	06/13/12	06/13/12	0	06/13/12	06/13/12	20	09/30/12	10/01/12		03/30/15	03/30/15		
69	04	Son	101	\$ 45,808	\$ 22,242	North Project Phase B Airport IC	06/15/10	06/30/10	100	09/30/11	02/29/12	90	09/30/11	03/30/12	75	12/31/11	10/12/12		12/31/13	10/31/14		

PROJECT NUMBER	DISTRICT	COUNTY	ROUTE	TOTAL PROJECT COST (\$1,000's) LST QTR	CMIA PROJECT COST (\$1,000's) LST QTR	PROJECT DESCRIPTION	APPVD END ENVIRONMENTAL	CURR END ENVIRONMENTAL % Complete	APPVD END ENVIRONMENTAL	CURR END ENVIRONMENTAL % Complete	APPVD END DESIGN	CURR END DESIGN % Complete	APPVD END RIGHT OF WAY	CURR END RIGHT OF WAY % Complete	APPVD AWARD	AWARD	APPVD AWARD % Complete	APPVD CCA	CURR CCA
70	04	SCI	880	\$ 54,339	\$ 30,975	I-880/I-280 Stevens Creek IC Impvmts	07/28/11	07/25/11	100	04/01/12	04/01/12	90	04/15/12	04/15/12	50	08/01/12	08/01/12	03/01/15	03/01/15
71	04	CC	4	Combined into #7		SR 4 Bypass Fwy Phase 1 & 2													
72	03	Pla	65	Combined into #25		Lincoln Bypass Ph 2A Seg 1													
73	03	ED	50	Combined into #9		US 50 HOV Phase 2A Seg 1													
74	04	Son	101	Combined into #15, Seg 2		MSN Petaluma River Bridge													
75	04	SCI	101	\$ 31,676	\$ 24,000	Capitol Exp Yerba Buena IC	02/18/09	02/18/09	100	03/21/12	03/21/12	90	03/30/12	03/30/12	70	06/29/12	06/29/12	06/30/14	06/30/14
76	08	SBd	15	\$ 88,030	\$ 21,324	La Mesa Nisqualli Rd IC	06/30/07	06/30/07	100	09/01/10	09/01/10	100	08/13/10	08/13/10	100	11/30/11	11/30/11	12/01/13	12/01/13
77	11	SD	805	\$ 85,115	\$ 62,053	HOV Lns - SR54 to SR94	06/30/11	06/30/11	100	01/01/12	12/31/11	100	08/30/11	08/30/11	100	03/30/12	03/30/12	12/31/13	12/31/13
78	11	SD	805	\$ 53,093	\$ 37,947	HOV Lns - Palomar to SR94	06/30/11	06/30/11	100	12/31/11	01/01/12	100	01/01/12	01/01/12	100	04/30/12	04/30/12	07/30/14	07/30/14
79	05	SLO	46	\$ 59,000	\$ 47,000	Whitley 2A	05/19/06	05/19/06	100	04/04/12	03/01/12	95	11/16/11	01/06/12	99	08/08/12	08/28/12	09/08/15	09/08/15
80	12	Ora	74	\$ 86,214	\$ 15,926	SR74 / I-5 IC	06/01/09	06/01/09	100	06/01/12	06/01/12	85				11/01/12	11/01/12	02/02/15	02/02/15
81	11	SD	805	\$ 163,000	\$ 57,500	805 Managed Lns North	12/30/10	12/30/10	100	Design	Build	30	01/13/12	01/13/12		01/13/12	01/31/12	03/15/15	03/15/15
<b>Total</b>				\$ 10,588,673	\$ 4,375,961														

CMIA Bond Program Project Expenditures

Second Quarter FY 2011-12

Within Budget Conditions

- G Estimated cost < or = budget
- STIP costs < 120%; No CTC action required
- P Post Vote
- S Estimate within 20% at vote
- L Local Costs > 100% & Under construction; No CTC action required

Potential cost overrun conditions -

- S Estimated cost STIP > 120% budget.
- B Estimated cost BOND > 100% budget.
- O Estimated cost OTHER funds > 100% budget.

Known cost overrun conditions -

- S Actual cost STIP > 120% budget.
- B Actual cost BOND > 100% budget.
- O Actual cost OTHER funds > 100% budget.

Project				Environmental Support			Design Support			Right of Way (1,000's)				Construction (1,000's)												
				(1,000's)			(1,000's)			Support		Capital		Support			Capital									
#	D	CO	RTE	PROJECT DESCRIPTION	Agency	Appd	Exp	Agency	Appd	Exp	Agency	Appd	Exp	Agency	Appd	Exp	Agency	Appd	Exp							
<i>I-580 Eastbound HOV Lane - Greenville to Hacienda - Corridor Project</i>																										
1	04	Ala	580	Corridor Project #1 (EA 29084)	ACCMA	\$ 5,700	\$ 4,091	ACCMA	\$ 470	\$ 521	ACCMA	\$ -	\$ -	\$ -	\$ -	Caltrans	\$ 5,700	\$ 5,542	\$ 47,410	\$ 42,400						
				Corridor Project #2 (EA 29083)	ACCMA	\$ 6,300	\$ 4,341	ACCMA	\$ 530	\$ 530	ACCMA	\$ -	\$ -	\$ -	\$ -	Caltrans	\$ 6,905	\$ 4,514	\$ 42,756	\$ 34,364						
				Corridor Project #3 (EA 29085)	ACCMA	\$ -	\$ 1,575	ACCMA	\$ 700	\$ 978	ACCMA	\$ -	\$ -	\$ -	\$ -	Caltrans	\$ 2,535	\$ -	\$ 19,028	\$ -						
				Corridor Summary		\$ 12,000	\$ 10,007	<span style="background-color: #90EE90; border: 1px solid black; padding: 2px;">G</span>	\$ 1,700	\$ 2,029	<span style="background-color: #FF0000; border: 1px solid black; padding: 2px;">O</span>	\$ -	\$ -	<span style="background-color: #90EE90; border: 1px solid black; padding: 2px;">G</span>	\$ -	\$ -	<span style="background-color: #90EE90; border: 1px solid black; padding: 2px;">G</span>	\$ 15,140	\$ 10,056	<span style="background-color: #90EE90; border: 1px solid black; padding: 2px;">G</span>	\$ 109,194	\$ 76,764	<span style="background-color: #90EE90; border: 1px solid black; padding: 2px;">G</span>			
<i>I-580 Westbound HOV Lane - Greenville to Foothill - Corridor Project</i>																										
2	04	Ala	580	Corridor Project #1 (EA 29086)	ACCMA	\$ 5,150	\$ 5,100	ACCMA	\$ 1,000	\$ 1,865	ACCMA	\$ -	\$ -	\$ 1,070	\$ 682	Caltrans	\$ 8,160	\$ -	\$ 57,756	\$ -						
				Corridor Project #2 (EA 29087)	ACCMA	\$ 4,850	\$ 4,850	ACCMA	\$ 930	\$ 1,200	ACCMA	\$ -	\$ -	\$ 1,760	\$ 634	Caltrans	\$ 6,750	\$ -	\$ 48,100	\$ -						
				Corridor Project #3 (EA 29088)	ACCMA	\$ 350	\$ 22	ACCMA	\$ 70	\$ -	ACCMA	\$ -	\$ -	\$ -	\$ -	Caltrans	\$ 240	\$ -	\$ 1,700	\$ -						
				Corridor Summary		\$ 10,350	\$ 9,972	<span style="background-color: #90EE90; border: 1px solid black; padding: 2px;">G</span>	\$ 2,000	\$ 3,065	<span style="background-color: #ADD8E6; border: 1px solid black; padding: 2px;">L</span>	\$ -	\$ -	<span style="background-color: #90EE90; border: 1px solid black; padding: 2px;">G</span>	\$ 2,830	\$ 1,316	<span style="background-color: #90EE90; border: 1px solid black; padding: 2px;">G</span>	\$ 15,150	\$ -	<span style="background-color: #90EE90; border: 1px solid black; padding: 2px;">G</span>	\$ 107,556	\$ -	<span style="background-color: #90EE90; border: 1px solid black; padding: 2px;">G</span>			
<i>I-580 / Isabel Interchange - Corridor Project</i>																										
3	04	Ala	580	Corridor Project #1 (EA 17131)	Livermore	\$ 4,200	\$ 1,173	Livermore	\$ 9,500	\$ 7,673	Livermore	\$ -	\$ -	\$ 3,300	\$ 1,275	Livermore	\$ -	\$ -	\$ 26,495	\$ 18,900						
				Corridor Project #2 (EA 17132)	Livermore	\$ 1,300	\$ 363	Livermore	\$ 400	\$ 323	Livermore	\$ -	\$ -	\$ 1,900	\$ 1,800	Livermore	\$ -	\$ -	\$ 3,210	\$ 3,600						
				Corridor Project #3 (EA 17133)	Livermore	\$ 5,600	\$ 1,564	Livermore	\$ 3,100	\$ 2,804	Livermore	\$ -	\$ -	\$ 18,800	\$ 18,800	Caltrans	\$ 8,000	\$ 6,650	\$ 37,813	\$ 27,175						
				Corridor Summary		\$ 11,100	\$ 3,100	<span style="background-color: #90EE90; border: 1px solid black; padding: 2px;">G</span>	\$ 13,000	\$ 10,800	<span style="background-color: #90EE90; border: 1px solid black; padding: 2px;">G</span>	\$ -	\$ -	<span style="background-color: #90EE90; border: 1px solid black; padding: 2px;">G</span>	\$ 24,000	\$ 21,875	<span style="background-color: #90EE90; border: 1px solid black; padding: 2px;">G</span>	\$ 8,000	\$ 6,650	<span style="background-color: #90EE90; border: 1px solid black; padding: 2px;">G</span>	\$ 67,518	\$ 49,675	<span style="background-color: #90EE90; border: 1px solid black; padding: 2px;">G</span>			
4	04	Ala	880	I-880 SB HOV Ln Extension - Hegenberger to Marina Blvd	ACCMA	\$ 4,520	\$ 4,520	<span style="background-color: #90EE90; border: 1px solid black; padding: 2px;">G</span>	ACCMA	\$ 6,980	\$ 7,668	<span style="background-color: #FF0000; border: 1px solid black; padding: 2px;">O</span>	ACCMA	\$ 1,900	\$ -	<span style="background-color: #90EE90; border: 1px solid black; padding: 2px;">G</span>	\$ -	\$ -	<span style="background-color: #90EE90; border: 1px solid black; padding: 2px;">G</span>	Caltrans	\$ 10,900	\$ -	<span style="background-color: #90EE90; border: 1px solid black; padding: 2px;">G</span>	\$ 83,700	\$ -	<span style="background-color: #90EE90; border: 1px solid black; padding: 2px;">G</span>
<i>State Route 24 Caldecott Tunnel - Fourth Bore - Corridor Project</i>																										
5	04	Ala	CC	24	Corridor Project #1 (EA 29491)	Caltrans	\$ 20,483	\$ 20,463	Caltrans	\$ 32,670	\$ 32,503	Caltrans	\$ 270	\$ 353	\$ 795	\$ 607	Caltrans	\$ 42,000	\$ 24,209	\$ 276,539	\$ 132,483					
					Corridor Project #2 (EA 29492)	Caltrans	\$ 5	\$ 5	Caltrans	\$ 20	\$ 257	Caltrans	\$ 5	\$ 2	\$ -	\$ -	Caltrans	\$ 400	\$ 487	\$ 4,300	\$ 2,810					
					Corridor Project #3 (EA 29493)	Caltrans	\$ 2	\$ -	Caltrans	\$ 10	\$ 156	Caltrans	\$ 25	\$ 36	\$ 5	\$ 1	Caltrans	\$ 100	\$ 126	\$ 500	\$ 402					
					Overall Corridor Summary		\$ 20,490	\$ 20,468	<span style="background-color: #90EE90; border: 1px solid black; padding: 2px;">G</span>	\$ 32,700	\$ 32,916	<span style="background-color: #ADD8E6; border: 1px solid black; padding: 2px;">P</span>	\$ 300	\$ 391	<span style="background-color: #ADD8E6; border: 1px solid black; padding: 2px;">P</span>	\$ 800	\$ 608	<span style="background-color: #90EE90; border: 1px solid black; padding: 2px;">G</span>	\$ 42,500	\$ 24,822	<span style="background-color: #90EE90; border: 1px solid black; padding: 2px;">G</span>	\$ 281,339	\$ 135,695	<span style="background-color: #90EE90; border: 1px solid black; padding: 2px;">G</span>		
6	10	Cal	4	Angels Camp Bypass	Caltrans	\$ 1,678	\$ 1,686	<span style="background-color: #ADD8E6; border: 1px solid black; padding: 2px;">P</span>	Caltrans	\$ 3,374	\$ 4,326	<span style="background-color: #ADD8E6; border: 1px solid black; padding: 2px;">P</span>	Caltrans	\$ 2,335	\$ 2,907	<span style="background-color: #ADD8E6; border: 1px solid black; padding: 2px;">P</span>	\$ 18,600	\$ 19,663	<span style="background-color: #ADD8E6; border: 1px solid black; padding: 2px;">P</span>	Caltrans	\$ 3,600	\$ 4,282	<span style="background-color: #ADD8E6; border: 1px solid black; padding: 2px;">P</span>	\$ 31,101	\$ 25,962	<span style="background-color: #90EE90; border: 1px solid black; padding: 2px;">G</span>
<i>State Route 4 East Widening from Somersville to Route 160 - Corridor Project</i>																										
7	04	CC	4	Corridor Project #1 (EA 2285C)	CCTA	\$ 64	\$ 52	CCTA	\$ 6,242	\$ 6,500	CCTA	\$ -	\$ -	\$ 16,375	\$ 16,900	Caltrans	\$ 10,608	\$ 3,246	\$ 39,641	\$ 15,962						
				Corridor Project #2 (EA 2285E)	CCTA	\$ 88	\$ 75	CCTA	\$ 8,754	\$ 8,754	CCTA	\$ -	\$ -	\$ 12,013	\$ 13,400	Caltrans	\$ 14,395	\$ 43	\$ 48,717	\$ 1,400						
				Corridor Project #3 (EA 1G940)	CCTA	\$ 80	\$ 119	CCTA	\$ 7,443	\$ 15,346	CCTA	\$ -	\$ -	\$ 11,720	\$ 11,500	Caltrans	\$ 13,389	\$ -	\$ 67,813	\$ -						
				Corridor Project #4 (EA 1G941)	CCTA	\$ 68	\$ -	CCTA	\$ 7,261	\$ -	CCTA	\$ -	\$ -	\$ 4,092	\$ -	CCTA	\$ -	\$ -	\$ 98,934	\$ -						
				Corridor Project #5 (EA 24657)	JPA	\$ -	\$ -	JPA	\$ 6,105	\$ -	JPA	\$ -	\$ -	\$ 2,057	\$ -	JPA	\$ -	\$ -	\$ 33,000	\$ -						
				Overall Corridor Summary		\$ 300	\$ 246	<span style="background-color: #90EE90; border: 1px solid black; padding: 2px;">G</span>	\$ 35,805	\$ 30,600	<span style="background-color: #90EE90; border: 1px solid black; padding: 2px;">G</span>	\$ -	\$ -	<span style="background-color: #90EE90; border: 1px solid black; padding: 2px;">G</span>	\$ 46,257	\$ 41,800	<span style="background-color: #90EE90; border: 1px solid black; padding: 2px;">G</span>	\$ 38,392	\$ 3,289	<span style="background-color: #90EE90; border: 1px solid black; padding: 2px;">G</span>	\$ 288,105	\$ 17,362	<span style="background-color: #90EE90; border: 1px solid black; padding: 2px;">G</span>			
<i>I-80 Integrated Corridor - Corridor Project</i>																										
8	04	Ala	CC	4	Corridor Project #1 (EA 3A774)	ACCMA	\$ 400	\$ 400	ACCMA	\$ 400	\$ 400	ACCMA	\$ -	\$ -	\$ -	\$ -	ACCMA	\$ -	\$ -	\$ 7,584	\$ -					
					Corridor Project #2 (EA 3A775)	ACCMA	\$ 400	\$ 400	ACCMA	\$ 400	\$ 348	ACCMA	\$ -	\$ -	\$ -	\$ -	ACCMA	\$ -	\$ -	\$ 5,363	\$ -					
					Corridor Project #3 (EA 3A771)	ACCMA	\$ 150	\$ 150	ACCMA	\$ 250	\$ 250	ACCMA	\$ -	\$ -	\$ -	\$ -	ACCMA	\$ -	\$ -	\$ 1,896	\$ 984					
					Corridor Project #4 (EA 3A776)	ACCMA	\$ 650	\$ 650	ACCMA	\$ 650	\$ 630	ACCMA	\$ -	\$ -	\$ 75	\$ -	Caltrans	\$ 1,492	\$ -	\$ 9,426	\$ -					
					Corridor Project #5 (EA 3A770)	ACCMA	\$ 2,597	\$ 2,597	ACCMA	\$ 3,208	\$ 3,094	ACCMA	\$ -	\$ -	\$ 75	\$ -	Caltrans	\$ 3,675	\$ -	\$ 25,294	\$ -					
					Overall Corridor Summary		\$ 4,197	\$ 4,197	<span style="background-color: #90EE90; border: 1px solid black; padding: 2px;">G</span>	\$ 4,908	\$ 4,722	<span style="background-color: #90EE90; border: 1px solid black; padding: 2px;">G</span>	\$ -	\$ -	<span style="background-color: #90EE90; border: 1px solid black; padding: 2px;">G</span>	\$ 150	\$ -	<span style="background-color: #90EE90; border: 1px solid black; padding: 2px;">G</span>	\$ 5,167	\$ -	<span style="background-color: #90EE90; border: 1px solid black; padding: 2px;">G</span>	\$ 49,563	\$ 984	<span style="background-color: #90EE90; border: 1px solid black; padding: 2px;">G</span>		

Project				Environmental Support			Design Support			Right of Way (1,000's)				Construction (1,000's)												
				(1,000's)			(1,000's)			Support		Capital		Support			Capital									
#	D	CO	RTE	PROJECT DESCRIPTION	Agency	Appd	Exp	Agency	Appd	Exp	Agency	Appd	Exp	Appd	Exp	Agency	Appd	Exp	Appd	Exp						
US 50 HOV Lanes - Corridor Project																										
9	03	ED	50	Corridor Project #1 (EA 3A711)	ED Co DOT	\$ -	\$ -	ED Co DOT	\$ 3,000	\$ 3,015	ED Co DOT	\$ 100	\$ 7	\$ 100	\$ 25	ED Co DOT	\$ 3,560	\$ 6,118	\$ 37,808	\$ 35,581						
				Corridor Project #2 (EA 3A712)		\$ -	\$ -		\$ 1,600	\$ 3,635		\$ -	\$ -		\$ 60	\$ -		\$ -	\$ -	\$ 12,000	\$ -					
				Overall Corridor Summary		\$ -	\$ -	G	\$ 4,600	\$ 6,650	L	\$ 100	\$ 7	G	\$ 160	\$ 25	G	\$ 3,560	\$ 6,118	L	\$ 49,808	\$ 35,581	G			
10	06	Ker	46	Route 46 Expressway - Segment 3	Caltrans	\$ 438	\$ 438	Caltrans	\$ 3,579	\$ 3,909	Caltrans	\$ 1,055	\$ 1,541	P	\$ 10,603	\$ 6,633	G	Caltrans	\$ 9,900	\$ 1,500	G	\$ 49,995	\$ 20,139	G		
11	06	Kin Tul	198	Route 198 Expressway	Caltrans	\$ 2,039	\$ 1,982	G	Caltrans	\$ 5,768	\$ 6,167	P	Caltrans	\$ 3,137	\$ 3,962	P	\$ 22,300	\$ 22,149	G	Caltrans	\$ 9,514	\$ 5,813	G	\$ 50,163	\$ 36,257	G
12	07	LA	405	I-405 Carpool Lane I-10 To US 101 (Northbound)	Caltrans	\$ 22,000	\$ 21,016	G	Caltrans	\$ 39,000	\$ 18,028	G	Caltrans	\$ 15,000	\$ 3,389	G	\$ 82,000	\$ 17,207	G	Metro	\$ -	\$ 4	G	\$ 876,000	\$ 7,755	G
Interstate 5 Carpool Lane from Route 134 to Route 170 - Corridor Project																										
				Corridor Project #1 (EA 12184)	Caltrans	\$ 1,300	\$ 1,140	Caltrans	\$ 15,020	\$ 16,006	Caltrans	\$ 1,800	\$ 1,194	\$ 11,000	\$ 6,240	Caltrans	\$ 12,718	\$ 2,306	\$ 110,786	\$ 3,587						
				Corridor Project #2 (EA 12181)	Caltrans	\$ 780	\$ 698	Caltrans	\$ 12,800	\$ 12,736	Caltrans	\$ 1,730	\$ 1,773	\$ 4,000	\$ 3,004	Caltrans	\$ 13,200	\$ 4,821	\$ 96,850	\$ 21,757						
				Corridor Project #3 (EA 1218W)	Caltrans	\$ 2,050	\$ 2,242	Caltrans	\$ 39,000	\$ 5,371	Caltrans	\$ 3,500	\$ 105	\$ 74,500	\$ 2	Caltrans	\$ 33,000	\$ -	\$ 299,820	\$ -						
				Overall Corridor Summary		\$ 4,130	\$ 4,080	G	\$ 66,820	\$ 34,113	G	\$ 7,030	\$ 3,072	G	\$ 89,500	\$ 9,246	G	\$ 58,918	\$ 7,127	G	\$ 507,456	\$ 25,344	G			
I-5 Carpool Lane from Orange County Line to I-605 - Corridor Project																										
14	07	LA	5	Corridor Project #1 (EA 21591)	Caltrans	\$ 1,384	\$ 1,385	Caltrans	\$ 5,608	\$ 8,798	Caltrans	\$ 1,470	\$ 1,022	\$ 30,000	\$ 2,955	Caltrans	\$ 6,736	\$ -	\$ 65,555	\$ -						
				Corridor Project #2 (EA 21592)	Caltrans	\$ 7,203	\$ 7,207	Caltrans	\$ 14,268	\$ 16,774	Caltrans	\$ 7,107	\$ 915	\$ 249,994	\$ 5,659	Caltrans	\$ 12,728	\$ -	\$ 124,904	\$ -						
				Corridor Project #3 (EA 21593)	Caltrans	\$ 3,643	\$ 3,645	Caltrans	\$ 10,624	\$ 17,129	Caltrans	\$ 3,570	\$ 2,498	\$ 49,587	\$ 2,917	Caltrans	\$ 15,261	\$ -	\$ 131,736	\$ -						
				Corridor Project #4 (EA 21594)	Caltrans	\$ 4,793	\$ 4,796	Caltrans	\$ 13,415	\$ 16,772	Caltrans	\$ 4,656	\$ 3,796	\$ 111,583	\$ 5,293	Caltrans	\$ 16,693	\$ -	\$ 151,019	\$ -						
				Corridor Project #5 (EA 21595)	Caltrans	\$ 1,922	\$ 1,923	Caltrans	\$ 11,387	\$ 7,972	Caltrans	\$ 2,542	\$ 841	\$ 36,452	\$ 233	Caltrans	\$ 14,131	\$ -	\$ 131,786	\$ -						
				Overall Corridor Summary		\$ 18,945	\$ 18,956	S	\$ 55,302	\$ 57,039	S	\$ 19,345	\$ 9,072	G	\$ 477,616	\$ 17,057	G	\$ 65,549	\$ -	G	\$ 605,000	\$ -	G			
Highway 101 Marin-Sonoma Narrows - Corridor Project																										
15	04	Mm	101	Corridor Project #1 (EA 26407)	Caltrans	\$ 8,822	\$ 8,822	Caltrans	\$ 7,573	\$ 4,574	Caltrans	\$ 2,595	\$ 745	\$ 24,566	\$ 4,186	Caltrans	\$ 4,850	\$ -	\$ 29,664	\$ -						
				Corridor Project #2 (EA 26408U)	Caltrans	\$ 7,600	\$ 7,600	Caltrans	\$ 11,037	\$ 3,294	Caltrans	\$ 1,900	\$ 709	\$ 13,406	\$ 591	Caltrans	\$ 12,190	\$ -	\$ 77,000	\$ -						
				Corridor Project #3 (EA 26406)	Caltrans	\$ 9,520	\$ 9,520	Caltrans	\$ 4,507	\$ 4,507	Caltrans	\$ 65	\$ 83	\$ 277	\$ 262	Caltrans	\$ 7,000	\$ 2,206	\$ 28,473	\$ 12,397						
				Corridor Summary		\$ 25,942	\$ 25,942	G	\$ 23,117	\$ 12,375	G	\$ 4,560	\$ 1,537	G	\$ 38,249	\$ 5,039	G	\$ 24,040	\$ 2,206	G	\$ 135,137	\$ 12,397	G			
16	04	Mm	580	Westbound I-580 to Northbound US 101 Connector Improvements	TAM	\$ 1,300	\$ 1,269	G	TAM	\$ 2,900	\$ 2,802	G	TAM	\$ -	\$ -	G	\$ 500	\$ 20	G	Caltrans	\$ 2,100	\$ 1,722	G	\$ 11,052	\$ 10,605	G
17	05	Mon	1	Salinas Road Interchange	Caltrans	\$ 3,068	\$ 2,899	G	Caltrans	\$ 2,950	\$ 3,853	P	Caltrans	\$ 757	\$ 780	P	\$ 4,680	\$ 2,370	G	Caltrans	\$ 4,428	\$ 2,392	G	\$ 14,140	\$ 6,198	G
SR 12 Jameson Canyon Widening - Phase 1																										
18	04	Nap Sol	12	PAED Costs Phase 2 (EA 26412)	Caltrans	\$ 2,190	\$ 2,190		\$ -	\$ -		\$ -	\$ -	\$ -	\$ -		\$ -	\$ -	\$ -	\$ -						
				Corridor Project #1 (EA 26413)	Caltrans	\$ 1,790	\$ 1,802	STA	\$ 3,190	\$ 3,177	Caltrans	\$ 820	\$ 664	\$ 4,708	\$ 1,935	Caltrans	\$ 4,850	\$ 5	\$ 30,600	\$ -						
				Corridor Project #2 (EA 26414)	Caltrans	\$ 3,320	\$ 2,779	STA	\$ 5,910	\$ 5,621	Caltrans	\$ 1,530	\$ 899	\$ 8,701	\$ 3,297	Caltrans	\$ 9,250	\$ 5	\$ 61,000	\$ -						
				Corridor Summary		\$ 7,300	\$ 6,771	G	\$ 9,100	\$ 8,798	G	\$ 2,350	\$ 1,563	G	\$ 13,409	\$ 5,232	G	\$ 14,100	\$ 10	G	\$ 91,600	\$ -	G			
19	03	Nev	49	Route 49 La Barr Meadows Widening	Caltrans	\$ 2,900	\$ 2,852	G	Caltrans	\$ 2,672	\$ 2,809	P	Caltrans	\$ 2,000	\$ 2,249	P	\$ 8,500	\$ 5,163	G	Caltrans	\$ 3,500	\$ 1,670	G	\$ 9,607	\$ 4,667	G
20	12	Ora	91	Add one lane on EB SR-91 from SR-241/SR-91 to SR-71/SR-91	OCTA	\$ 1,944	\$ 1,944	G	Caltrans	\$ 8,000	\$ 7,160	G	Caltrans	\$ 834	\$ 812	G	\$ 2,094	\$ 1,531	G	Caltrans	\$ 7,801	\$ 5,745	G	\$ 40,086	\$ 39,048	G
SR-22 / I-405 / I-605 HOV Connector with ITS Elements - Corridor Project																										
21	12	Ora	22	Corridor Project #1 (EA 07163)	OCTA	\$ -	\$ -	OCTA	\$ 14,000	\$ 14,375	OCTA	\$ -	\$ -	\$ 5,000	\$ 627	Caltrans	\$ 25,000	\$ 4,615	\$ 115,630	\$ 24,441						
				Corridor Project #2 (EA 07162)	OCTA	\$ -	\$ -	OCTA	\$ 13,500	\$ 12,137	OCTA	\$ -	\$ -	\$ 12,200	\$ 3,968	Caltrans	\$ 18,200	\$ 5,188	\$ 125,100	\$ 22,271						
				Overall Corridor Summary		\$ -	\$ -	G	\$ 27,500	\$ 26,512	G	\$ -	\$ -	G	\$ 17,200	\$ 4,595	G	\$ 43,200	\$ 9,803	G	\$ 240,730	\$ 46,712	G			

Project				Environmental Support			Design Support			Right of Way (1,000's)					Construction (1,000's)												
#	D	CO	RTE	PROJECT DESCRIPTION	(1,000's)			(1,000's)			Support			Capital		Support			Capital								
					Agency	Appd	Exp	Agency	Appd	Exp	Agency	Appd	Exp	Appd	Exp	Agency	Appd	Exp	Appd	Exp							
22	12	Ora	91	Widen EB&WB SR-91 fr E of SR-55 Conn to E of Weir Canyon Road	Caltrans	\$ 4,649	\$ 4,114	G	Caltrans	\$ 8,825	\$ 7,765	G	Caltrans	\$ 150	\$ 72	G	\$ 1,000	\$ 9	G	Caltrans	\$ 8,633	\$ 2,160	G	\$ 54,253	\$ 8,721	G	
23	12	Ora	57	Widen NB fr 0.3 m S of Katella Ave to 0.3 m N of Lincoln Ave	OCTA	\$ 1,176	\$ 1,328	L	OCTA	\$ 3,528	\$ 2,928	G	Caltrans	\$ 150	\$ 303	L	\$ 1,540	\$ 635	G	Caltrans	\$ 5,292	\$ 60	G	\$ 29,400	\$ -	G	
Widen NB from 0.4 m N of SR-91 to 0.1 m N of Lambert Road - Corridor Project																											
24	12	Ora	57	Corridor Project #1 (EA 0F031)	OCTA	\$ 831	\$ 572		OCTA	\$ 6,120	\$ 6,831		Caltrans	\$ 539	\$ 618		\$ 1,413	\$ 1,742		Caltrans	\$ 9,180	\$ 2,823		\$ 31,745	\$ 9,325		
				Corridor Project #2 (EA 0F032)	OCTA	\$ 831	\$ 596		OCTA	\$ 6,120	\$ 6,368		Caltrans	\$ 758	\$ 862		\$ 1,591	\$ 1,209		Caltrans	\$ 9,180	\$ 2,844		\$ 32,070	\$ 11,388		
				Corridor Summary		\$ 1,662	\$ 1,168	G		\$ 12,240	\$ 13,199	L		\$ 1,297	\$ 1,480	L	\$ 3,004	\$ 2,951	G		\$ 18,360	\$ 5,667	G	\$ 63,815	\$ 20,713	G	
Lincoln Bypass - Corridor Project																											
25	03	Pla	65	Corridor Project #1 (EA 3338U)	Caltrans	\$ 5,600	\$ 3,916		Caltrans	\$ 13,400	\$ 14,326		Caltrans	\$ 3,000	\$ 3,388		\$ 83,750	\$ 74,987		Caltrans	\$ 22,000	\$ 16,349		\$ 164,453	\$ 135,398		
				Corridor Project #2 (EA 33382)	Caltrans	\$ -	\$ -		Caltrans	\$ 749	\$ 790		Caltrans	\$ -	\$ -		\$ -	\$ -		Caltrans	\$ 2,250	\$ -		\$ 20,000	\$ -		
				Overall Corridor Summary		\$ 5,600	\$ 3,916	G		\$ 14,149	\$ 15,116	P		\$ 3,000	\$ 3,388	P	\$ 83,750	\$ 74,987	G		\$ 24,250	\$ 16,349	G	\$ 184,453	\$ 135,398	G	
26	03	Pla	80	Pla-80 HOV Phase 2	Caltrans	\$ 2,136	\$ 2,067	G	Caltrans	\$ 6,498	\$ 7,094	P	Caltrans	\$ 400	\$ 353	G	\$ 200	\$ 175	G	Caltrans	\$ 7,143	\$ 4,869	G	\$ 31,200	\$ 28,914	G	
27	03	Pla	80	Pla-80 HOV Phase 3	Caltrans	\$ -	\$ -	G	Caltrans	\$ 3,500	\$ 2,610	G	Caltrans	\$ 200	\$ 60	G	\$ 400	\$ 20	G	Caltrans	\$ 5,300	\$ 4,756	G	\$ 39,974	\$ 22,458	G	
28	08	Riv	215	Widening, Add One Mixed Flow Lane in Each Direction	RCTC	\$ 3,623	\$ 3,623	G	RCTC	\$ 3,548	\$ 3,623	P	RCTC	\$ -	\$ -	G	\$ -	\$ -	G	RCTC	\$ -	\$ -	G	\$ 22,057	\$ 5,526	G	
29	08	Riv	91	HOV Lane Gap Closure	RCTC	\$ 3,193	\$ 785	G	Caltrans	\$ 20,262	\$ 21,068	L	RCTC	\$ 1,100	\$ 1,666	P	\$ 62,157	\$ 25,040	G	Caltrans	\$ 20,598	\$ 1	G	\$ 171,146	\$ 12,326	G	
30	03	Sac	50	Hwy 50 Bus/Carpool & Aux Lns & Community Enhancements	Caltrans	\$ 5,000	\$ 5,180	P	Caltrans	\$ 6,500	\$ 7,511	P	Caltrans	\$ 1,300	\$ 1,353	L	\$ 1,000	\$ 413	G	Caltrans	\$ 14,000	\$ 10,498	G	\$ 100,736	\$ 63,013	G	
31	03	Sac	Loc	White Rock Road from Grant Line to Prairie City	Sac Co	\$ 1,500	\$ 1,435	G	Sac Co	\$ 1,250	\$ 1,033	G	Sac Co	\$ -	\$ -	G	\$ 4,000	\$ 1,276	G	Sac Co	\$ -	\$ -	G	\$ 19,100	\$ -	G	
32	08	SBd	10	Westbound Mixed Flow Lane Addition	SANBAG	\$ -	\$ -	G	SANBAG	\$ 5,000	\$ 2,396	G	SANBAG	\$ -	\$ -	G	\$ 311	\$ -	G	SANBAG	\$ -	\$ -	G	\$ 25,449	\$ 7,115	G	
33	08	SBd	215	I-215 North Segments 1 & 2 - HOV & Mixed Flow Ln Addition	Caltrans	\$ 816	\$ 635	G	SANBAG	\$ 26,792	\$ 24,456	G	Caltrans	\$ 10,090	#####	G	\$ 96,905	\$ 47,196	G	SANBAG	\$ -	\$ -	G	\$ 212,704	\$ 118,557	G	
215 North and 210 Connectors - Corridor Project																											
34	08	SBd	215	SR - 210/215 Connectors	SANBAG	\$ 1,800	\$ 1,800		SANBAG	\$ 4,866	\$ 5,508		Caltrans	\$ 2,000	\$ 950		\$ 8,437	\$ 6,619		Caltrans	\$ 12,883	\$ 750		\$ 47,672	\$ 7,173		
				I-215 North Segment 5	Caltrans	\$ -	\$ -		SANBAG	\$ 5,065	\$ 5,200		Caltrans	\$ 585	\$ 329		\$ 2,550	\$ 741		Caltrans	\$ 7,333	\$ 277		\$ 29,207	\$ 6,259		
				Corridor Summary		\$ 1,800	\$ 1,800	G		\$ 9,931	\$ 10,707	P		\$ 2,585	\$ 1,279	G	\$ 10,987	\$ 7,360	G		\$ 20,216	\$ 1,027	G	\$ 76,879	\$ 13,432	G	
36	08	SBd	10	Widen Exit Ramps&Add Aux @Cherry, Citrus&Cedar IC's	Caltrans	\$ 650	\$ 647	G	Caltrans	\$ 1,670	\$ 1,840	P	Caltrans	\$ 440	\$ 13	G	\$ 130	\$ -	G	Caltrans	\$ 3,280	\$ 3,098	G	\$ 12,130	\$ 5,293	G	
Managed Lanes South Segment - Corridor Project																											
37	11	SD	15	Corridor Project #1 (EA 2T093)	Caltrans	\$ -	\$ -		Caltrans	\$ 14,631	\$ 10,254		Caltrans	\$ 685	\$ 278		\$ 1,022	\$ 131		Caltrans	\$ 14,739	\$ 14,318		\$ 79,026	\$ 74,770		
				Corridor Project #2 (EA 2T091)	Caltrans	\$ -	\$ -		Caltrans	\$ 15,604	\$ 9,150		Caltrans	\$ 500	\$ 46		\$ 25	\$ 3		Caltrans	\$ 14,025	\$ 11,287		\$ 57,616	\$ 56,587		
				Corridor Project #3 (EA 2T092)	Caltrans	\$ -	\$ -		Caltrans	\$ 18,970	\$ 15,811		Caltrans	\$ 1,405	\$ 448		\$ 2,643	\$ 1,391		Caltrans	\$ 21,236	\$ 13,916		\$ 94,432	\$ 86,787		
				Overall Corridor Summary		\$ -	\$ -	G		\$ 49,205	\$ 35,215	G		\$ 2,590	\$ 772	G	\$ 3,690	\$ 1,525	G		\$ 50,000	\$ 39,521	G	\$ 231,074	\$ 218,144	G	
I-5 North Coast Corridor - Stage 1A - Corridor Project																											
38	11	SD	5	Corridor Project #1 (EA 2358U)	Caltrans	\$ 3,626	\$ -		Caltrans	\$ -	\$ 1,361		Caltrans	\$ -	\$ 94		\$ -	\$ -		Caltrans	\$ 6,000	\$ 7,574		\$ 43,038	\$ 36,974		
				Corridor Project #2 (EA 2T040)	Caltrans	\$ 3,500	\$ 2,343		Caltrans	\$ 9,900	\$ 9,271		Caltrans	\$ 900	\$ 974		\$ 500	\$ 94		Caltrans	\$ 11,820	\$ 6,289		\$ 75,380	\$ 18,812		
				Corridor Summary		\$ 7,126	\$ 2,343	G		\$ 9,900	\$ 10,632	L		\$ 900	\$ 1,068	L	\$ 500	\$ 94	G		\$ 17,820	\$ 13,863	G	\$ 118,418	\$ 55,786	G	
39	10	SJ	205	I-205 Auxiliary Lanes	SJCOG	\$ 1,169	\$ 1,145	G	SJCOG	\$ 4,830	\$ 3,500	G	SJCOG	\$ 100	\$ 60	G	\$ 1,150	\$ 3	G	Caltrans	\$ 2,900	\$ 815	G	\$ 25,923	\$ 7,600	G	
40	05	SLO	46	Route 46 Corridor Improvements (Whitley 1)	Caltrans	\$ -	\$ -	G	Caltrans	\$ 6,400	\$ 6,115	G	Caltrans	\$ 1,200	\$ 1,910	P	\$ 10,400	\$ 7,201	G	Caltrans	\$ 7,000	\$ 2,337	G	\$ 58,105	\$ 34,635	G	

Project				Environmental Support			Design Support			Right of Way (1,000's)				Construction (1,000's)												
				(1,000's)			(1,000's)			Support		Capital		Support			Capital									
#	D	CO	RTE	PROJECT DESCRIPTION	Agency	Appd	Exp	Agency	Appd	Exp	Agency	Appd	Exp	Appd	Exp	Agency	Appd	Exp	Appd	Exp						
<b>Widen US 101 &amp; Add Aux Lns Marsh Rd to Embarcadero Rd - Corridor Project</b>																										
41	04	SM	101	Corridor Project #1 (EA 23563)	Caltrans	\$ 2,800	\$ 2,761	Caltrans	\$ 6,056	\$ 5,363	Caltrans	\$ 316	\$ 203	\$ 903	\$ 9	Caltrans	\$ 8,259	\$ 1,252	\$ 31,495	\$ 6,908						
				Corridor Project #3 (EA 23564)	Caltrans	\$ 1,300	\$ 1,296	Caltrans	\$ 2,788	\$ 3,194	Caltrans	\$ 176	\$ 64	\$ 1,800	\$ -	Caltrans	\$ 3,802	\$ -	\$ 12,648	\$ -						
				Corridor Summary		\$ 4,100	\$ 4,057	G	\$ 8,844	\$ 8,557	G	\$ 492	\$ 267	G	\$ 2,703	\$ 9	G	\$ 12,061	\$ 1,252	G	\$ 44,143	\$ 6,908	G			
42	04	SCI	880	I-880 Widening (SR 237 to US 101)	SCVTA	\$ 5,500	\$ 3,147	G	SCVTA	\$ 6,200	\$ 7,219	L	SCVTA	\$ -	\$ -	G	\$ 8,100	\$ 5,266	G	Caltrans	\$ 9,810	\$ 14	G	\$ 65,390	\$ -	G
43	04	SCI	101	US 101 Aux Lanes - State Route 85 to Embarcadero Rd	SCVTA	\$ 3,971	\$ 4,556	L	SCVTA	\$ 8,180	\$ 8,388	L	SCVTA	\$ -	\$ -	G	\$ 5,177	\$ 1,543	G	Caltrans	\$ 11,080	\$ 6	G	\$ 73,850	\$ -	G
44	04	SCI	101	US 101 Improvements (I-280 to Yerba Buena Rd)	SCVTA	\$ 3,320	\$ 3,535	L	SCVTA	\$ 6,550	\$ 6,550	G	SCVTA	\$ -	\$ -	G	\$ 1,850	\$ 818	G	Caltrans	\$ 6,690	\$ 3,801	G	\$ 31,459	\$ 17,202	G
45	05	ScR	1	Highway 1 Soquel to Morrissey Auxiliary Lanes	SCCRTC	\$ 2,367	\$ 2,061	S	SCCRTC	\$ 1,290	\$ 1,290	G	Caltrans	\$ 194	\$ 97	G	\$ 301	\$ 34	G	SCCRTC	\$ -	\$ -	G	\$ 18,340	\$ 911	G
46	02	Sha	5	Cottonwood Hills Truck Climbing Lane	Caltrans	\$ 305	\$ 305	G	Caltrans	\$ 1,363	\$ 1,385	P	Caltrans	\$ 966	\$ 5	G	\$ 185	\$ -	G	Caltrans	\$ 2,100	\$ 1,218	G	\$ 11,560	\$ 11,186	G
<b>HOV lanes, Fairfield (Rt 80/680/12 to Putah Creek) - Corridor Project</b>																										
47	04	Sol	80	Corridor Project #1 (EA 0A531)	STA	\$ 4,475	\$ 4,475	STA	\$ 2,725	\$ 2,502	STA	\$ -	\$ -	\$ -	\$ -	Caltrans	\$ 6,351	\$ 4,211	\$ 29,197	\$ 28,232						
				Corridor Project #3 (EA 0A532)	STA	\$ 300	\$ 300	STA	\$ 1,500	\$ 1,151	STA	\$ -	\$ -	\$ -	\$ -	Caltrans	\$ 1,319	\$ 1,162	\$ 4,768	\$ 3,892						
				Corridor Project #2 (EA 4C15U)		\$ 1,040	\$ 672		\$ 3,120	\$ 578		\$ 26	\$ -		\$ 10	\$ -		\$ 3,900	\$ 1,597	\$ 22,200	\$ 15,836					
				Corridor Summary		\$ 5,815	\$ 5,447	G	\$ 7,345	\$ 4,231	G	\$ 26	\$ -	G	\$ 10	\$ -	G	\$ 11,570	\$ 6,970	G	\$ 56,165	\$ 47,960	G			
48	04	Son	101	Central Phase A - US 101 HOV Lns from Railroad Ave to Rohnert Park Expressway	SCTA	\$ 3,500	\$ 3,196	G	SCTA	\$ 10,000	\$ 8,608	G	Caltrans	\$ 750	\$ 577	G	\$ 9,700	\$ 1,458	G	Caltrans	\$ 10,500	\$ 8,562	G	\$ 58,311	\$ 44,968	G
49	04	Son	101	US 101 HOV lanes - North Phase A (from Steele Lane to Windsor River Road)	SCTA	\$ 3,500	\$ 3,314	G	Caltrans	\$ 6,000	\$ 4,155	G	Caltrans	\$ 500	\$ 330	G	\$ 7,060	\$ 375	G	Caltrans	\$ 12,000	\$ 8,454	G	\$ 91,200	\$ 88,022	G
50	04	Son	101	US 101 HOV Lanes - Wilfred Ave to Santa Rosa Ave	Caltrans	\$ 5,018	\$ 5,033	N	Caltrans	\$ 8,104	\$ 6,804	G	Caltrans	\$ 1,350	\$ 1,047	P	\$ 7,230	\$ 3,132	G	Caltrans	\$ 6,600	\$ 5,762	G	\$ 49,250	\$ 35,062	G
51	10	Sta	219	SR-219 Expressway, Phase 1 (SR-99 to Morrow Road)	Caltrans	\$ 1,648	\$ 1,621	G	Caltrans	\$ 2,828	\$ 2,891	P	Caltrans	\$ 3,260	\$ 3,833	P	\$ 28,000	\$ 15,790	G	Caltrans	\$ 2,000	\$ 1,871	G	\$ 7,844	\$ 6,601	G
52	10	Sta	219	SR-219 Expressway, Phase 2 (Morrow Road to Route 108)	Caltrans	\$ -	\$ -	G	Caltrans	\$ 3,100	\$ 3,044	G	Caltrans	\$ 2,500	\$ 2,422	G	\$ 17,281	\$ 12,449	G	Caltrans	\$ 4,300	\$ -	G	\$ 26,000	\$ -	G
53	10	Tuo	108	E. Sonora Bypass Stage II	Caltrans	\$ 120	\$ 111	G	Caltrans	\$ 6,000	\$ 6,116	P	Caltrans	\$ 2,820	\$ 2,855	P	\$ 11,978	\$ 9,947	G	Caltrans	\$ 5,500	\$ -	G	\$ 26,560	\$ 256	G
54	07	Ven	101	HOV Lanes, Mussel Shoals to Casitas Pass Road	Caltrans	\$ 5,070	\$ 5,118	S	Caltrans	\$ 12,179	\$ 10,391	G	Caltrans	\$ 641	\$ 369	S	\$ 1,980	\$ 385	S	Caltrans	\$ 15,300	\$ -	G	\$ 116,300	\$ -	G
<b>CMIA projects amended into program using project cost/award savings</b>																										
55	4	Son	101	Central Project Phase B	SCTA	\$ -	\$ -	G	SCTA	\$ 1,506	\$ 1,506	L	SCTA	\$ 150	\$ 6	G	\$ 665	\$ 188	G	Caltrans	\$ 3,000	\$ 1,208	G	\$ 13,312	\$ 8,115	G
56	3	Sac	80	I-80 HOV Ln Across the Top	Caltrans	\$ 2,700	\$ 2,560	G	Caltrans	\$ 7,911	\$ 7,745	G	Caltrans	\$ 636	\$ 293	G	\$ 1,200	\$ 569	G	Caltrans	\$ 16,000	\$ 781	G	\$ 104,588	\$ 8,240	G
57	10	SJ	5	I-5 HOV Ln and CRCP	Stockton	\$ 4,000	\$ -	G	Stockton	\$ 11,180	\$ -	G	Stockton	\$ 100	\$ -	G	\$ -	\$ -	G	Caltrans	\$ 11,990	\$ 1,275	G	\$ 94,008	\$ 10,130	G
58	5	SLO	101	Santa Maria Bridge	Caltrans	\$ 1,796	\$ 1,639	G	Caltrans	\$ 4,112	\$ 4,215	P	Caltrans	\$ 265	\$ 175	G	\$ 252	\$ 62	G	Caltrans	\$ 6,600	\$ 535	G	\$ 37,274	\$ 400	G
59	11	SD	15	Mira Mesa Direct Access Ramp	Caltrans	\$ 3,198	\$ 2,683	G	Caltrans	\$ 7,280	\$ 6,911	G	Caltrans	\$ 1,979	\$ 545	G	\$ 11,100	\$ 2,804	G	Caltrans	\$ 8,500	\$ -	G	\$ 50,500	\$ 2,500	G
60	2	Sha	5	South Redding 6-Lane	Caltrans	\$ 1,195	\$ 943	G	Caltrans	\$ 510	\$ 405	G	Caltrans	\$ 50	\$ 10	G	\$ -	\$ -	G	Caltrans	\$ 2,250	\$ 771	G	\$ 19,463	\$ 12,033	G
61	3	But	32	But 32 Hwy Widening	Chico	\$ 1,200	\$ 1,078	G	Chico	\$ 2,300	\$ 1,738	G	Chico	\$ -	\$ -	G	\$ -	\$ -	G	Chico	\$ -	\$ -	G	\$ 6,425	\$ -	G
<b>Ala 84 Expressway - Corridor Project</b>																										
62	04	Ala	84	Corridor Project #1 (EA 29761)	ACCMA	\$ 1,000	\$ 996	ACCMA	\$ 4,200	\$ 3,035	ACCMA	\$ -	\$ -	\$ 7,000	\$ 643	Caltrans	\$ 3,780	\$ -	\$ 32,632	\$ -						
				Corridor Project #3 (EA 29762)	ACCMA	\$ 1,500	\$ 1,494	ACCMA	\$ 6,300	\$ 4,553	ACCMA	\$ -	\$ -	\$ 11,500	\$ 965	Caltrans	\$ 5,220	\$ -	\$ 49,727	\$ -						
				Corridor Summary		\$ 2,500	\$ 2,490	G	\$ 10,500	\$ 7,588	G	\$ -	\$ -	G	\$ 18,500	\$ 1,608	G	\$ 9,000	\$ -	G	\$ 82,359	\$ -	G			
63	4	Mm	404	Marin-Sonoma Narrows	Project Deleted																					
64	6	Tul	198	Plaza Dr IC / Aux Lns	Visalia	\$ 1,255	\$ 263	G	Visalia	\$ 1,924	\$ 97	G	Visalia	\$ 50	\$ -	G	\$ 2,850	\$ -	G	Visalia	\$ -	\$ -	G	\$ 22,296	\$ -	G
65	4	Var	Var	Fwy Performance Initiative	Caltrans	\$ 4,954	\$ 7,454	G	Caltrans	\$ 8,755	\$ 1,595	G	Caltrans	\$ 883	\$ -	G	\$ 190	\$ -	G	Caltrans	\$ 7,953	\$ -	G	\$ 62,004	\$ -	G
66	8	Sbd Riv	215	I-215 Gap Closure	SBAG	\$ 6,120	\$ 6,596	L	Caltrans	\$ 13,029	\$ 4,226	G	SBAG	\$ -	\$ -	G	\$ 10,212	\$ 1	G	Caltrans	\$ 13,484	\$ -	G	\$ 134,850	\$ -	G

Project				Environmental Support			Design Support			Right of Way (1,000's)						Construction (1,000's)										
#	D	CO	RTE	PROJECT DESCRIPTION	(1,000's)			(1,000's)			Support			Capital			Support			Capital						
					Agency	Appd	Exp	Agency	Appd	Exp	Agency	Appd	Exp	Appd	Exp	Agency	Appd	Exp	Appd	Exp						
67	7	LA	10	I-10 HOV Citrus to 57	Caltrans	\$ 643	\$ 136	G	Caltrans	\$ 14,500	\$ 15,949	S	Caltrans	\$ 1,500	\$ 92	G	\$ 8,000	\$ 34	G	Caltrans	\$ 14,500	\$ -	G	\$ 153,000	\$ -	G
68	4	SoI	80	I80/SR12 Connector	STA	\$ 13,500	\$ 5,088	G	STA	\$ 9,480	\$ 350	G	STA	\$ -	\$ -	G	\$ 23,160	\$ -	G	Caltrans	\$ 8,460	\$ -	G	\$ 56,400	\$ -	G
69	4	Son	101	North Project Phase B Airport	SCTA	\$ 790	\$ 242	G	SCTA	\$ 4,130	\$ 2,416	G	Caltrans	\$ 750	\$ 160	G	\$ 5,638	\$ 389	G	Caltrans	\$ 4,500	\$ -	G	\$ 30,000	\$ -	G
70	4	SCI	880	I-880 Stevens Ctk IC Impvmts	Caltrans	\$ 4,200	\$ 859	G	Caltrans	\$ 6,475	\$ 5,128	G	Caltrans	\$ -	\$ -	G	\$ 4,465	\$ -	G	Caltrans	\$ 5,164	\$ -	G	\$ 34,035	\$ -	G
71	4	CC	4	SR 4 Bypass Fwy Phase 1&2	Project Combined w #7																					
72	3	Pla	65	Lincoln Bypass Ph 2A Seg 1	Project Combined w #25																					
73	3	ED	50	US 50 HOV Phase 2A Seg 1	Project Combined w #9																					
74	4	Son	101	MSN Petaluma River Bridge	Project Combined w #15, Seg 2																					
75	4	SCI	101	Capitol Exp Yerba Buena IC	SCVTA	\$ 3,320	\$ -	G	SCVTA	\$ 4,356	\$ -	G	SCVTA	\$ -	\$ -	G	\$ -	\$ -	G	SCVTA	\$ 4,100	\$ -	G	\$ 19,900	\$ -	G
76	8	SBd	15	La Mesa Nisqualli Rd IC	Victorville	\$ 1,070	\$ 133	G	Victorville	\$ 2,900	\$ 2	G	Victorville	\$ -	\$ -	G	\$ 25,860	\$ -	G	SANBAG	\$ -	\$ -	G	\$ 58,200	\$ 3,084	G
77	11	SD	805	HOV Lns - SR54 to SR94	Caltrans	\$ 7,754	\$ -	G	Caltrans	\$ 6,000	\$ 1,680	G	Caltrans	\$ -	\$ -	G	\$ -	\$ -	G	Caltrans	\$ 9,308	\$ -	G	\$ 62,053	\$ -	G
78	11	SD	805	HOV Lns - Palomar to SR94	Caltrans	\$ 7,754	\$ -	G	Caltrans	\$ 4,000	\$ 3,763	G	Caltrans	\$ -	\$ -	G	\$ -	\$ -	G	Caltrans	\$ 5,392	\$ -	G	\$ 35,947	\$ -	G
79	5	SLO	46	Whitley 2A	Caltrans	\$ -	\$ -	G	Caltrans	\$ 6,000	\$ 3,600	G	Caltrans	\$ 1,600	\$ 556	G	\$ 4,400	\$ 53	G	Caltrans	\$ 7,000	\$ -	G	\$ 40,000	\$ -	G
80	5	SLO	46	SR 75 / I-5 IC	San Juan Capistrano	\$ 1,700	\$ 1,700	G	Caltrans	\$ 7,373	\$ 5,926	G	Caltrans	\$ 3,000	\$ 1,367	G	\$ 28,753	\$ 154	G	Caltrans	\$ 6,574	\$ -	G	\$ 38,814	\$ -	G
81	11	SD	805	I-805 Managed Lns North	Caltrans	\$ -	\$ -	G	Caltrans	\$ 2,830	\$ 291	G	Caltrans	\$ 2,047	\$ 36	G	\$ 4,181	\$ 19	G	Caltrans	\$ 26,637	\$ -	G	\$ 127,305	\$ -	G



# **Second Quarter FY 2011-12 State Route 99 (SR99) Bond Program Report**

**Quarterly Report to the  
California Transportation  
Commission**

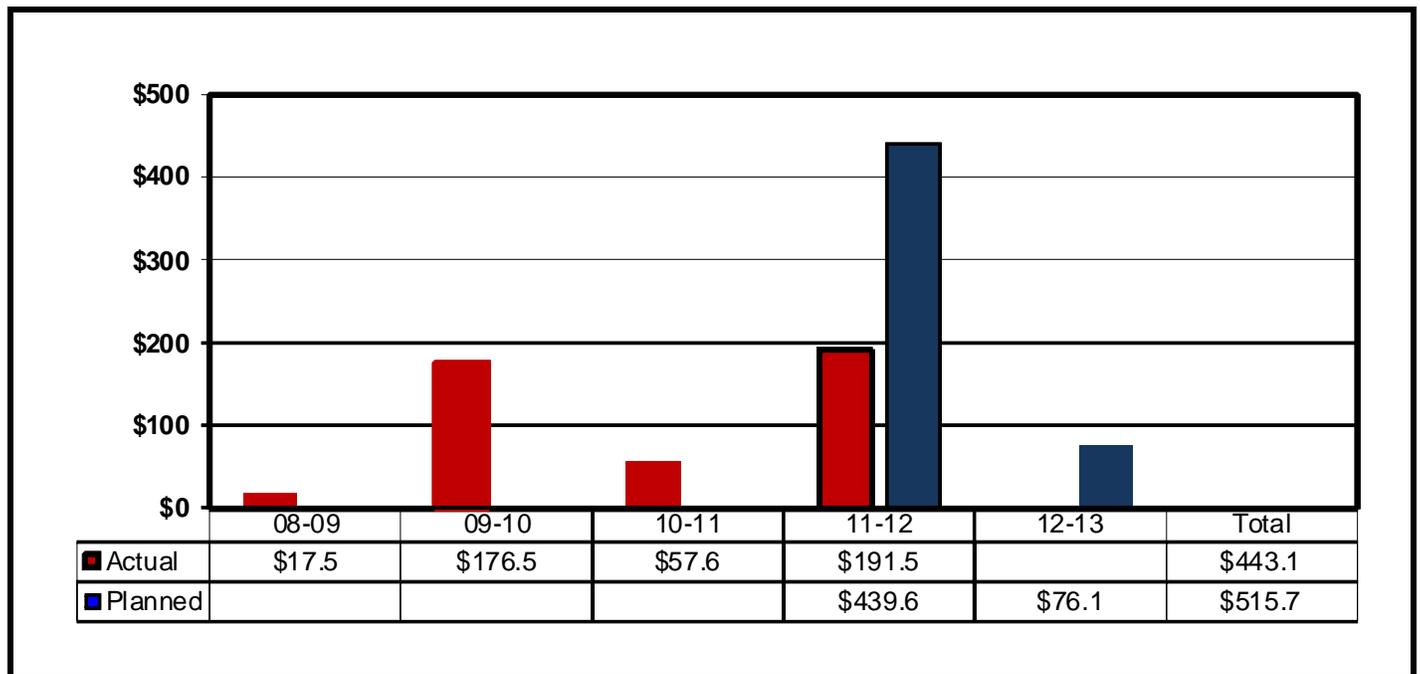


# State Route 99 Corridor Program Status

Second Quarter FY 2011-12

In the State Route 99 Corridor bond program budget, \$784 million is to be allocated for construction contracts. In addition, \$175 million is for other funded project components including right of way and engineering support costs. There is also \$20 million set aside for bond administrative costs and an uncommitted balance of \$21 million. To date, \$443 million has been allocated which utilizes 46 percent of the committed program funds.

**SR99 Bond Program Allocations (millions)**



**SR99 Bond Program Funding (millions)**

Component	Available	Allocated	Percent
<b>Construction</b>			
Support	\$ 94.7	\$ 41.3	44%
Capital	\$ 783.7	\$ 321.4	41%
<b>Right of Way</b>			
Support	\$ 10.8	\$ 10.8	100%
Capital	\$ 54.7	\$ 54.7	100%
<b>Preliminary Engineering</b>			
Support	\$ 14.9	\$ 14.9	100%
<b>Subtotal</b>	\$ 958.8	\$ 443.1	46%
<b>Uncommitted</b>	\$ 21.2		
<b>Bond Administration</b>	\$ 20.0		
<b>Program Total</b>	\$ 1,000		

# State Route 99 Corridor Program Progress Report

Second Quarter FY 2011-12

This report reflects the program delivery status of State Route 99 Corridor (SR 99) bond funds for the 13 projects adopted on March 15, 2007 by the California Transportation Commission and two additional projects amended into the program. The projects adopted into the program have a current approved overall value of \$1.308 billion including SR99 bond funds for \$959 million.

## Program Baseline Amendments

At the Commission's January, 2012 meeting the following projects had amendments approved to update cost, schedule, and scope information.

#	Co	Rte	Project
11	Sut	99	Sutter 99 Segment 2

At the Commission's February, 2012 meeting the following project had amendments approved to update cost, schedule, and scope information.

#	Co	Rte	Project
5	Mer	99	Freeway Upgrade & Plainsburg Road IC
7	Sac	99	SR 99 / Elverta Road Interchange

## Program Corridor Project Status Summary

Projects	Project Phase
0	Environmental
10	Design
0	Advertised
5	Construction
0	Closeout
0	Completed
15	Total

#	Co	Rte	Project	Scope	Budget	Schedule	Phase
<b>Projects in Original Adopted SR99 Corridor Program</b>							
1	But	99	Butte SR99 Chico Auxiliary Lanes	✓	✓	✓	Construction
2	Fre	99	Island Park 6-Lane	◆	✗	◆	Construction
3	Mad	99	Reconstruct Interchange at Ave 12	✓	✗	✓	Design
4	Mer	99	Arboleda Road Freeway	✓	✓	✓	Design
5	Mer	99	Freeway Upgrade & Plainsburg Road IC	✓	◆	✗	Design
6	Sac	99	Add Aux Ln Calvine to N Mack Rd on 99	✓	✓	✓	Construction
7	Sac	99	SR 99 / Elverta Road Interchange	✓	✓	✗	Design
8	SJ	99	SR 99 (South Stockton) Widening	✓	✗	✓	Design
9	SJ	99	SR99 Widening in Manteca & San Joaquin	✓	✓	◆	Design
10	Sut	99	SR 99 / Riego Road Interchange	✓	✓	◆	Design
11	Sut	99	Sutter 99 Segment 2	✓	✗	◆	Construction
12	Teh	99	Los Molinos	✓	✓	✓	Stg 2 - Design
13	Tul	99	Goshen to Kingsburg 6-Lane	✓	✓	✓	Construction
<b>Projects Amended into SR99 Corridor Program</b>							
14	Sut	99	SR99 / SR113 Interchange	✓	✓	✓	Design
15	Tul	99	Tulare to Goshen 6 Ln	✓	✓	✓	Design
<b>Legend</b>							
✓ No known scope, budget or schedule issues.							
◆ Potential scope, budget or schedule issues.							
✗ Known scope, budget or schedule issues.							

# SR99 Project Action Plan Report

## Second Quarter FY 2011-12

Each project in the program is being monitored at the component level for potential scope, cost and schedule to ensure timely delivery of the full scope as approved and adopted. Listed below are project action plans that have been identified to address identified scope, cost or schedule issues on projects.

### Index of Project Action Plans by Category

#### January Meeting Amendments

ID	D	Co	Rte	Project Title	Bond's \$ (1,000's)	Total \$ (1,000's)	Proposed Adjustments
11	3	Sut	99	Sutter 99 Segment 2	\$ 47,431	\$ 51,531	Supplemental Funds, Schedule

#### February Meeting Amendments

ID	D	Co	Rte	Project Title	Bond's \$ (1,000's)	Total \$ (1,000's)	Proposed Adjustments
5	10	Mer	99	Freeway Upgrade & Plainsburg Road IC	\$ 108,000	\$ 118,720	Schedule, Cost
7	3	Sac	99	SR 99 Elverta Rd Interchange	\$ 23,110	\$ 34,200	Schedule

#### Future Meeting Amendments

ID	D	Co	Rte	Project Title	Bond's \$ (1,000's)	Total \$ (1,000's)	Proposed Adjustments
2	6	Fre	99	Island Park 6 - Lane	\$ 94,420	\$ 94,420	Cost, Scope, Schedule
3	6	Mad	99	Reconstruct IC at Ave 12	\$ 48,400	\$ 68,000	Cost
8	10	SJ	99	South Stockton Widening	\$ 153,900	\$ 250,500	Cost
9	10	SJ	99	Manteca Widening	\$ 133,000	\$ 247,441	Schedule
10	3	Sut	99	SR 99 Riego Rd Interchange	\$ 21,110	\$ 33,020	Schedule

### Project Action Plans – Narrative (in project ID order)

ID	D	Co	Rte	Project Title	Bond's \$ (1,000's)	Total \$ (1,000's)	Proposed Adjustments
2	6	Fre	99	Island Park 6 - Lane	\$ 94,420	\$ 94,420	Cost, Schedule, Scope

#### Project Action Plan:

PAED expenditures have exceeded the approved budget. Other cost components, however are forecasted to underrun their budget. The funding plan needs to be updated to reflect current costs. It is also proposed to extend the project limits to incorporate landscape work and to update the schedule.

ID	D	Co	Rte	Project Title	Bond's \$ (1,000's)	Total \$ (1,000's)	Proposed Adjustments
3	6	Mad	99	Reconstruct IC at Ave 12	\$ 48,400	\$ 68,000	Cost

#### Project Action Plan:

Right of Way support expenditures have exceeded the approved budget, and it is forecasted that Right of Way capital will also need additional funds. SR99 program savings have been identified on other projects. A baseline amendment will be processed at the time of allocation.

ID	D	Co	Rte	Project Title	Bond's \$ (1,000's)	Total \$ (1,000's)	Proposed Adjustments
5	10	Mer	99	Freeway Upgrade & Plainsburg Road IC	\$ 108,000	\$ 118,720	Schedule, Cost

**Project Action Plan:**

The project schedule and funding plan was updated and approved at the February meeting.

ID	D	Co	Rte	Project Title	Bond's \$ (1,000's)	Total \$ (1,000's)	Proposed Adjustments
7	3	Sac	99	SR 99 Elverta Rd Interchange	\$ 23,110	\$ 34,200	Schedule

**Project Action Plan:**

The project schedule was updated and approved at the February meeting.

ID	D	Co	Rte	Project Title	Bond's \$ (1,000's)	Total \$ (1,000's)	Proposed Adjustments
8	10	SJ	99	South Stockton Widening	\$ 153,900	\$ 250,500	Cost

**Project Action Plan:**

The Design support budget (STIP funds) is over expended. The funding plan will be updated when the project comes in for an allocation. The funding plan will be revised to cover design costs and increase the construction support budget. It is anticipated that there will be some construction capital savings.

ID	D	Co	Rte	Project Title	Bond's \$ (1,000's)	Total \$ (1,000's)	Proposed Adjustments
9	10	SJ	99	Manteca Widening	\$ 133,000	\$ 247,441	Schedule

**Project Action Plan:**

The schedule needs to be updated.

ID	D	Co	Rte	Project Title	Bond's \$ (1,000's)	Total \$ (1,000's)	Proposed Adjustments
10	3	Sut	99	SR 99 Riego Rd Interchange	\$ 21,110	\$ 33,020	Schedule

**Project Action Plan:**

The project schedule is being impacted due to issues regarding mitigation necessary to secure a permit from the Army Corps or Engineers. Portions of the project and right of way are being funded by a private developer.

ID	D	Co	Rte	Project Title	Bond's \$ (1,000's)	Total \$ (1,000's)	Proposed Adjustments
11	3	Sut	99	Sutter 99 Segment 2	\$ 47,431	\$ 51,531	Supplemental Funds, Schedule

**Project Action Plan:**

The project is currently under construction. The project schedule and funding plan was updated and approved at the January meeting.

The California Department of Transportation  
Second Quarter FY 2011-12

State Route 99 Program Delivery Report

PROJECT NUMBER	DISTRICT	COUNTY	ROUTE	TOTAL PROJECT COST (\$1,000's)	SR99 PROJECT COST (\$1,000's) LST QTR	PROJECT DESCRIPTION	APPVD END ENVIRONMENTAL	CURR END ENVIRONMENTAL	% Complete	APPVD END DESIGN	CURR END DESIGN	% Complete	APPVD END RIGHT OF WAY	CURR END RIGHT OF WAY	% Complete	APPVD AWARD	AWARD	APPVD CCA	CURR CCA		
								100	Milestone Completed												
Award delay due to availability of Bond funds								100	Awarded				Milestone Behind Schedule								
								100	Awarded				Award Behind Schedule								
1	03	But	99	\$ 37,859	\$ 20,592	Butte SR 99 Chico Auxilliary Lanes - Phase II	3/24/05	3/24/05	100	5/10/10	6/10/10	100	5/10/10	5/12/10	100	1/15/11	7/8/11	100	10/15/13	10/15/13	7
Island Park 6-Lane - Corridor Project																					
2	06	Fre Mad	99	\$ 23,220	\$ 23,220	Corridor Project #1 (EA 44261)	6/1/09	7/22/09	100	10/1/09	9/30/09	100	10/1/09	10/1/09	100	9/1/10	8/10/10	100	9/1/12	9/1/12	75
				\$ 71,200	\$ 71,200	Corridor Project #1 (EA 44262)	4/1/10	6/25/10	100	3/1/12	3/1/12	95	5/1/12	5/1/12	75	9/1/12	9/1/12		7/1/16	7/1/16	
				\$ 94,420	\$ 94,420	Corridor Summary	4/1/10	6/25/10	100	3/1/12	3/1/12		5/1/12	5/1/12		9/1/10	8/10/10	100	7/1/16	7/1/16	
3	06	Mad	99	\$ 68,000	\$ 48,400	Reconstruct Interchange at Avenue 12	9/1/09	9/24/09	100	5/1/12	5/1/12	90	7/1/12	7/1/12	50	10/1/12	10/1/12		11/1/15	11/1/15	
4	10	Mer	99	\$ 176,787	\$ 140,300	Arboleda Road Freeway	6/1/06	6/30/06	100	5/25/11	5/25/11	100	10/27/11	5/16/11	100	4/1/12	4/4/12		4/1/15	5/2/15	
5	10	Mer	99	\$ 118,720	\$ 108,000	Freeway Upgrade & Plainsburg Road I/C	6/1/06	6/30/06	100	9/1/10	6/20/11	100	9/1/10	5/5/11	100	2/1/11	9/25/12		2/1/14	6/20/15	
6	03	Sac	99	\$ 7,446	\$ 5,806	Add Aux Lane Calvine to North of Mack Rd on 99	1/1/09	1/15/09	100	2/1/10	12/1/09	100	11/1/10	7/13/10	100	8/1/10	6/23/10	100	10/1/12	10/15/12	98
7	03	Sac	99	\$ 34,200	\$ 23,110	SR 99/Elverta Rd. Interchange	7/1/09	7/14/09	100	12/1/10	2/28/12	100	12/1/10	2/15/12	100	5/1/11	5/28/12		1/1/13	12/1/13	
8	10	SJ	99	\$ 250,500	\$ 153,900	SR 99 (South Stockton) Widening	12/1/08	10/28/08	100	2/1/12	3/30/12	95	1/1/12	3/1/12	75	6/1/12	10/3/12		6/1/15	10/5/15	
SR 99 Widening in Manteca and San Joaquin - Corridor Project																					
9	10	SJ	99	\$ 3,600	\$ -	Corridor PAED (EA 0E610)	3/18/10	3/15/10	100												
				\$ 54,530	\$ 50,000	Corridor Project #2 (EA 0E611)	3/18/10	3/18/10	100	5/6/11	5/31/11	100	4/1/11	6/1/11	100	11/9/11	4/25/12		7/1/14	7/1/14	
				\$ 73,230	\$ 68,500	Corridor Project #2 (EA 0E612)	3/18/10	3/18/10	100	9/1/11	12/15/11	100	9/1/11	12/26/11	100	3/7/12	6/6/12		10/1/14	10/1/14	
				\$ 116,081	\$ 14,500	Corridor Project #3 (EA 0E613)	3/18/10	3/18/10	100	7/1/12	7/2/12	85	3/1/12	3/1/12	75	12/3/12	12/3/12		10/1/15	10/1/15	
				\$ 247,441	\$ 133,000	Corridor Summary	3/18/10	3/18/10	100	7/1/12	7/2/12		3/1/12	3/1/12		11/9/11	4/25/12		10/1/15	10/1/15	
10	03	Sut	99	\$ 33,020	\$ 21,110	SR 99 / Riego Road Interchange	12/1/07	11/29/07	100	4/1/11	3/1/12	97	9/1/11	6/30/11	100	9/1/11	7/1/12		1/1/14	1/15/14	
11	03	Sut	99	\$ 51,531	\$ 47,431	Sutter 99 Segment 2	3/1/04	3/12/04	100	4/1/09	6/26/09	100	6/1/09	4/1/09	100	8/1/10	7/14/10	100	4/1/14	12/1/15	40
Los Molinos - Staged Construction Project																					
12	02	Teh	99			Stage #1	4/1/09	3/12/09	100	2/1/11	12/17/09	100	2/1/11	11/23/09	100	7/1/11	5/5/10	100	12/31/12	4/20/11	100
						Stage #2	9/3/10	9/3/10	100	11/1/11	11/1/11	100	10/1/11	10/1/11	100	5/16/12	5/16/12		12/31/12	12/31/12	
				\$ 7,181	\$ 4,900	Project Summary	4/1/09	9/3/10	100	11/1/11	11/1/11		10/1/11	10/1/11		4/28/10	5/5/10	100	12/31/12	12/31/12	

PROJECT NUMBER	DISTRICT	COUNTY	ROUTE	TOTAL PROJECT COST (\$1,000's)	SR99 PROJECT COST (\$1,000's) LST QTR	PROJECT DESCRIPTION	APPVD END ENVIRONMENTAL	CURR END ENVIRONMENTAL	% Complete	APPVD END DESIGN	CURR END DESIGN	% Complete	APPVD END RIGHT OF WAY	CURR END RIGHT OF WAY	% Complete	APPVD AWARD	AWARD	APPVD CCA	CURR CCA			
Goshen to Kingsburg 6-Lane - Corridor Project																						
13	06	Tul	99	\$ 102,757	\$ 87,367	Goshen to Kingsburg 6-Lane	11/1/06	11/3/06	100	2/1/10	4/30/10	100	3/1/10	8/2/10	100	9/1/10	1/4/11	100	8/1/14	8/1/14	5	
				\$ 6,200	\$ 6,200	Landscape Mitigation		3/1/12	0	9/16/13	6/7/12	0	8/1/13	6/7/12	0	4/1/14	10/25/12			8/1/19	8/1/18	
				\$ 108,957	\$ 93,567	Project Summary	10/1/11	3/1/12	.	9/16/13	1/5/14		8/1/13	8/1/13		9/1/10	1/4/11			8/1/19	8/1/19	
SR 99 projects amended into program using project cost/award savings																						
14	03	Sut	99	\$ 19,350	\$ 17,750	SR 99/113 Interchange	3/12/04	3/12/04	100	6/1/12	6/8/12	70	6/1/12	6/11/12	60	11/1/12	11/1/12	0	12/1/14	12/1/14		
15	06	Tul	99	\$ 52,900	\$ 46,600	Tulare to Goshen 6 Ln	2/1/09	2/1/09	100	5/3/12	5/3/12	0	4/20/12	4/20/12	0	9/30/12	9/30/12	0	7/1/15	7/1/15		
<b>Total Cost</b>				\$ 1,308,312	\$ 958,886																	

**State Route 99 Bond Program Project Expenditures**

Second Quarter FY 2011-12

Within Budget Conditions

- G** Estimated cost < or = budget
- STIP costs < 120%; No CTC action requi
- P** Post Vote
- S** Estimate within 20% at vote
- L** Local Costs > 100% & Under Construction; No CTC Action Required

Potential cost overrun conditions -

- S** Estimated cost STIP > 120% budget
- B** Estimated cost BOND > 100% budget
- O** Estimated cost other funds > 100% budget

Known cost overrun conditions -

- S** Actual cost STIP > 120% budget
- B** Actual cost BOND > 100% budget
- O** Actual cost other funds > 100% budget

Project				Environmental (PAED) Support (1,000's)			Design Support (1,000's)			Right of Way (1,000's)				Construction (1,000's)												
#	D	CO	RTE	PROJECT DESCRIPTION	Agency	Appd	Exp	Agency	Appd	Exp	Support			Capital		Support			Capital							
											Agency	Appd	Exp	Appd	Exp	Agency	Appd	Exp	Appd	Exp						
1	03	But	99	Butte SR 99 Chico Auxilliary Lanes - Phase II	BCAG	\$ -	\$ -	G	BCAG	\$ 5,465	\$ 4,494	G	BCAG	\$ -	\$ -	G	\$ 1,200	\$ -	G	Caltrans	\$ 4,394	\$ 293	G	\$ 26,800	\$ 1,076	G
Island Park 6-Lane - Corridor Project																										
2	06	Fre	99	Corridor Project #1 (EA 44261)	Caltrans	\$ 500	\$ 569		Caltrans	\$ 1,500	\$ 1,816		Caltrans	\$ 200	\$ 9		\$ 250	\$ 8		Caltrans	\$ 3,500	\$ 2,611		\$ 17,270	\$ 14,446	
				Corridor Project #2 (EA 44262)	Caltrans	\$ 2,700	\$ 2,740		Caltrans	\$ 3,400	\$ 2,727		Caltrans	\$ 500	\$ 551		\$ 6,500	\$ 104		Caltrans	\$ 4,100	\$ -		\$ 54,000	\$ -	
				Corridor Summary		\$ 3,200	\$ 3,309	B		\$ 4,900	\$ 4,543	G		\$ 700	\$ 560	G	\$ 6,750	\$ 112	G		\$ 7,600	\$ 2,611	G	\$ 71,270	\$ 14,446	G
3	06	Mad	99	Reconstruct Interchange at Avenue 12	Caltrans	\$ 2,000	\$ 1,919	G	Caltrans	\$ 4,000	\$ 4,200	O	Caltrans	\$ 500	\$ 1,582	O	\$ 6,700	\$ 49	G	Caltrans	\$ 4,800	\$ -	G	\$ 50,000	\$ -	G
4	10	Mer	99	Arboleda Road Freeway	Caltrans	\$ 4,917	\$ 4,104	G	Caltrans	\$ 6,400	\$ 5,393	G	Caltrans	\$ 2,570	\$ 2,073	G	\$ 23,900	\$ 11,661	G	Caltrans	\$ 12,000	\$ -	G	\$ 127,000	\$ -	G
5	10	Mer	99	Freeway Upgrade & Plainsburg Road I/C	Caltrans	\$ 3,243	\$ 2,579	G	Caltrans	\$ 5,300	\$ 4,640	G	Caltrans	\$ 700	\$ 684	G	\$ 6,477	\$ 2,468	G	Caltrans	\$ 8,300	\$ -	G	\$ 94,700	\$ -	G
6	03	Sac	99	Add Aux Lane Calvine to North of Mack Rd on 99	Caltrans	\$ 300	\$ 228	G	Caltrans	\$ 800	\$ 800	G	Caltrans	\$ 75	\$ 38	G	\$ 15	\$ 15	G	Caltrans	\$ 750	\$ 888	G	\$ 5,506	\$ 4,386	G
7	03	Sac	99	SR 99/Elverta Rd. Interchange	Sac Co	\$ 1,000	\$ 1,040	L	Sac Co	\$ 1,800	\$ 1,173	G	Sac Co	\$ -	\$ -	G	\$ 3,000	\$ 1,294	G	Sac Co	\$ -	\$ -	G	\$ 28,400	\$ -	G
8	10	SJ	99	SR 99 (South Stockton) Widening	Caltrans	\$ 6,030	\$ 5,916	G	Caltrans	\$ 8,000	\$ 10,780	S	Caltrans	\$ 7,000	\$ 3,879	G	\$ 59,970	\$ 6,469	G	Caltrans	\$ 15,500	\$ -	G	\$ 154,000	\$ -	G
Manteca Widening - Corridor Project																										
9	10	SJ	99	Corridor PAED PHASE (EA 0E610)	SJCOG	\$ 3,600	\$ 3,600																			
				Corridor Project #1 (EA 0E611)	SJCOG	\$ -			SJCOG	\$ 4,530	\$ 4,530		Caltrans	\$ -	\$ 28		\$ -	\$ 12		Caltrans	\$ 5,000			\$ 45,000		
				Corridor Project #2 (EA 0E612)	SJCOG	\$ -			SJCOG	\$ 4,730	\$ 4,730		Caltrans	\$ 800	\$ 98		\$ 1,410	\$ 345		Caltrans	\$ 7,000			\$ 59,290		
				Corridor Project #3 (EA 0E613)	SJCOG	\$ -			SJCOG	\$ 5,610	\$ 5,330		Caltrans	\$ 3,000	\$ 310		\$ 14,500	\$ 6,923		Caltrans	\$ 7,500			\$ 85,471		
				Corridor Summary		\$ 3,600	\$ 3,600	G		\$ 14,870	\$ 14,590	G		\$ 3,800	\$ 371	G	\$ 15,910	\$ 7,280	G		\$ 19,500	\$ -	G	\$ 189,761	\$ -	G
10	03	Sut	99	SR 99 / Riego Road Interchange	Sut Co	\$ 520	\$ 520	G	Caltrans	\$ 2,500	\$ 2,500	G	Caltrans	\$ 500	\$ 299	G	\$ 4,000	\$ 621	G	Caltrans	\$ 3,500	\$ -	G	\$ 22,000	\$ -	G
11	03	Sut	99	Sutter 99 Segment 2	Caltrans	\$ -	\$ -	G	Caltrans	\$ 3,600	\$ 2,202	G	Caltrans	\$ 750	\$ 452	G	\$ 4,250	\$ 1,114	G	Caltrans	\$ 7,000	\$ 2,125	G	\$ 35,931	\$ 13,229	B
12	02	Teh	99	Los Molinos (Stage 1&2)	Caltrans	\$ 499	\$ 458	G	Caltrans	\$ 746	\$ 658	G	Caltrans	\$ 271	\$ 129	G	\$ 487	\$ 204	G	Caltrans	\$ 748	\$ 538	G	\$ 4,430	\$ 1,757	G
Goshen to Kingsburg 6-Ln - Corridor Project																										
13	06	Tul	99	Goshen to Kingsburg 6-Ln	Caltrans	\$ 2,390	\$ 2,383	G	Caltrans	\$ 8,000	\$ 5,769	G	Caltrans	\$ 600	\$ 431	G	\$ 2,904	\$ 760	G	Caltrans	\$ 13,000	\$ 4,844	G	\$ 75,863	\$ 8,247	G
				Landscape Mitigation	Caltrans	\$ -	\$ -	G	Caltrans	\$ 500	\$ -	G	Caltrans	\$ -	\$ -	G	\$ -	\$ -	G	Caltrans	\$ 700	\$ -	G	\$ 5,000	\$ -	G
				Corridor Summary		\$ 2,390	\$ 2,383	G		\$ 8,500	\$ 5,769	G		\$ 600	\$ 431	G	\$ 2,904	\$ 760	G		\$ 13,700	\$ 4,844	G	\$ 80,863	\$ 8,247	G

Project				Environmental (PAED) Support (1,000's)			Design Support (1,000's)			Right of Way (1,000's)				Construction (1,000's)												
#	D	CO	RTE	PROJECT DESCRIPTION	Agency	Appd	Exp	Agency	Appd	Exp	Support			Capital		Support			Capital							
											Agency	Appd	Exp	Appd	Exp	Agency	Appd	Exp	Appd	Exp						
<i>SR 99 projects amended into program using project cost/award savings</i>																										
14	3	Sut	99	SR 99/113 Interchange	Caltrans	\$ -	\$ -	G	Caltrans	\$ 1,000	\$ 402	G	Caltrans	\$ 100	\$ 35	G	\$ 500	\$ 1	G	Caltrans	\$ 2,500	\$ -	G	\$ 15,250	\$ -	G
15	6	Tul	99	Tulare to Goshen 6 Ln	Caltrans	\$ -	\$ -	G	Caltrans	\$ 4,000	\$ 2,309	G	Caltrans	\$ 300	\$ 60	G	\$ 2,000	\$ 18	G	Caltrans	\$ 6,600	\$ -	G	\$ 40,000	\$ -	G



CALIFORNIA DEPARTMENT OF TRANSPORTATION

**FY 2011-12**  
**Second Quarter**  
**Proposition 1B Local Bridge**  
**Seismic Retrofit Program**  
**Project Delivery Report**

**October 1 - December 31, 2011**

**Federal Fiscal Year 2012**

**Quarterly Report to the**  
**California Transportation**  
**Commission**



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# Local Bridge Seismic Retrofit Program Status

## Second Quarter Fiscal Year 2011-12

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The purpose of this report is to provide information on program delivery status of the Local Bridge Seismic Retrofit Program (LBSRP) for the 479 bridges adopted by the California Transportation Commission (Commission) on May 28, 2007.

In previous quarterly reports, we had reported changes that had reduced the number of bond bridges to 430. This quarter Lassen County has requested that two of their bridges adopted by the Commission no longer need bond funds; therefore, this report will reflect the program delivery of 428 bond bridges from here on.

The Highway Safety, Traffic Reduction, Air Quality and Port Security Bond Act of 2006 (Prop 1B) provides \$125 million of state matching funds to complete LBSRP. The Prop 1B LBSRP budget of \$125 million is to be allocated to provide the 11.47 percent required local match for right of way and construction phases of the remaining seismic retrofit work on local bridges, ramps, and overpasses, and includes \$2.5 million set aside for bond administrative costs. An additional \$32.9 million of state funds has been identified to cover the non-federal match. These funds are available through an exchange of a portion of local funds received from the federal Highway Bridge Program (HBP). These funds are available to accommodate part of the current \$ million shortfall in required local match. Consistent with the Local Bridge Seismic Retrofit Account

Guidelines adopted by the Commission, the Department sub-allocates bond funds on a first come, first serve basis for new phases of right of way and construction work.

The Commission has allocated \$13.5 million of bond funds for Fiscal Year (FY) 2007-08, \$21 million of bond funds for FY 2008-09, \$12.2 million of bond funds for FY 2009-10, and \$5.2 million for FY 2011-12. The Department did not request a bond allocation from the Commission for FY 2010/11. The bond funds allocated by the Commission are available for sub-allocation in one fiscal year. Therefore, bond funds that were not sub-allocated from any of the previous FYs will be available for future years. Consistent with the Local Bridge Seismic Retrofit Account Guidelines, the Department has exchanged \$24.3 million of the local share of funds received through the federal HBP for state funds to accommodate local non-federal match needs for Bay Area Rapid Transit (BART) and other bridges. To date, \$20.1 million of State match funds and \$29.8 million of seismic bond funds have been sub-allocated to local agency bridges for a total of \$49.9 million.

The match needs for FY 2010/11 were covered by \$8.4 million state funds remaining from the exchange mentioned above. These funds will expire by June 31, 2014 if not expended.

This report satisfies the Commission's quarterly reporting requirement for Proposition 1B Quarterly Report on the LBSRP.

# Local Bridge Seismic Retrofit Program Progress Report

## Overall Bond Program Status

To date, pre-strategy work has been completed on 423 bridges, the design phase has been completed on 297 bridges, construction is underway on 229 bridges, and retrofit is complete on 68 bridges.

Progress of LBSRP is tracked based on the federal fiscal year (FFY).

## FFY 2012 Bond Program Accomplishments

Progress continues to be made to deliver and implement the LBSRP.

Local agencies have identified bridges to be delivered in FFY 2012.

As of December 31, 2011, the Department has not sub-allocated any bond funds (based on projects authorized) in FFY 2012.

## Fourth Quarter FFY 2011 Milestones Met

The following bridges completed major project delivery milestones in the last quarter:

Local Agency	Br. No.	Project	Milestone
Lassen County	07C0070	Whitehead Slough Bridge	Removed
Lassen County	07C0088	Muddy Slough Bridge	Removed
San Francisco County Transportation Authority (SFCTA)	01CA0001	West Bound SFOBB on ramp West of Yerba Buena Island	Advanced to Design
SFCTA	01CA0002	West Bound I-80 on ramp West of Yerba Buena Island	Advanced to Design
SFCTA	01CA0003	East Bound I-80 off ramp connecting to Treasure Island	Advanced to Design
SFCTA	01CA0004	Treasure Island Road West of SFOBB	Advanced to Design
SFCTA	01CA0006	Hillcrest Road West of Yerba Buena Island	Advanced to Design
SFCTA	01CA007A	Treasure Island Road West of SFOBB	Advanced to Design
SFCTA	01CA007B	Treasure Island Road West of SFOBB	Advanced to Design
SFCTA	01CA0008	Treasure Island Road West of SFOBB	Advanced to Design
Alameda County	53C0237	Elgin Street over Ashland Avenue	Complete
Los Angeles County	53C0377	Foothill Boulevard	Complete
Los Angeles County	53C0531	Atchinson, Topeka, & Sante Fe Railroad over Alosta Ave	Complete
Los Angeles County	53C0933	7 <sup>th</sup> Street On Ramp	Complete
Los Angeles County	53C0934	6 <sup>th</sup> Street Off Ramp	Complete
Los Angeles County	53C1909	AT & SF RR over Huntington Drive	Complete

**Program Management**

The following table shows the list of LBSRP bridges that are programmed for delivery in FFY 2012. Each project in the LBSRP is being monitored at the component level for potential scope, cost, and schedule changes to ensure timely delivery of the full scope as approved and adopted. The following projects are locked in for delivery in FFY 2012 and local agencies will not be allowed to change their schedules. Projects programmed in the current FFY, for which federal funds are not obligated by end of the FFY, may be removed from fundable element of the Federal Transportation Improvement Program at the discretion of the Department.

**Bridges Programmed in FFY 2012**

District	Agency	Bridge Number	Description	Phase	Bond Amount Programmed	Bond Amount Sub-Allocated as of 12/31/11	Bond Amount Sub-Allocated as of 12/31/11
1	Mendocino County	10C0048	Moore Street, over West Branch Russian River	Right of Way	\$5,735		
2	Tehama County	08C0009	Bowman Road, over South Fork Cottonwood Creek	Construction	\$802,900		
3	Butte County	12C0120	Ord Ferry Road, over Sacramento River	Construction	\$1,525,510		
4	Antioch	28C0054	Wilbur Avenue, over Burlington Northern & Santa Fe Railway (BNSF RY) & Union Pacific Rail Road (UP RR)	Construction	\$103,230		
4	Larkspur	27C0150	Alexander Avenue, over abandoned Northwestern Pacific Rail Road	Construction	\$37,278		
4	Oakland	33C0148	23rd Avenue, over UP RR, BNSF RY, Amtrak, BARTD	Right of Way	\$5,735		
4	Oakland	33C0202	Hegenberger Road, over BARTD, UP RR	Construction	\$1,447,580		
4	Oakland	33C0215	Leimert Blvd, over Sausal Creek		\$28,675		
4	San Francisco County Transportation Authority	YB11	On east side of the Yerba Buena Island Tunnel at San Francisco Oakland Bay Bridge	Right of Way	\$344,100		
5	Santa Barbara	51C0250	Chapala Street, over Mission Creek, at Yanonali Street	Right of Way	\$37,760		
5	Santa Barbara County	51C0018	UP RR & Amtrak, over Hollister Avenue	Construction	\$137,640		
7	Los Angeles	53C0859	North Spring Street, over Los Angeles River	Construction	\$229,400		
7	Los Angeles County	53C0459	Wilmington Avenue 223, over Dominguez Channel	Construction	\$186,388		

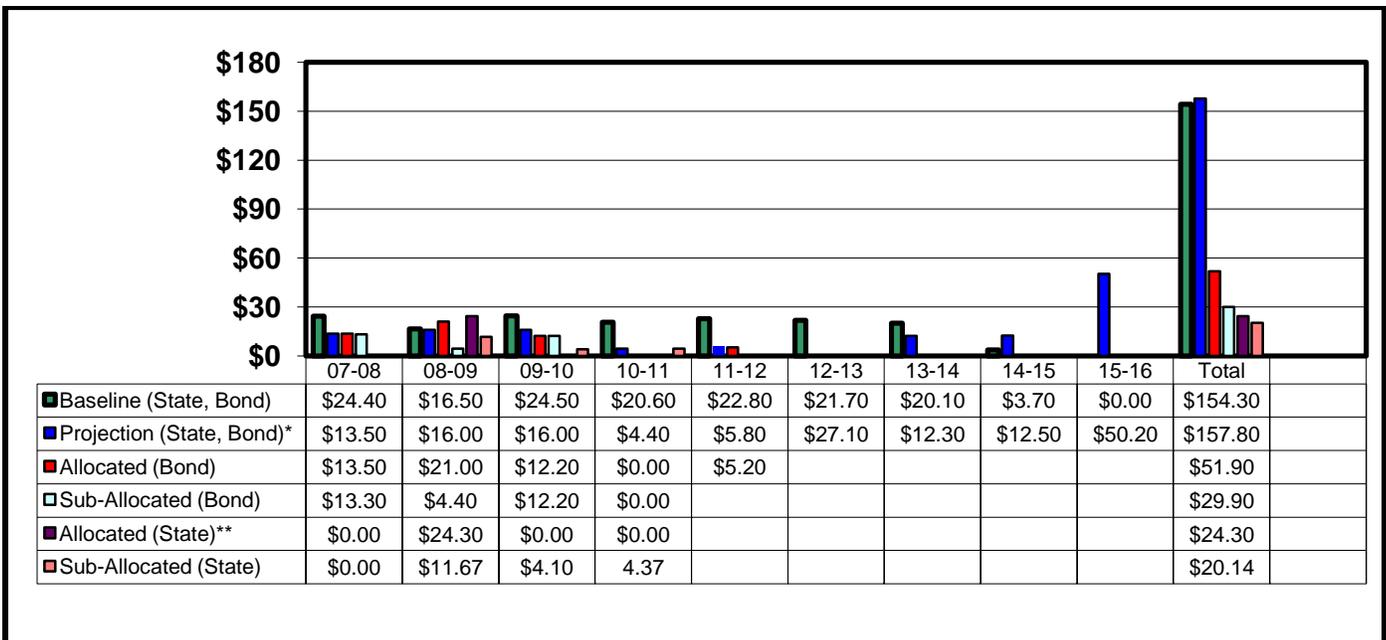
District	Agency	Bridge Number	Description	Phase	Bond Amount Programmed	Bond Amount Sub-Allocated as of 12/31/11	Bond Amount Sub-Allocated as of 12/31/11
8	Colton	54C0379	Barton Road, over UP RR	Construction	\$51,615		
8	Indio	56C0283	South Bond Indio Blvd, over UP RR & Amtrak	Construction	\$207,710		
			<b>Total</b>		<b>\$5,151,256</b>		

**Allocation Summary**

	Funds allocated for FY 2011-12	Sub-allocation as of 9-30-2011				Remaining Allocation for FFY 2012
		Projects programmed in FFY 2012		Projects advanced to FFY 2012		
		Number of Projects	Amount	Number of projects	Amount	
Bond	\$5,200,000					\$5,200,000
State	\$4,121,520*					\$4,121,520
<b>Total</b>	<b>\$ 9,321,520</b>					<b>\$9,321,520</b>

\*Remaining state allocation carried over from FY 2008-09

**LBSRP Bond and State Capital Allocations (millions)**

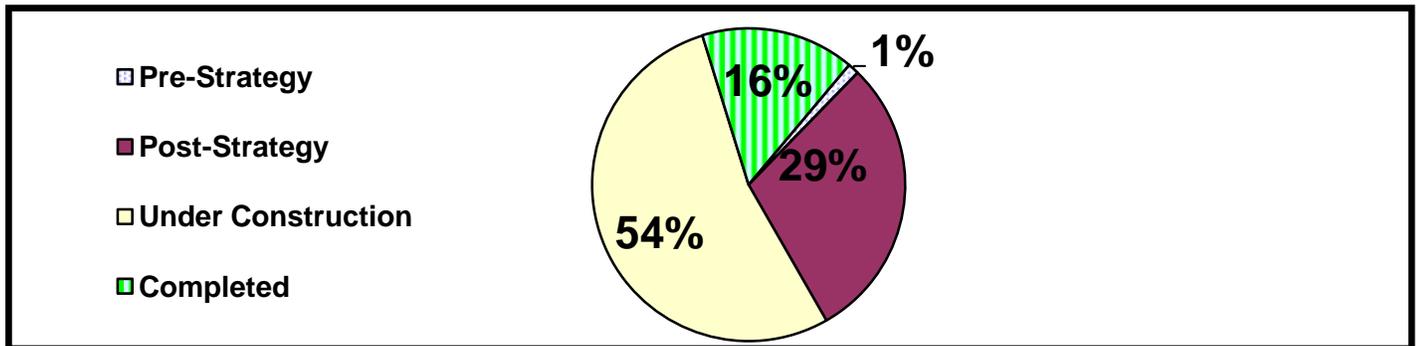


Funds are being tracked based on a Federal Fiscal Year. Sub-Allocation is based on the approved program supplement.

\* Projection is based on LA-ODIS information for first quarter of FFY 2011-12. These Projections are not financially constraint and should not be used for budgeting purposes. High cost projects programmed in FY 2011-12 and 2013-14 will be cash managed since there is not sufficient federal fund to fully fund these projects. Therefore the need for bond funds matching federal funds for these cash managed projects will be well beyond 2016 federal fiscal year

\*\* State allocation of \$24.30 million must be expended by June 30, 2014.

### Number of Bond Funded Bridges by Phase



### Bond Funds Committed and Expended (millions)

Component	Available	CTC Allocated	Expended
LBSRP Bond RW & Const.	\$122.5	\$46.7	\$29.8
State RW & Const.	\$32.9	\$24.3	\$20.1
Total	\$155.4	\$71.00	\$49.9
Bond Administrative Cost	\$2.5		

### Status of Local Bridges Identified to Receive Bond Match by Phase of Work

Agency Group	Number of Agencies	Bridges in Pre-Strategy	Bridges in Post-Strategy	Bridges in Construction	Completed	Total No.
Los Angeles Region (CITY and County)	2	0	11	16	35	62
Department of Water Resources	1	0	23	0	0	23
BART	1	0	0	179	2	181
San Francisco (YBI)			9	0	0	9
All Other Agencies	59	5*	83	34	31	153
<b>Total</b>	<b>63</b>	<b>5</b>	<b>126</b>	<b>229</b>	<b>68</b>	<b>428</b>
<b>Status per September 30, 2011 Report</b>	<b>63</b>	<b>13</b>	<b>120</b>	<b>235</b>	<b>62</b>	<b>431</b>
<b>Status per Year-End Report for September 30, FFY 2011</b>	<b>63</b>	<b>13</b>	<b>120</b>	<b>235</b>	<b>62</b>	<b>430</b>

*\*In addition to the 5 bridges in Pre-Strategy phase some agencies have requested to Re-Strategy 11 bridges that completed their Pre-Strategy phase. Their request is under review.*

**Adjustment to the Number of Local Bridges Identified to Receive Bond Match**

Total Bridges in the Program	Number of Bridges Removed	Number of Bridges Added	Responsible Agency	Justification	Remaining Bridges in the Bond Program
479	45		Bay Area Rapid Transit (BART)	Funded by other sources	434
434		8	YBI	Project Split	442
442	2		San Jose	Bridges Demolished	440
440	1		Monterey County	Private Ownership	439
439	3		Santa Barbara	Private Ownership	436
436	1		Department of Water Resources	Private Ownership	435
435	2		Los Angeles	Previously Completed	433
433	1		Los Angeles	Private Ownership	432
432	1		Merced County	Being replaced under a different program	431
431	1		Peninsula Joint Powers Board	Funded by other sources	430
430	2		Lassen County	Funded by other sources	428

**428 Bridges Remaining in the Program – 68 Bridges Completed = 360 Bridges in Progress**



**FY 2011-12**  
**2<sup>nd</sup> Quarter Report**  
**State-Local Partnership**  
**Program**

Quarterly Report to the  
**California Transportation**  
**Commission**



<b>State-Local Partnership Program Progress Report</b>
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**SUMMARY:**

This report covers the second quarter of the State Fiscal Year (FY) 2011-12 for the State-Local Partnership Program (SLPP). There are 115 projects with a total value of \$489 million (M) in SLPP funds that have been approved by the California Transportation Commission (Commission) for this program. There are 18 projects that were removed from the program which are not included in these numbers, totals or the tables in this report. There are 105 projects shown on the tables in this report due to some of these projects receiving funding in multiple cycles of the program.

The SLPP is set at \$200M each year for five years, for a total of \$1 billion. It is split into two sub-programs. The first is a "formula" based program and the second is a "competitive" based program. The formula program matches local sales tax, property tax and/or bridge tolls and is 95 percent of the total SLPP. The competitive program matches local uniform developer fees and represents five percent of the SLPP. Any SLPP funds that are not programmed in either the "formula" or "competitive" programs in a given fiscal year will remain available for future programming in the remaining cycles of the SLPP.

**FORMULA PROGRAM:**

Each year the Commission reviews projects that are nominated for the formula program. The Commission will adopt those projects that meet the requirements of Proposition 1B, the Highway Safety, Traffic Reduction and Port Security Bond Act of 2006, and have a commitment of the required match and any required supplementary funding. The following is the status of the formula program projects. See the attached lists for specific project information.

- Cycle 1: In FY 2008-09, 18 projects were programmed for formula share funding. Eight projects have previously been removed from the program because of the uncertainty of available bond funding. The 10 remaining projects total \$73.1M in SLPP bond funds. Nine projects have approved allocations; four of these projects have been completed and two had an approved Letter of No Prejudice (LONP) prior to allocation. The remaining project has not yet been delivered and is expected to be removed from the program.
- Cycle 2: In FY 2009-10, 22 projects were programmed for formula share funding. Six of the projects were previously removed from the program; one of the removed projects was re-programmed in Cycle four. The remaining 16 projects total \$134.7M in SLPP funds. 14 of these projects have approved allocations; three of these have been completed; five of these had an approved LONP prior to allocation. The remaining two projects are not yet delivered.

- Cycle 3: In FY 2010-11, 12 projects were programmed for formula share funding. One of these projects was removed. The remaining 11 projects total \$117.2M in SLPP funds. Nine of these projects have been allocated; three had an approved LONP prior to allocation. The two remaining projects have not yet been delivered.
- Cycle 4: So far in FY 2011-12, 26 projects have been programmed for formula share funding for a total of \$124.9 in SLPP funds. Ten of these projects have approved allocations; four of these had an LONP prior to allocation. The remaining 16 projects are not yet delivered.

### **COMPETITIVE PROGRAM:**

Each year the Commission reviews eligible projects that are nominated for the competitive grant program. Projects have to meet the requirements of Proposition 1B and must have a commitment of the required match and any supplementary funding needed. No single grant may exceed \$1M.

The Commission will select projects that meet the following specified criteria:

- Geographic balance
- Cost-effectiveness
- Multimodal
- Safety
- Reliability
- Construction schedule
- Leverage of funding
- Air quality improvements

The following is the status of the competitive program projects. See the attached lists for specific project information.

- Cycle 1: In FY 2008-09, 12 projects were programmed for competitive share funding. One of these projects was removed because the agency could no longer obtain the matching developer funds. The 11 remaining projects total \$8.6M in SLPP bond funds. All 11 of these projects have approved allocations; six of these projects have been completed; and one had an approved LONP prior to allocation.
- Cycle 2: In FY 2009-10, 14 projects were programmed for competitive share funding. These 14 projects total \$10M in SLPP bond funds. All 14 projects have approved allocations; five of these projects had an approved LONP prior to allocation. Six of these projects have been completed.
- Cycle 3: In FY 2010-11, 17 projects were programmed for competitive share funding. Three of these projects were removed from the program. The remaining 14 projects total \$9.4M in SLPP bond funds. Twelve of these projects have been allocated; three

had an approved LONP prior to allocation; one project has been completed. The two remaining projects are not yet delivered and have requested allocation extensions.

- Cycle 4: In October 2011, 13 projects were programmed for competitive share funding. These 13 projects total \$11.1M in SLPP bond funds. None of these projects have been delivered.

### **LONP:**

The LONP Guidelines were approved in December 2009. As of December 31, 2011, there are 21 projects that have requested, and been approved for, a LONP; all 21 of these projects have since been allocated.

### **BACKGROUND:**

On November 7, 2006, the voters approved Proposition 1B, which authorized \$1 billion for the State-Local Partnership Program to be available, upon appropriation by the Legislature, for allocation by the Commission over a five-year period to eligible transportation projects nominated by eligible transportation agencies. Proposition 1B requires a dollar for dollar match of local funds for an applicant agency to receive state funds under the program.

### **CURRENT STATUS:**

This report includes several attachments that provide detailed information on project status. Please note that the "Project Numbers" in these lists are for clarification in this report and are only for reference to indicate the number of projects in this report. These "Project Numbers" are subject to change in subsequent reports as projects are added and deleted. Currently there are 105 projects shown in the tables in these reports.

Formula Projects - Status and Detail: Scope Budget and Schedule																		
PROJECT NUMBER	DISTRICT	COUNTY/ Agency	AGENCY	PROJECT ID	PROJECT NAME/ (SLPP Cycle)	TOTAL PROJECT COST X \$1,000	TOTAL CONST COST X \$1,000	TOTAL SLPP FUNDS X \$1,000	APPROVED BEGIN CONST	CONSTRUCTION % COMPLETE	CONSTRUCTION AWARDED	ALLOCATED BUT NOT AWARDED	DELIVERED BUT NOT ALLOCATED	NOT YET DELIVERED	LONP	SCOPE	BUDGET	SCHEDULE
1	3	Nev	Truckee	7430	Annual Slurry Seal Project (2)	\$506	\$506	\$163	7/2010	100%	X				●	●	●	
2	3	Nev	Truckee	7477	2012 Slurry Seal Project (4)	\$825	\$825	\$144	6/2012	0		X			●	●	●	
3	3	Nev	Nevada City	7424	Nevada City Paving- Various Locations (2)	\$62	\$62	\$31	5/2011	100%	X				●	●	●	
4	3	Sac	Caltrans		Sac 50 – HOV (1)	\$128,536	\$100,736	\$7,214	10/2009	98%	X				●	●	●	
5	3	Sac	City of Rancho Cordova	7474	Folsom Blvd Enhancement, Ph 2 (3)	\$6,837	\$6,037	\$2,724	9/2011	50%	X				●	●	●	
6	3	Sac	Sacramento RT	7501	South Sacramento Light Rail, Ph 2 (3)	\$275,478	\$222,212	\$7,200	1/2012	1%	X				●	●	●	
7	4	Ala	Alameda Cty Transit	7502	Bus Procurement Program (2)	\$17,787	\$17,787	\$8,215	1/2012	18%	X				●	●	●	
8	4	Various	Bay Area Rapid Transit	7489	BART - Warm Springs Extension (1,2,3,4)	\$890,000	\$746,904	\$89,668	6/2011	25%	X				●	●	●	
9	4	Bay Area Toll Auth	Bay Area Rapid Transit	7499	Oakland Airport Connector (2,4)	\$484,111	\$454,081	\$11,098	10/2010	25%	X				●	●	●	
10	4	CC	Caltrans		SR 4 East Somersville to 160 Segment 2 (1,3)	\$122,550	\$87,300	\$9,984	10/2011	1%	X				●	●	●	
11	4	CC	Caltrans		SR 4 East Somersville to 160 Segment 3 (2,4)	\$100,445	\$67,813	\$9,681	4/2012	0			X		●	●	●	
12	4	Mar	Sonoma Marin Rail Trans Dist		SMART Commuter Rail and Multiuse Path(4)	\$397,060	\$294,970	\$4,870	6/2012	0		X			●	●	●	
13	4	SF	Caltrans		Doyle Drive Replacement Project (2)	\$954,847	\$200,000	\$8,397	8/2011	0			X		●	●	◆	
14	4	SM	SanMateo Cnty Transit District	7491	Purchase Buses for Paratransit (2)	\$241	\$241	\$49	10/2011	5%	X				●	●	●	
15	4	SM	SanMateo Cnty Transit District	7492	Replacement Mini Vans (3)	\$604	\$604	\$100	4/2012	5%	X				●	●	●	
16	4	SM	SanMateo Cnty Transit District	7493	Bus Washer (3)	\$676	\$676	\$150	4/2012	0		X			●	●	●	
17	4	SM	Peninsula Cnty Jnt Pwrs Brd	7514	Positive Train Control (4)	\$226,015	\$203,700	\$2,500	10/2011	1%	X				●	●	●	
18	4	Son	Santa Rosa	7488	Hybrid Bus Acquisition (1)	\$2,400	\$2,400	\$1,200	3/2010	100%	X				●	●	●	
19	4	Son	Caltrans	7512	101 – Airport Over cross and I/C (4)	\$45,808	\$30,000	\$1,866	8/2012	0			X		●	●	●	
20	4	Son	Caltrans		101 – Petaluma River Bridge (4)	\$123,133	\$77,000	\$1,865	7/2012	0			X		●	●	●	
21	5	SB	City of Santa Maria	7510	Union Valley Parkway Arterial – Ph II (4)	\$2,285	\$2,285	\$1,142	1/2012	0			X		●	●	●	
22	5	SB	Caltrans		101- Union Valley Parkway Interchange (4)	\$21,557	\$13,173	\$4,662	8/2012	0			X		●	●	●	

Formula Projects - Status and Detail: Scope Budget and Schedule																		
PROJECT NUMBER	DISTRICT	COUNTY/ Agency	AGENCY	PROJECT ID	PROJECT NAME/ (SLPP Cycle)	TOTAL PROJECT COST X \$1,000	TOTAL CONST COST X \$1,000	TOTAL SLPP FUNDS X \$1,000	APPROVED BEGIN CONST	CONSTRUCTION % COMPLETE	CONSTRUCTION AWARDED	ALLOCATED BUT NOT AWARDED	DELIVERED BUT NOT ALLOCATED	NOT YET DELIVERED	LONP	SCOPE	BUDGET	SCHEDULE
23	5	SCR	Santa Cruz Metro Transit Dist	7515	CNG Bus Purchase (4)	\$5,820	\$5,820	\$427	12/2011	10%	X					●	●	●
24	6	Mad	Chowchilla	7443	Measure T Street Improvement (1)	\$2,735	\$2,518	\$258	6/2011	0			X		●	●	○	
25	6	Mad	City of Madera	7442	Rehab, Resurface, Reconstruct & ADA (1)	\$341	\$321	\$150	11/2010	100%	X				●	●	●	
26	6	Mad	City of Madera	7444	Street 3R and ADA Improvements (2)	\$294	\$284	\$137	6/2011	100%	X				●	●	●	
27	6	Mad	City of Madera	7486	3R & ADA – South Gateway Drive (3)	\$437	\$417	\$206	8/2012	0			X		●	●	●	
28	6	Mad	City of Madera	7485	3R & ADA – D Street and Almond Ave (3)	\$566	\$546	\$273	6/2012	0			X		●	●	●	
29	6	Mad	Madera County	7406	Ave 12 Sidewalk Btwn Roads 36 & 37 (1)	\$416	\$405	\$150	7/2010	100%	X				●	●	●	
30	6	Mad	Madera Cnty Transp Comm	7445	Road 200 Reconstruction & Widening (2)	\$2,037	\$742	\$371	5/2011	95%	X				●	●	●	
31	6	Mad	City of Madera	7517	3R & ADA Improvements (4)	\$748	\$698	\$349	8/2012	0			X		●	●	●	
32	6	Mad	Madera County	7516	Road 200 Reconstruction Ph 2b (4)	\$6,150	\$6,150	\$980	4/2012	0			X		●	●	●	
33	6	Tul	Tulare County	7431	Road 80 Widening - Phase 1A (1)	\$6,000	\$6,000	\$2,294	8/2010	95%	X				●	●	●	
34	6	Tul	Tulare County	7429	Road 108 Widening (2)	\$28,184	\$28,184	\$2,295	2/2011	35%	X				●	●	●	
35	6	Tul	Dinuba	7511	Avenue 416 Widening -Rd 56 to Rd 80 (4)	\$22,730	\$22,730	\$4,971	4/2012	0			X		●	●	●	
36	7	LA	Caltrans		I-5 N. Carpool Lanes SR 118-170 (1)	\$236,001	\$136,075	\$25,075	5/2010	32%	X				●	●	●	
37	7	LA	Caltrans	7484	I-5 Carmenita Interchange (2)	\$395,167	\$171,930	\$14,925	7/2011	2%	X				●	●	●	
38	7	LA	LA County Metropolitan Transp Auth	7449	I-10 & I-110 Convert HOV to HOT Lanes (2)	\$120,635	\$98,288	\$20,000	2/2011	15%	X				●	●	●	
39	7	LA	LA County Metropolitan Transp Auth	7496	LA - San Fernando Valley Transit Ext (2,3,4)	\$324,764	\$287,102	\$62,680	7/2009	35%	X				●	●	●	
40	7	LA	LA County Metropolitan Transp Auth	7494	CNG Bus Procurement (3)	\$77,100	\$77,100	\$33,989	1/2012	0		X			●	●	●	
41	7	LA	LA County Metropolitan Transp Auth	7494	CNG Bus Procurement (4)	\$77,100	\$77,100	\$4,561	1/2012	0			X		●	●	●	
42	7	LA	Southern CA Regional Rail Authority	7495	Positive Train Control (3,4)	\$201,600	\$182,757	\$20,000	10/2010	32%	X				●	●	●	
43	7	LA	Caltrans		I-5 HOV Empire Ave I/C (4)	\$315,500	\$226,620	\$20,000	10/2012	0			X		●	●	●	
44	10	SJ	City of Stockton	7448	Lower Sacramento Rd Grade Separation (2)	\$34,400	\$30,040	\$5,100	10/2010	33%	X				●	●	●	

Formula Projects - Status and Detail: Scope Budget and Schedule																		
PROJECT NUMBER	DISTRICT	COUNTY/ Agency	AGENCY	PROJECT ID	PROJECT NAME/ (SLPP Cycle)	TOTAL PROJECT COST X \$1,000	TOTAL CONST COST X \$1,000	TOTAL SLPP FUNDS X \$1,000	APPROVED BEGIN CONST	CONSTRUCTION % COMPLETE	CONSTRUCTION AWARDED	ALLOCATED BUT NOT AWARDED	DELIVERED BUT NOT ALLOCATED	NOT YET DELIVERED	LONP	SCOPE	BUDGET	SCHEDULE
45	11	SD	San Diego Assoc of Gov	7497	Blue Line Light Rail Vehicles (2)	\$233,178	\$233,178	\$31,097	10/2009	47%	X				●	●	●	
46	11	SD	San Diego Assoc of Gov	7513	Blue Line Crossovers and Signals (4)	\$42,971	\$40,278	\$10,200	9/2011	30%	X				●	●	●	
47	11	SD	Caltrans		I-805 HOV Managed Lanes – North (4)	\$174,924	\$142,887	\$2,000	7/2013	0		X			●	●	●	
48	12	Ora	Orange Cnty Transp Auth	7408	Imperial Hwy and Assoc. Rd Smart St. (1)	\$1,900	\$1,900	\$200	10/2010	100%	X				●	●	●	
49	12	Ora	Orange County	7504	Cow Camp Rd (4)	\$31,434	\$29,434	\$3,717	12/2012	0			X		●	●	●	
50	12	Ora	City of Anaheim	7505	Brookhurst St Widening (4)	\$8,961	\$8,961	\$3,393	7/2012	0			X		●	●	●	
51	12	Ora	City of Santa Ana	7506	Bristol St Widening (4)	\$9,600	\$9,600	\$3,120	6/2012	0			X		●	●	●	
52	12	Ora	City of Costa Mesa	7507	Harbor Blvd & Adams Ave (4)	\$4,779	\$3,914	\$1,482	10/2012	0			X		●	●	●	
53	12	Ora	City of Mission Viejo	7508	La Paz Bridge & Road Widening (4)	\$7,323	\$5,548	\$1,275	6/2012	0			X		●	●	●	
54	12	Ora	City of Mission Viejo	7503	Oso Parkway Widening (4)	\$5,579	\$3,180	\$1,204	1/2013	0			X		●	●	●	
<b>Totals</b>								\$449.8M			29	5	0	20	0			

- Project is on time, on budget, or within scope.
- ◆ Schedule, scope and/or budget is changing due to pending PPR or Time Extension request. See Corrective Actions.
- Project has been delivered and is awaiting allocation.
- The agency will be removing the project from the program and reprogramming the funds to a future project. Project may have been started without an allocation.

## **SLPP Corrective Actions – Formula Projects**

### **Project 13: Doyle Drive Replacement**

The Public Private Partnership agreement for this project was signed on January 3, 2011. The project has not yet been allocated. The San Francisco Transportation Authority is currently involved in legal proceedings. It is expected that an allocation will be requested in Fiscal Year 12/13.

## **SLPP Updates – Formula Projects**

### **Project 6: South Sacramento Light Rail - Phase 2**

The project total cost was decreased from \$275.478M to \$31.5M. This was due to a scope change where Sacramento Rapid Transit split the project into 2 separate projects; this is the portion of the project that will use the SLPP funds.

### **Project 7: AC Transit Bus Procurement Program**

The project total cost was increased from \$17.767M to \$52.433M. The construction cost changed from \$17.767M to \$52.433M. The overall project cost hasn't changed, but the agency is now reporting the entire project cost and not just the portion that is receiving SLPP funds.

### **Project 8: BART – Warm Springs Extension**

The project total cost was decreased from \$890M to \$711.426M. This was due to a decrease in the construction cost from \$746.904M to \$633.870M and also a decrease in the right of way costs.

### **Project 10: State Route 4 East Somersville to 160 Segment 2**

The project total cost was decreased from \$122.55M to \$83.967M. This was due to a decrease in the construction cost from \$87.3M to \$48.717M.

### **Project 17: Positive Train Control**

The project total cost was increased from \$226.015M to \$227.691M. This was due to an increase in the design phase.

### **Project 24: Measure T Street Improvement**

The City of Chowchilla will be removing this project from the program and re-programming the SLPP funds on a future project.

### **Project 26: 3R and ADA Improvements**

The project total cost was reduced from \$294,000 to \$248,000 with the construction costs reduced from \$284,000 to \$238,000. SLPP funds will be reduced. This project is now complete.

### **Project 32: Road 200 Reconstruction – Phase 2B Improvements**

The project total cost was increased from \$6.150M to \$7.556M. This was due to an increase in the construction cost from \$6.150M to \$7.556M.

**Project 34: Road 108 Widening**

The project total cost was reduced from \$28.184M to \$26.095M due to the construction costs being reduced from \$28.184M to \$26.095M.

**Project 42: Positive Train Control**

The project total cost was increased from \$201.6M to \$231.112M. This was due to an increase in the construction cost from \$182.787M to \$209.282M and a change in the design cost.

**Project 43: I-5 HOV Empire Ave Interchange**

The project total cost was increased from \$315.5M to \$451.87M. The construction cost increased from \$226.62M to \$299.82M and there are also changes in other phases of the project. The cost increase is due to the agency combining projects.

**Project 46: Blue Line Crossovers and Signals**

The project total cost was decreased from \$42.971M to \$40.559M. This was due to a decrease in the construction cost from \$40.276M to \$34.625M and cost changes in the environmental and design phases also.

**Project 53: La Paz Bridge and Road Widening**

The project total cost was increased from \$7.323M to \$7.519M. This was due to cost changes in the environmental and design phases.

**Project 54: Oso Parkway Widening**

The project total cost was decreased from \$5.816M to \$5.579M. This was due to cost changes in the environmental and design phases.

**Competitive Projects - Status and Detail: Scope Budget and Schedule**

PROJECT NUMBER	DISTRICT	COUNTY/ Agency	AGENCY	PROJECT ID	PROJECT NAME/ (SLPP cycle)	TOTAL PROJECT COST X \$1,000	TOTAL CONST COST X \$1,000	TOTAL SLPP FUNDS X \$1,000	APPROVED BEGIN CONST	CONSTRUCTION % COMPLETE	CONSTRUCTION AWARDED	ALLOCATED BUT NOT AWARDED	DELIVERED BUT NOT ALLOCATED	NOT YET DELIVERED	LONGP	SCOPE	BUDGET	SCHEDULE
55	2	SH	City of Anderson	7528	I-5 / Deschutes Rd. Interchange (4)	\$7,285	\$6,000	\$1,000	5/2012	0			X		●	●	●	
56	3	ED	City of Placerville	7402	Point View Drive (1)	\$3,180	\$2,455	\$750	4/2011	100%	X				●	●	●	
57	3	ED	El Dorado County	7415	White Rock Rd. Widen & Signal (2)	\$1,333	\$1,000	\$500	9/2010	64%	X				●	●	●	
58	3	ED	El Dorado County	7413	Durock Rd / Business Dr. Intersection (2)	\$2,279	\$1,540	\$710	8/2010	100%	X				●	●	●	
59	3	ED	El Dorado County	7414	Silva Valley Parkway Widening (2)	\$2,416	\$1,986	\$993	10/2010	88%	X				●	●	●	
60	3	ED	El Dorado County	7527	Pleasant Valley Rd/ Patterson Dr. (4)	\$3,898	\$2,200	\$600	12/2012	0			X		●	●	●	
61	3	ED	El Dorado County	7526	Silva Valley Parkway / US 50 IC (4)	\$64,789	\$42,000	\$1,000	12/2012	0			X		●	●	●	
62	3	Pla	Placer County	7487	Tahoe City Transit (1)	\$7,349	\$5,808	\$226	7/2010	70%	X				●	●	●	
63	3	Pla	City of Lincoln	7525	Nicolaus Rd Widening (4)	\$1,646	\$1,380	\$758	5/2012	0			X		●	●	●	
64	3	Pla	City of Roseville	7529	Fiddymont Road Widening (4)	\$3,660	\$3,100	\$1,000	5/2012	0			X		●	●	●	
65	3	Sac	City of Elk Grove	7398	Waterman / Grant Line (1)	\$3,470	\$2,885	\$1,000	7/2010	98%	X				●	●	●	
66	3	Sac	City of Elk Grove	7397	Franklin/ Elk Grove (1)	\$3,103	\$1,064	\$988	4/2010	100%	X				●	●	●	
67	3	Yol	City of West Sacramento	7425	Tower Bridge Gateway - East Phase (2)	\$6,488	\$6,488	\$1,000	10/2010	99%	X				●	●	●	
68	4	CC	Contra Costa Transportation Authority	7524	I-680 Auxiliary Lane Project (4)	\$33,170	25,140	\$1,000	9/2012	0			X		●	●	●	
69	5	SLO	San Luis Obispo County	7409	Willow Rd. Extension (1)	\$4,904	\$4,904	\$1,000	6/2010	100%	X				●	●	●	
70	5	SLO	San Luis Obispo County	7423	Willow Rd Extension - Phase II (2)	\$17,932	\$17,932	\$1,000	3/2011	45%	X				●	●	●	
71	5	SLO	San Luis Obispo County	7523	Los Osos Valley Rd (4)	\$700	\$600	\$300	1/2012	0			X		●	●	●	
72	5	SB	Santa Barbara County	7412	Union Valley Pkwy / Bradley Rd (2)	\$714	\$536	\$550	6/2010	100%	X				●	●	●	
73	5	SB	City of Goleta	7417	Fairview / Berkeley Traffic Signal (2)	\$243	\$223	\$150	11/2010	100%	X				●	●	●	
74	5	SB	City of Goleta	7478	Los Carneros / Calle Roundabout (3)	\$843	\$670	\$335	12/2011	0		X			●	●	●	
75	6	Fre	City of Clovis	7466	Bullard / Locan (3)	\$861	\$730	\$315	4/2012	0		X			●	●	●	
76	6	Fre	City of Clovis	7469	DeWolf Ave & Nees Ave to SR 168 (3)	\$1,675	\$760	\$380	4/2012	0		X			●	●	●	
77	6	Fre	City of Clovis	7468	Shaw Ave Improvements (3)	\$569	\$486	\$243	4/2012	0		X			●	●	●	

**Competitive Projects - Status and Detail: Scope Budget and Schedule**

PROJECT NUMBER	DISTRICT	COUNTY/ Agency	AGENCY	PROJECT ID	PROJECT NAME/ (SLPP cycle)	TOTAL PROJECT COST X \$1,000	TOTAL CONST COST X \$1,000	TOTAL SLPP FUNDS X \$1,000	APPROVED BEGIN CONST	CONSTRUCTION % COMPLETE	CONSTRUCTION AWARDED	ALLOCATED BUT NOT AWARDED	DELIVERED BUT NOT ALLOCATED	NOT YET DELIVERED	LONGP	SCOPE	BUDGET	SCHEDULE
78	6	Kin	City of Hanford	7399	Greenfield Ave. Extension (1)	\$735	\$599	\$250	8/2010	100%	X					●	●	●
79	6	Kin	City of Hanford	7400	12th Ave Widening (1)	\$2,646	\$2,353	\$600	8/2010	100%	X					●	●	●
80	6	Kin	City of Hanford	7411	11th Ave Widening (2)	\$1,154	\$1,046	\$500	6/2010	100%	X					●	●	●
81	6	Kin	City of Hanford	7470	12 <sup>th</sup> Ave Widening / Reconstruction (3)	\$3,140	\$2,795	\$750	4/2012	0		X				●	●	●
82	6	Kin	City of Hanford	7522	10 <sup>th</sup> Ave Widening / Reconstruction (4)	\$1,930	\$1,650	\$750	9/2012	0			X			●	●	●
83	8	Riv	City of Indio	7418	Golf Center Parkway Rehab (2)	\$3,400	\$3,000	\$433	2/2010	100%	X					●	●	●
84	8	Riv	City of Moreno Valley	7439	Cactus Ave Street Improvements (2)	\$6,350	\$5,500	\$1,000	4/2012	0		X				●	●	●
85	8	Riv	City of Moreno Valley	7441	Eucalyptus Street Improvements (2)	\$6,266	\$5,405	\$1,000	1/2011	90%	X					●	●	◆
86	8	Riv	City of Moreno Valley	7518	SR 60 / Nason St OC (4)	\$17,130	\$15,030	\$1,000	6/2012	0			X			●	●	●
87	8	Riv	City of Riverside	7426	Rte 91 Auxiliary Lane (2)	\$3,100	\$2,746	\$1,000	3/2011	100%	X					●	●	●
88	8	Riv	Riverside County	7435	Magnolia Ave / Neece Street Signal (2)	\$1,596	\$620	\$150	8/2011	0		X				●	●	◆
89	8	Riv	Riverside County	7480	I-15 / Indian Truck Trail IC (3)	\$9,132	\$6,551	\$1,000	9/2011	3%	X					●	●	●
90	8	SBD	Town of Apple Valley	7473	Bear Valley and Deep Creek Roads (3)	\$184	\$184	\$92	5/2011	100%	X					●	●	●
91	8	SBD	City of Chino Hills	7521	Peyton Drive Widening (4)	\$4,720	\$4,620	\$800	6/2012	0			X			●	●	●
92	8	SBD	City of Fontana	7471	I-15 / Duncan Canyon IC (3,4)	\$31,752	\$24,414	\$1,972	4/2012	0			X			●	●	●
93	8	SBD	City of Hesperia	7481	Ranchero Rd Grade Separation (3)	\$28,428	\$25,000	\$1,000	9/2011	27%	X					●	●	●
94	8	SBD	City of Highland	7520	SR 210 / Greenspot Rd (4)	\$5,506	\$5,506	\$1,000	10/2012	0			X			●	●	●
95	8	SBD	City of Highland	7519	Boulder Ave Bridge and Street Widening (4)	\$20,225	\$17,150	\$975	2/2012	0			X			●	●	●
96	8	SBD	City of Rancho Cucamonga	7475	I-15 at Baseline Road Interchange (3)	\$43,100	\$30,705	\$1,000	4/2012	0			X			●	●	●
97	8	SBD	City of Upland	7479	Foothill Blvd (Route 66) (3)	\$2,100	\$2,100	\$1,000	4/2012	0			X			●	●	●
98	10	Ama	Amador County	7404	Mission Blvd Gap (1)	\$1,262	\$845	\$800	4/2010	100%	X					●	●	●
99	10	Ama	Amador County Transportation Commission	7465	SR 104 / Prospect Drive Relocation (3)	\$2,132	\$1,771	\$885	5/2012	0		X				●	●	●
100	10	Mer	City of Merced	7419	59/ Cooper Ave Signal (1)	\$4,851	\$2,300	\$1,000	10/2011	5%	X					●	●	●
101	10	Mer	City of Merced	7410	Parsons Ave (1)	\$2,520	\$1,590	\$1,000	11/2010	95%	X					●	●	●
102	10	Mer	City of Merced	7428	Yosemite Ave Reconstruction (2)	\$2,100	\$1,850	\$1,000	10/2011	5%	X					●	●	●
103	10	Mer	City of Merced	7482	Parsons Ave / Ada Givens Gap (3)	\$1,750	\$900	\$400	10/2011	0		X				●	●	●

**Competitive Projects - Status and Detail: Scope Budget and Schedule**

PROJECT NUMBER	DISTRICT	COUNTY/ Agency	AGENCY	PROJECT ID	PROJECT NAME/ (SLPP cycle)	TOTAL PROJECT COST X \$1,000	TOTAL CONST COST X \$1,000	TOTAL SLPP FUNDS X \$1,000	APPROVED BEGIN CONST	CONSTRUCTION % COMPLETE	CONSTRUCTION AWARDED	ALLOCATED BUT NOT AWARDED	DELIVERED BUT NOT ALLOCATED	NOT YET DELIVERED	LONP	SCOPE	BUDGET	SCHEDULE
104	11	SD	San Diego County	7403	S. Santa Fe Ave (1)	\$29,106	\$21,387	\$1,000	4/2010	70%	X				●	●	●	
105	12	Ora	City of Anaheim	7476	Tustin Ave / La Palma Widening (3)	\$6,200	\$4,000	\$1,000	5/2012	0	X				●	●	◆	
<b>Totals</b>								\$39.2M			26	10	0	15	0			

- Project is on time, on budget, or within scope.
- ◆ Schedule, scope and/or budget is changing due to pending PPR or Time Extension request. See Corrective Actions.
- Project has been delivered and is awaiting allocation.
- The agency will be removing the project from the program. Project may have been started without an allocation.

## **SLPP Corrective Actions – Competitive Projects**

### **Project 85: Eucalyptus Avenue**

This project was allocated in January 2011; it was awarded April 23, 2010. Because the agency awarded the project prior to allocation, this project will be removed from the program at the February 2012 CTC meeting.

### **Project 88: Magnolia Avenue / Neece Street Signal**

This project was allocated in October 2011. The construction start date is being moved out to May 2013. This project was approved for an allocation extension in January 2011. Riverside County has been notified that they will need to submit an award extension to maintain the funds for this project.

### **Project 105: Tustin Ave and La Palma Widening**

This project was allocated in October 2011. Due to issues with acquiring the necessary right of way, and also with the encroachment permit, the City of Anaheim is requesting to move the construction start date to April 2013. An award extension request will be presented at the April 2012 CTC meeting.

## **SLPP Updates – Competitive Projects**

### **Project 69: Willow Road Extension – Phase I**

Project total cost was decreased from \$4.904M to \$4.866M. This was due to a decrease in the construction cost from \$4.904M to \$4.866M. The project is complete.

### **Project 72: Union Valley Parkway / Bradley Rd Intersection**

The project total cost was reduced from \$714,000 to \$708,000. This was due to a reduction in construction costs from \$536,000 to \$530,000. The SLPP fund will be reduced also. The project is now complete.

### **Project 74: Los Carneros / Calle Roundabout**

This project was allocated in October 2011. The project total cost is being reduced from \$843,000 to \$803,000. This is due to changes in the environmental and design phase costs. Construction start date is being moved to February 2012.

### **Project 96: I-15 at Baseline Road Interchange**

An allocation extension was approved at the May 2011 CTC meeting. The construction start date is being moved from April 2012 to July 2012.

### **Project 103: Parsons Avenue / Ada Givens Gap**

This project was allocated in October 2011. The construction start date is being moved from October 2011 to April 2012.



**FY 2011-12  
Second Quarter  
Traffic Light  
Synchronization Program  
Project Delivery Report**

**Quarterly Report to the  
California Transportation  
Commission**



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## TRAFFIC LIGHT SYNCHRONIZATION PROGRAM PROGRESS REPORT

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### **BACKGROUND:**

Proposition 1B was passed by California voters on November 7, 2006, and created the Traffic Light Synchronization Program (TLSP). Proposition 1B provides \$250 million, upon appropriation by the Legislature, for TLSP projects approved by the California Transportation Commission (CTC). The Department of Transportation (Department) is required to provide a quarterly report to the Commission on the status of progress by the local agencies on completing TLSP work funded by the Proposition 1B bond funds.

The guidelines for the TLSP were adopted on February 13, 2008. The Commission has approved 22 traffic light synchronization projects totaling \$147,000,000 for the City of Los Angeles and 62 additional traffic light synchronization projects totaling \$98,000,000 for agencies other than the City of Los Angeles.

### **Program Summary:**

At the close of the Second Quarter of FY 2011-12:

The Commission has allocated \$105,002,200 to the City of Los Angeles for 13 projects and \$85,312,988 to agencies other than the City of Los Angeles for 49 projects. Of the 62 projects allocated totaling \$190,315,188, construction on thirty six projects, totaling \$22,106,499, has been completed.

At the end of the Second Quarter, the following project has been completed:

- Santa Clara County – County Expressway TDCS for TLSP

**Project Status – City of Los Angeles**

Dist	Co	Agency	Proj ID	Project Name	TLSP Prog Cost	TOTAL CONST COST	BEGIN PS&E DATE	END PS&E DATE	BEGIN CONST	End Construct Date	CONST PERCENT COMPLETE	SCOPE	BUDGET	SCHEDULE	Comments
7	LA	Los Angeles	6760	ATCS - Central Business District	\$748,000	\$9,215,000	Apr-12	Jan-13	Apr-13	May-16	0	●	●	●	
7	LA	Los Angeles	6761	ATCS - Central City East	\$0	\$4,885,000	Jul-12	Apr-13	Jul-13	Aug-16	0	●	●	●	
7	LA	Los Angeles	6762	ATCS - Echo Park / Silver Lake	\$3,215,000	\$3,480,000	Jun-08	Dec-08	Jul-09	Aug-12	99	●	●	●	
7	LA	Los Angeles	6826	ATCS - Echo Park / Silver Lake Phase 2	\$4,076,500	\$4,361,900	Feb-12	Jul-12	Oct-12	Nov-15	0	●	●	●	
7	LA	Los Angeles	6763	ATCS - Los Angeles	\$11,528,500	\$15,344,800	Aug-10	Jul-11	Oct-11	May-15	0	●	●	●	
7	LA	Los Angeles	6764	ATCS - Santa Monica Fwy Corridor Phase 1	\$6,515,500	\$7,507,800	Aug-11	May-12	Aug-12	Sep-15	0	●	●	●	
7	LA	Los Angeles	6765	ATCS - Santa Monica Fwy Corridor Phase 2	\$6,515,500	\$7,507,800	Jun-11	Feb-12	May-12	Jun-15	0	●	●	●	
7	LA	Los Angeles	6766	ATCS - West Adams	\$4,250,800	\$4,870,120	May-12	Oct-12	Jan-13	Feb-16	0	●	●	●	
7	LA	Los Angeles	6767	ATCS - Westwood / West Los Angeles	\$3,484,200	\$4,009,200	Jun-11	Oct-11	Jan-12	Feb-15	0	●	●	●	
7	LA	Los Angeles	6768	ATCS - Wilshire East	\$4,877,900	\$5,597,300	Oct-11	Apr-12	Jul-12	Aug-15	0	●	●	●	
7	LA	Los Angeles	6769	ATSAC - Canoga Park	10,316,400	\$11,031,100	Jan-09	Aug-10	Jul-11	Apr-14	40	●	●	●	
7	LA	Los Angeles	6770	ATSAC - Canoga Park Phase 2	\$9,228,900	\$9,943,600	Oct-09	Jan-11	Jun-11	Jul-14	40	●	●	●	
7	LA	Los Angeles	6771	ATSAC – Foothill	\$8,802,900	\$9,425,400	Jun-10	Apr-11	Jul-11	Jul-14	15	●	●	●	
7	LA	Los Angeles	6772	ATSAC - Harbor - Gateway 2	\$7,899,000	\$8,341,000	Aug-08	Jun-10	Mar-11	Apr-14	60	●	●	●	
7	LA	Los Angeles	6773	ATSAC - Pacific Palisades / Canyons	\$6,922,200	\$7,548,300	Dec-08	Aug-10	Jul-11	Jul-14	30	●	●	●	
7	LA	Los Angeles	6774	ATSAC - Platt Ranch	\$4,358,600	\$6,817,000	Jun-08	Dec-08	Dec-09	Jan-13	99	●	●	●	
7	LA	Los Angeles	6775	ATSAC - Reseda	\$8,506,300	\$11,026,000	Dec-07	Oct-08	Jan-09	Feb-12	99	●	●	●	
7	LA	Los Angeles	6776	ATSAC - Reseda Phase 2	\$7,221,000	\$7,898,000	Jul-08	Jun-09	Jul-10	Aug-13	99	●	●	●	
7	LA	Los Angeles	6777	ATSAC - San Pedro	\$8,911,000	\$10,505,000	Jun-08	Nov-09	Sep-09	Oct-12	99	●	●	●	
7	LA	Los Angeles	6778	ATSAC – Wilmington	\$11,073,000	\$12,319,700	Dec-08	Dec-10	Jul-11	Apr-14	40	●	●	●	
7	LA	Los Angeles	6779	ATSAC - Coliseum / Florence	\$8,107,000	\$9,007,500	Mar-10	Apr-11	Jul-11	Jul-14	15	●	●	●	
7	LA	Los Angeles	6780	ATSAC - Coliseum / Florence Phase 2	\$10,441,800	\$11,342,300	Mar-10	Apr-11	Jul-11	Jul-14	15	●	●	●	

● Project is on time, on budget, or within scope.  
● Schedule changing, pending baseline amendment.  
● Project is behind schedule

**Project Status – Other Agencies**

Dist	Co	Agency	Proj ID	Project Name	TLSP Prog Cost	TOTAL CONST COST	Begin PS&E Date	End PS&E Date	BEGIN CONST Date	End Construct Date	CONST PERCENT COMPLETE	SCOPE	BUDGET	SCHEDULE	Comments
3	Pla	Roseville	6794	East ITS Coordination	\$912,414	\$1,294,000	Jul-08	Jul-08	Jun-09	Dec-09	100	●	●	●	
3	Sac	Citrus Heights	6745	TLSP Phase II Greenback Lane	\$180,000	\$238,000	Feb-07	May-08	Jul-08	Nov-08	100	●	●	●	
3	Sac	Citrus Heights	6746	TLSP Phase III Antelope Road	\$102,000	\$124,000	Nov-09	Nov-09	Sep-10	Apr-11	100	●	●	●	
3	Sac	Rancho Cordova	6792	Folsom Boulevard	\$178,319	\$460,000	Sep-08	Jan-09	Sep-09	Dec-09	100	●	●	●	
3	Sac	Sacramento	6795	TLSP	\$2,456,160	\$4,072,000	Aug-08	Feb-09	Jun-10	May-11	100	●	●	●	
3	Sac	Sacramento County	6796	Florin Road	\$401,000	\$552,000	Sep-08	May-09	Jun-09	Apr-10	100	●	●	●	
3	Sac	Sacramento County	6797	Madison Avenue	\$142,000	\$652,000	Oct-07	Aug-08	Sep-08	Feb-09	100	●	●	●	
4	Ala	Alameda CMA*	6744	San Pablo Corridor	\$18,718,405	\$28,300,000	Oct-08	Jan-10	Jan-11	Oct-13	14	●	●	●	
4	Ala	Alameda County	6743	Redwood Road	\$124,000	\$159,000	Sep-08	Oct-08	Mar-10	Sep-10	100	●	●	●	
4	Ala	San Leandro	6802	ATMS Expansion	\$350,000	\$558,000	Nov-08	Jun-09	Jul-09	Jun-11	100	●	●	●	
4	CC	San Ramon	6806	Bollinger Canyon	\$475,000	\$739,000	May-09	Jul-09	Sep-09	Mar-10	100	●	●	●	
4	CC	San Ramon	6807	Crow Canyon	\$310,000	\$435,000	May-09	Jul-09	Sep-09	Mar-10	100	●	●	●	
4	CC	Walnut Creek	6824	Ygnacio Valley Road Corridor	\$1,489,000	\$2,139,000	Aug-08	Jan-09	Jun-09	Nov-10	100	●	●	●	
4	Mrn	Marin County	6781	Sir Francis Drake Boulevard	\$208,000	\$260,000	Dec-08	Apr-09	May-09	Dec-09	100	●	●	●	
4	SCI	San Jose*	6801	TLSP	\$15,000,000	\$20,000,000	Sep-08	Feb-10	Jan-09	Dec-12	66	●	●	●	
4	SCI	Santa Clara County	6814	County Expressway TDCS for TLSP	\$900,000	\$1,030,000	Jul-08	Mar-10	Oct-10	Nov-11	100	●	●	●	
4	SF	SFMTA	6800	Franklin, Gough & Polk Streets	\$5,110,000	\$12,020,000	Jul-09	Dec-09	Jan-10	Jun-12	40	●	●	●	
4	SM	San Mateo C/CAG*	6805	SMART Corridor Projects	\$10,000,000	\$20,365,000	Oct-08	Dec-09	Dec-09	Nov-11	16	●	●	●	See pg 5
4	Son	Santa Rosa	6816	Steele Lane / Guerneville	\$1,100,000	\$1,600,000	Jun-08	Aug-08	Aug-08	Sep-09	100	●	●	●	
5	SCr	Watsonville	6825	Signal Corridor Upgrade	\$120,000	\$180,000	Mar-09	Apr-10	Jun-10	Nov-11	85	●	●	●	See pg 5
6	Fre	Fresno	6751	Clovis Avenue	\$2,100,000	\$3,271,000	Jul-08	Oct-09	Feb-11	Oct-11	90	●	●	●	See pg 5
6	Fre	Fresno	6752	Shaw Avenue	\$2,100,000	\$3,166,000	Jul-08	Feb-11	Oct-11	Jun-12	0	●	●	●	
6	Kin	Hanford	6757	12th Avenue	\$76,126	\$205,000	Jan-09	Nov-09	Dec-09	Feb-10	100	●	●	●	
7	LA	Compton	6747	Rosecrans Avenue	\$1,050,000	\$1,452,000	Apr-07	Apr-08	Feb-11	Mar-12	42	●	●	●	
7	LA	Culver City	6749	Citywide TLSP	\$199,224	\$550,000	Apr-09	Sep-09	Apr-10	May-11	100	●	●	●	
7	LA	Glendale	6754	Brand Boulevard	\$850,000	\$1,301,000	Feb-10	Jun-11	Sep-11	Mar-12	0	●	●	●	
7	LA	Glendale	6755	Colorado Street/ San Fernando Road	\$523,000	\$820,000	Feb-10	Jun-11	Sep-11	Mar-12	0	●	●	●	
7	LA	Glendale	6756	Glendale Avenue/ Verdugo Road	\$1,658,000	\$2,531,000	Feb-10	Jun-11	Sep-11	Mar-12	0	●	●	●	
7	LA	Inglewood	6758	La Brea Avenue	\$426,000	\$606,000	Nov-07	Jul-08	Feb-11	Nov-11	0	●	●	●	See pg 5
7	LA	Pasadena	6784	California Boulevard	\$68,000	\$76,000	Aug-09	Apr-11	Aug-11	Apr12	0	●	●	●	See pg 5
7	LA	Pasadena	6785	Del Mar Boulevard	\$138,000	\$172,000	Aug-09	Apr-11	Aug-11	Apr12	0	●	●	●	See pg 5
7	LA	Pasadena	6787	Hill Avenue	\$66,000	\$83,000	Aug-09	Apr-11	Aug-11	Apr12	0	●	●	●	See pg 5
7	LA	Pasadena	6788	Los Robles Avenue	\$107,000	\$134,000	Aug-09	Apr-11	Aug-11	Apr12	0	●	●	●	See pg 5
7	LA	Pasadena	6789	Orange Grove Boulevard	\$188,000	\$235,000	Aug-09	Apr-11	Aug-11	Apr12	0	●	●	●	See pg 5
7	LA	Pasadena	6791	Sierra Madre Boulevard	\$110,000	\$138,000	Aug-09	Apr-11	Oct-11	Aug-12	0	●	●	●	See pg 5
7	LA	Santa Clarita	6815	Advanced System Detection Expansion	\$345,079	\$650,000	Jul-08	Dec-08	Oct-09	Jan-10	100	●	●	●	
8	Riv	Murrieta	6782	Murrieta Hot Springs Road	\$335,387	\$670,000	Jul-08	Apr-09	Aug-09	Dec-10	100	●	●	●	
8	Riv	Corona	6748	TLSP ATMS Phase II	\$4,424,021	\$5,511,000	Sep-08	Dec-08	Jun-09	Sep-11	100	●	●	●	
8	Riv	Temecula	6819	Citywide Traffic Signal Synchronization	\$515,000	\$618,000	Mar-09	Jun-09	Sep-10	Mar-11	100	●	●	●	
8	SBd	SANBAG	6808	TLSP Tier 3 & 4	\$2,000,000	\$7,610,000	Oct-09	Apr-10	Dec-10	Jun-12	95	●	●	●	
8	SBd	Rancho Cucamonga	6793	Foothill Boulevard	\$225,000	\$975,000	Dec-07	Aug-08	Mar-09	Dec-09	100	●	●	●	
10	SJ	Tracy	6820	Grant Line Road	\$162,830	\$400,000	Oct-08	Mar-09	Jan-10	Oct-10	100	●	●	●	

Dist	Co	Agency	Proj ID	Project Name	TLSP Prog Cost	TOTAL CONST COST	Begin PS&E Date	End PS&E Date	BEGIN CONST Date	End Construct Date	CONST PERCENT COMPLETE	SCOPE	BUDGET	SCHEDULE	Comments
10	SJ	Tracy	6821	Tracy Boulevard	\$111,211	\$200,000	Oct-08	Mar-09	Jan-10	Oct-10	100	●	●	●	
11	SD	El Cajon	6750	Main Street	\$38,956	\$120,000	Sep-08	Dec-08	Nov-09	Feb-10	100	●	●	●	
11	SD	San Diego County	6798	Bonita Road, Sweetwater Road, Briarwood Road	\$632,494	\$1,498,000	May-08	Sep-08	Sep-09	Oct-10	100	●	●	●	
11	SD	San Diego County	6799	South Mission Road	\$78,000	\$115,000	May-08	Sep-08	Sep-09	Oct-10	100	●	●	●	
11	SD	San Marcos	6803	Rancho Santa Fe Road	\$265,024	\$361,000	Nov-08	Nov-09	Apr-10	Aug-10	100	●	●	●	
11	SD	San Marcos	6804	San Marcos Boulevard Smart Corridor	\$549,000	\$686,000	Jun-08	Nov-08	Dec-08	Jun-11	100	●	●	●	
11	SD	SANDAG	6809	At-grade Crossing Traffic Synchronization	\$820,000	\$1,100,000	Jul-04	Jun-08	Oct-08	Dec-11	55	●	●	●	See pg 5
11	SD	SANDAG	6810	East-West Metro Corridor	\$1,267,000	\$1,417,000	Nov-02	Nov-03	Jun-10	Jun-11	100	●	●	●	
11	SD	SANDAG	6811	I-15 Corridor	\$2,162,000	\$2,412,000	Nov-02	Nov-03	Jun-10	Jun-11	100	●	●	●	
11	SD	SANDAG	6812	I-805 Corridor	\$447,268	\$790,000	Nov-02	Nov-03	Oct-08	Aug-09	100	●	●	●	
11	SD	SANDAG	6813	Transit Signal Priority	\$951,000	\$2,947,000	Sep-07	Jun-08	Nov-08	Dec-11	30	●	●	●	See pg 5
11	SD	Santee	6817	Magnolia Avenue	\$80,680	\$165,000	Oct-09	Dec-09	Mar-10	May-10	100	●	●	●	
11	SD	Santee	6818	Mission Gorge Road	\$270,900	\$563,000	Oct-09	Dec-09	Feb-10	May-10	100	●	●	●	
11	SD	Vista	6822	North Santa Fe Avenue	\$155,574	\$218,000	Jul-08	Aug-08	Oct-08	Jan-09	100	●	●	●	
11	SD	Vista	6823	South Melrose Drive	\$183,182	\$336,000	Jul-08	Aug-08	Oct-08	Jan-09	100	●	●	●	
12	Ora	Garden Grove	6753	TMC Upgrade	\$1,859,000	\$4,758,000	Aug-08	Sep-08	Jun-10	Nov-11	90	●	●	●	See pg 5
12	Ora	OCTA*	6783	Countywide TLSP	\$4,000,000	\$8,000,000	Dec-08	Jan-09	Jul-10	Sep-12	75	●	●	●	
7	LA	Long Beach	6759	Long Beach Area TLSP	\$3,000,000	\$9,300,000	Sep-07	Aug-08	Jan-10	Jan-11	0				Project removed
7	LA	Pasadena	6786	Fair Oaks Avenue	\$70,000	\$87,000	Aug-09	Oct-09	Dec-09	Jan-11	0				Project removed
7	LA	Pasadena	6790	San Gabriel Boulevard	\$42,000	\$52,000	Aug-09	Oct-09	Dec-09	Jan-11	0				Project removed

\* Note: Projects for the Orange County Transportation Authority (OCTA), the City of San Jose, the City/County Association of Governments of San Mateo County (San Mateo C/CAG), and Alameda County Congestion Management Agency (CMA) fall under several categories, as the projects have been phased or segmented.

- Project is on time, on budget, or within scope.
- Schedule changing, pending baseline amendment.
- Project is behind schedule

## **TLSP Corrective Actions**

### **Corrective Actions**

#### **San Mateo C/CAG – SMART Corridor Projects (Project ID 6805)**

The project is under construction. The project is a multiphase project and San Mateo C/CAG has expressed a need to expand the scope. The project is behind the current approved schedule due to the expanded scope. The agency plans on submitting a baseline amendment to adjust the project scope, cost and schedule.

#### **City of Watsonville – Signal Corridor Upgrade (Project ID 6825)**

The project is under construction. Due to delay in equipment delivery the project is behind the current approved schedule. However, the agency has stated construction of the project is almost complete. The agency plans on submitting a baseline amendment to adjust the project schedule.

#### **City of Fresno – Clovis Avenue (Project ID 6751)**

Due to delays in construction scheduling the project fell behind the current approved schedule, however the agency has stated construction of the project is complete.

#### **City of Inglewood – La Brea Avenue (Project ID 6758)**

Due to delays in design engineering the project is behind schedule. In addition, due to economic challenges the City reduced its staff while sustaining all remaining programs and projects at a reduced operating level. The agency plans on submitting a baseline amendment to adjust the project schedule.

#### **City of Pasadena – A total of six projects (Project ID 6784, 6785, 6787- 6789, 6791)**

The City of Pasadena is behind on the construction start date, due to delays in design. The city has completed design work for the six projects. The city is working with District 7 on submitting allocation requests. Once the allocation requests are approved, the city plans on submitting baseline amendments to adjust the project schedules.

#### **San Diego Association of Governments – At-grade Crossing Traffic Synchronization (Project ID 6809)**

The project is under construction. Due to delay in design and review of plans paid by Centre City Development Corporation the project is behind schedule. The agency plans on submitting a baseline amendment to adjust the project schedule.

#### **San Diego Association of Governments – Transit Signal Priority (Project ID 6813)**

The project is under construction. Delays in construction were due to conflicts in construction schedule between multiple projects. The agency plans on submitting a baseline amendment to adjust the project schedule.

#### **City of Garden Grove – TMC Upgrade (Project ID 6753)**

The agency has stated construction of the project is almost complete. The project is currently in the final stages of acceptance testing.



# **FY 2011-12 Second Quarter Report Highway Railroad Crossing Safety Account**

**Quarterly Report to the  
California Transportation  
Commission**



## Highway Railroad Crossing Safety Account Progress Report

### **SUMMARY:**

This report for the Highway Railroad Crossing Safety Account (HRCSA) is for the First quarter of the 2011-12 fiscal year. This report includes the status of the HRCSA 2008 program as well as the HRCSA 2010 program.

- ◆ HRCSA 2008 – In 2008, 23 projects were competitively selected and programmed in two parts. Of these, 16 projects have been delivered. One project (6<sup>th</sup> Street) was split into two projects (Bridgework and Roadwork). The Bridgework project was approved for the 2008 HRCSA cycle and the Roadwork project was programmed in the 2010 HRCSA cycle. Marina Bay project was dropped at the agency's request. The remaining 2008 HRCSA projects - Nogales St., Warren Ave., Bardsley Ave., North Spring St., Kato Rd. and Broadway-Brazil St. - were eligible and reprogrammed in the 2010 HRCSA cycle.

HRCSA 2008 – 16 projects have been programmed and delivered.

- ◆ HRCSA 2010 – As of September 30, 2010, 10 projects have been competitively selected and programmed in two parts. Baseline agreements have been completed for all 2010 HRCSA projects. Two projects have been allocated.

### **STATUS of the 2008 program:**

A total of \$149,277,000 with 16 projects was allocated for the 2008 HRCSA program.

- ◆ Part 1 \$84,422,000 allocated with 8 projects.
- ◆ Part 2 \$64,855,000 allocated with 8 projects.

### **STATUS of the 2010 program:**

A total of \$73,562,000 with 9 projects are programmed for the HRCSA 2010 program. All 2010 HRCSA Baseline Agreements approved

- ◆ Part 1 \$47,357,000 programmed with four projects (no allocations)
- ◆ Part 2 \$26,215,000 programmed with five projects (two allocations)

Allocations approved

- ◆ Dana Point & San Clemente Crossing Allocated (January 2011)
- ◆ Kato Road (June 2011)

**BACKGROUND:**

Proposition 1B was passed by California voters on November 7, 2006. Proposition 1B authorized \$250 million for HRCSA in two parts, \$150 million for projects on the Public Utilities Commission (PUC) priority list and \$100 million for high-priority railroad crossing improvements, including grade separation projects. The Guidelines for HRCSA were adopted on March 12, 2008. On August 28, 2008, the Commission programmed the 23 HRCSA projects totaling \$243,769,000. Based on recent amendments, the 2008 program level is 16 projects totaling \$149,277,000.

On September 23, 2010, 10 projects for a total of \$74,172,000 were programmed for the HRCSA 2010 program.

August 2011 one project was dropped at the agency's request. A total of 9 projects remain in the 2010 program for a cost of 73,572,000.

**\* 3rd Quarter known changes**

<i>7<sup>th</sup> Standard Road</i>	<i>De-allocation of funds at the April May 2012 meeting. Bids came in lower than anticipated. Baseline amendment for schedule and funding (April 2012)</i>
<i>San Mateo</i>	<i>Project complete – begin close out – de allocation expected (May 2012)</i>
<i>Jerrold Avenue</i>	<i>Completion date slipped (3 months) due to delays in receipt of structural steel – de allocation expected (May 2012)</i>
<i>G Street</i>	<i>Slipped by 3 months (April 2012) Agency will submit Amendment request</i>
<i>Betty Drive</i>	<i>De-allocation HRCSA funds (Feb 2012) lower than anticipated construction bids.</i>
<i>Port of Stockton</i>	<i>De-allocation HRCSA funds (Jan 2012) lower than anticipated construction bids.</i>
<i>Sand Canyon</i>	<i>De-allocation of HRCSA funds to maximize Federal funding (February 2012)</i>
<i>Nogales</i>	<i>Allocated January 2012</i>
<i>Warren Avenue</i>	<i>Allocation requested (March 2012)</i>
<i>North Spring Street</i>	<i>Schedule amended (Jan 2012) due to negotiation with C&amp;M agreement</i>
<i>6<sup>th</sup> Street Roadwork</i>	<i>New agreements needed with new owner. Amendment to schedule (March 2012)</i>
<i>Kato Road</i>	<i>Allocated</i>
<i>Broadway Brazil</i>	<i>Allocated &amp; Baseline Amendment for schedule &amp; scope change (Feb 2012)</i>
<i>Dana Point</i>	<i>Completed</i>
<i>San Clemente</i>	<i>Schedule change (March 2012) litigation with BNSF took longer than anticipated</i>

2008 HRCSA (numbers in thousands)

ID	DST	CNTY	Applicant	Project Name	Total Project	HRCSA Prgmd	Beg Const	End Const	HRCSA Expnd	Const Cmpl	Scope	Budget	Schedule
<b>PART 1</b>													
8	6	KER	County of Kern	*BNSF Grade Sept 7 <sup>th</sup> Standard Rd/Santa Fe Wy	28,853	9,926	Sep-09	Jul-11	\$ 3,218	99%	●	▲	●
44	4	SM	PCJPB	San Mateo Bridges Grade Separation (GS)	13,440	1,445			\$ 83	100%	●	●	●
11	7	LA	City of Los Angeles	Riverside Drive GS Replacement	60,964	5,000		Jun-14	\$ 143	2.2%	●	●	●
39	4	SF	PCJPB	Jerrold Ave & Quint St Bridges GS	19,630	3,333	Jun-10	Dec-11	\$ 834	99%	●	▲	▲
18	10	MER	City of Merced	G Street Undercrossing	18,000	9,000	Mar-10	Dec-11	\$ 6,009	91%	●	●	▲
9	6	KER	County of Kern	Hageman Rd/BNSF Railroad	35,300	17,650		Jul-12	\$ 5,424	42%	●	●	●
45	4	SM	PCJPB	San Bruno GS	147,000	26,727	Jul-10	Oct-12	\$ 4,541	40%	●	●	●
43	10	SJ	City of Stockton	Lower Sacramento	34,000	10,000		Nov-12	\$ 1,671	33%	●	●	●
<b>Total Part 1</b>					<b>357,187</b>	<b>83,081</b>							
<b>PART 2</b>													
33	11	SD	City of San Diego	Park Blvd. at Harbor Dr./Pedestrian Bridge	27,000	6,000			\$ 6,000	100%	●	●	●
29	3	SAC	City of Sacramento	6 <sup>th</sup> St Overcrossing - Bridge	11,974	5,987			\$ 5,987	100%	●	●	●
48	6	TUL	City of Tulare	Cartmill Avenue GS	26,808	11,293		May-12	\$ 7,097	65%	●	●	●
46	6	TUL	County of Tulare	Betty Drive GS	14,882	4,682		Sep-12		68%	●	●	●
40	10	SJ	Port of Stockton	Port of Stockton Expressway	8,587	1,537		Jun-12	\$ 745	55%	●	●	●
41	10	SJ	City of Stockton	Eight Mile Road/UPRR (East) GS	31,000	8,500		Nov-12	\$ 2,210	51%	●	●	●
42	10	SJ	City of Stockton	Eight Mile Road/UPRR (West) GS	25,000	8,500		Nov-12	\$ 2,390	43%	●	●	●
20	12	ORA	OCTA	***Sand Canyon GS	54,604	8,000		Jan-14	0	20%	●	▲	●
<b>Total Part 2</b>					<b>199,855</b>	<b>54,499</b>							

Invoices received and paid thru Feb, 2012

2010 HRCSA (numbers in thousands)

DST	CNTY	Applicant	Project Name	Total Project	HRCSA Prgmd	Beg Const	End Const	HRCSA Expnd	Const Cmpl	Scope	Budget	Schedule
<b>PART 1</b>												
6	TUL	City of Tulare	Bardsley Avenue Grade Separation	17,374	7,156	4/12	8/12			●	●	●
7	LA	ACE	Nogales Street Grade Separation	85,430	25,600	2/12	4/16			●	●	●
4	ALA	City of Fremont	Warren Avenue Grade Separation	68,782	9,600	6/12	6/15			●	●	●
7	LA	City of Los Angeles	North Spring Street Grade Separation	48,766	5,001	12/12	12/14			●	●	▲
<b>Total Recommended for Programming</b>				<b>220,352</b>	<b>47,357</b>							
<b>PART 2</b>												
3	SAC	City of Sacramento	**6 <sup>th</sup> Street Overcrossing - Roadwork	15,730	7,865	11/12	12/13			●	●	▲
4	ALA	City of Fremont	***Kato Road Grade Separation	52,265	10,000	9/11	2/13			●	●	▲
7	LA	SCRRA	Broadway-Brazil Street Grade Crossing	9,100	4,000	2/12	8/12			▲	▲	▲
12	ORA	OCTA	Dana Point & San Clemente Crossings	4,200	2,100				100%	●	●	●
12	ORA	OCTA	****San Clemente Beach Trail Crossings	4,500	2,250	2/12	6/12			●	●	▲
12	ORA	OCTA	North Beach Crossing									
<b>Total Recommended for Programming</b>				<b>85,795</b>	<b>26,215</b>							

- Project is on-time, on-budget, and/or within scope
- Allocation request is late or construction start date has been delayed
- ▲ Schedule, scope or cost is changing, pending review and acceptance
- Project has been delivered and is awaiting allocation



**FY 2011-2012  
Second Quarter Report  
Proposition 1B  
Intercity Rail  
Improvement Program**

**Quarterly Report to the  
California Transportation  
Commission**



<b>Intercity Rail Improvement Program Progress Report</b>
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**SUMMARY:**

This report is for the second quarter of Fiscal Year (FY) 2011-2012 for the Proposition 1B Intercity Rail Improvement (IRI) Program. Higher-priority projects have been funded first and are moving toward completion. Of fourteen projects, four projects have been partially allocated and seven have been fully allocated, while three projects remain without allocations. Roughly forty one percent (41%) of the total bond funding for the IRI program is allocated.

**CURRENT STATUS:**

**Procure New Rail Cars** – Proposition 1B partial allocation was made at the December 2011 Commission meeting. The Department requested only what was necessary as matching funds to the Federal Railroad Administration grants. A joint procurement task force was formed. Task force members include staff from the Department, the State of Illinois, Amtrak, and the Capitol Corridor Joint Powers Authority (CCJPA), as well as a number of consultants and other interested parties. Language for the Request for Proposal (RFP) is being drafted. The RFP is planned for release during the third quarter of Fiscal Year (FY) 2011-12.

**Commerce-Fullerton Triple Track** – Construction is continuing on schedule.

**New Station Tracks at Los Angeles Union Station** – The north and south ramps have been formed and waterproofed, and have reinforced steel and concrete. Construction is approximately 11% complete.

**San Onofre to Pulgas Double Track Project – Phase 1** – Approximately \$4.4 million in local funding from the US Department of the Navy originally budgeted for this project is no longer available. Based on the latest cost estimate, Phase 1 can be constructed at the lower cost. A revision to the project budget will be requested at a future Commission meeting. Funding for the Design phase of the project has been nominated for programming through the 2012 State Transportation Improvement Program.

**Sacramento Maintenance Facility** – The Sacramento Maintenance Facility project has a proposed allocation date of December 2012. Site is still undetermined.

**Oakley to Port Chicago** – Proposition 1B allocation in the amount of \$25.45 million for construction was made from the Delivered List by the Commission at its October 2011 meeting. Since the allocation was made, the start of Construction has been revised to June 2012. The cost to construct the project as originally designed was greater than the available funding. Currently, the project is being redesigned. Contract negotiations with the railroad to build the project are proceeding concurrently.

**Coast Daylight Track and Signal** – Construction is scheduled to begin December 2019.

**Mid-Route Layover Facility** – Project schedule and construction is now forecast to start in June 2013 with completion in June 2014. Location for project is still under consideration.

**Kings Park Track and Signal** - Construction activities continued on the Kings Park Track and Signal project. The Construction phase is approximately 98% complete.

**Santa Margarita Bridge and Double Track** - Construction of the Santa Margarita Bridge and Double Track is continuing. The Construction phase is approximately 58% complete.

**Emeryville Station and Track Improvements** – Final completion of the project and final costs/invoices have been paid to the CCJPA. The cost savings of \$3.75 million were deallocated and reprogrammed to the Wireless Network for Northern California IPR Fleet project. Construction is complete. (*Close out reports were sent to CCJPA in February 2012.*)

**Bahia-Benicia Crossover** - Bahia portion is done. The Track Improvement portion has begun construction and invoicing.

**SCRRRA Sealed Corridor** – Contractor has performed site reviews and begun developing design approach and material/equipment selection for submittal. Project scope is to install communications wiring that can be coaxial, fiber or Ethernet and will coincide with Positive Train Control. Existing fiber installations may be available for use as a backup. Construction can begin as soon as discussions regarding which wiring method to use are concluded.

**Wireless Network for Northern California IPR Fleet** – This project is building a wireless network on the Capitol Corridor and San Joaquin Corridor intercity passenger rail fleet, which will be a significant amenity to passengers. Installation has been completed on 108 single and bi-level cars to date, with complete rollout scheduled for the third quarter of FY 2011-12.

## **BACKGROUND:**

Proposition 1B was passed by California voters on November 7, 2006. The Guidelines for the IRI were adopted on December 13, 2007, and provide \$400 million, upon appropriation by the Legislature, to the Department for intercity passenger rail improvement projects. A minimum of \$125 million is designated for procurement of additional intercity passenger railcars and locomotives.

This \$400 million program is part of the \$4 billion Proposition 1B Public Transportation Modernization, Improvement, and Service Enhancement Account (PTMISEA). This Account is to be used to fund public transportation projects. Pursuant to paragraph (2) of subdivision (c) of section 8879.50 of the Government Code, the Department is the administrative agency for PTMISEA.

At its December 2007 meeting, the Commission approved the guidelines for intercity passenger rail projects in the PTMISEA. At its February 2008 meeting, the Commission approved the list of Proposition 1B intercity rail projects to be funded in the IRI. The original list of projects was amended by the Commission in August 2008, November 2010, January 2011, March 2011, June 2011 and November 2011.

**California Department of Transportation  
Proposition 1B  
Intercity Rail Improvement (IRI)**

**IRI Quarterly Delivery Report  
Second Quarter FY 2011-2012  
October 2011-December 2011**

Corridor	Project Name	END PA&ED	END PS&E	END R/W	Project Schedule (1)		Total Intercity Rail Prop 1B (2)		Proposed Allocation Date	Actual Allocation Date	Contract Award Date	Scope	Budget	Schedule	Notes	
					Current Phase	% of Phase Completed	Funding Request	Funding Allocated								
Capitol Corridor, Pacific Surfliner, San Joaquin	Procure New Rail Cars			NA	CON	0%	\$ 150,000,000	\$ 42,000,000	Dec-11	Dec-11		●	●	●		
Pacific Surfliner, Metrolink	Commerce/Fullerton Triple Track				CON	95%	\$ 70,000,000	\$ 32,000,000	Aug-08	Aug-08	Feb-09	●	●	●		
Pacific Surfliner, Metrolink	New Station Track at LA Union Station				CON	11%	\$ 35,100,000	\$ 21,800,000	Apr-08	Apr-08	Jul-09	●	●	●	(3)	
Pacific Surfliner	San Onofre to Pulgas Double Track Project Phase 1		Dec-12	N/A	PS&E	60%	\$ 30,000,000	\$ 3,146,000	Dec-09	Jan-10	May-10	●	▲	●	(3)	
Capitol Corridor, San Joaquin	Sacramento Maintenance Facility	Dec-11	Sep-14	Dec-13	PA&ED	30%	\$ 4,550,000		Dec-12			●	●	▲	(4)	
San Joaquin	Oakley to Port Chicago		May-12	NA	PS&E	89%	\$ 25,450,000	\$ 25,450,000	Aug-11	Oct-11		▲	●	■	(5), (6)	
Pacific Surfliner, Coast Daylight	Coast Daylight Track and Signal	Jan-15	Jul-15	Dec-19	PA&ED	0%	\$ 25,000,000		Jun-12			●	●	▲	(3)	
San Joaquin	Mid-Route Layover Facility (Formerly Fresno Layover Facility)	Jun-11	Apr-12	Dec-12	PA&ED	0%	\$ 14,601,000		Jun-13			●	●	▲	(4)	
San Joaquin	Kings Park Track and Signal Improvements				CON	98%	\$ 3,500,000	\$ 3,500,000	Aug-08	Aug-08	Oct-08	●	●	●		
Pacific Surfliner	Santa Margarita Bridge and Double Track				CON	58%	\$ 16,206,000	\$ 16,206,000	Apr-08	Apr-08	Aug-08	●	●	●		
Capitol Corridor, San Joaquin	Emeryville Station and Track Improvements				CON	100%	\$ 6,250,000	\$ 6,250,000	May-08	May-08	Sep-08	●	●	●		
Capitol Corridor	Bahia Benicia Crossover				CON	40%	\$ 4,750,000	\$ 4,750,000	Apr-08	Apr-08	Sep-08	●	●	●	(7)	
Metrolink	SCRRA Sealed Corridor				CON	5%	\$ 3,000,000	\$ 3,000,000	Apr-08	Apr-08	Aug-08	●	●	●		
Capitol Corridor, San Joaquin	Wireless Network for Northern California IPR Fleet	NA	NA	NA	CON	70%	\$ 3,750,000	\$ 3,750,000	Jan-11	Jan-11	Apr-11	●	●	●		
San Joaquin	Merced Crossover	<b>DELETED FROM PROGRAM</b>						\$ 5,000,000					NA	N/A	N/A	(8)

Explanation of Notes

- (1) Measure of progress based on current phase for entire project regardless of funding type
- (2) Total amounts programmed and/or allocated from Prop 1B bond funds authorized for Intercity Rail Improvement purposes
- (3) Proposition 1B funds for Design & Construction
- (4) Completion of PA&ED work has been delayed until a specific site can be selected and obtained
- (5) Project was delivered for allocation August 2011; Funds voted by CTC November 2011
- (6) Previously completed design work currently is being revised as project must be downscoped to stay within budgeted funds
- (7) Revised Allocation amount that reflects cost savings, some of which was redirected to work on revised project scope
- (8) Merced Crossover was removed from the IRI program and replaced with the Kings Park project by Resolution ICR1B-P-0809-01

Acronyms Used

- PA&ED Preliminary Approval (Preliminary Design Engineering) and Environmental Documents
- PS&E Plans, Specifications, and Estimates
- R/W Right-of-Way
- CON Construction
- CTC California Transportation Commission
- ARRA American Recovery and Reinvestment Act of 2009
- SCRRA Southern California Regional Rail Authority
- IPR InterCity Passenger Rail

Legend

- Project is on-time, on-budget, and/or within scope
- Allocation request is late or construction start date has been delayed
- ▲ Schedule or cost is changing, pending review and acceptance
- Project has been delivered and is awaiting allocation



# **FY 2011-12 Second Quarter Report Trade Corridors Improvement Fund**

**Quarterly Report to the  
California Transportation  
Commission**



## Trade Corridors Improvement Fund Progress Report

### SUMMARY:

This report covers the second quarter of Fiscal Year (FY) 2011-12 (October through December, 2011) for the Trade Corridors Improvement Fund (TCIF) program. At the close of the first quarter, there were a total of 69 projects which had baseline agreements approved by the California Transportation Commission (Commission). During this quarter two projects, Project 7 – Shafter Intermodal Rail Facility and Project 13 – San Joaquin Valley (totaling \$37,467,000 in TCIF funds) were deleted from the TCIF Program because of failure to meet the Commission's deadline of September 1, 2011, for submittal of their baseline agreements. (See table of Programming Actions later in this document.) To date 26 TCIF projects have received bond allocations totaling \$1,237,472,000, minus the two TCIF SHOPP-funded projects at \$347,595,000; the grand total of TCIF Bond funds allocated is \$889,877,000. Of the \$889,877,000 total TCIF allocated, \$639,282,000 is under the Southern California Consensus Group; \$74,241,000 is under the Northern California Trade Corridor Coalition; \$128,405,000 is under the San Diego Border Region; and \$47,949,000 is under the Other group.

### CURRENT STATUS:

During this reporting period, the Commission approved two programming actions, zero baseline agreements, two baseline amendments, one technical correction, nine allocations, two projects remain on the Delivered But Not Allocated list (see table later in this document), zero letters of no prejudice, and zero environmental actions for future funding. Some projects are experiencing schedule delays due to unexpected delays in component completion, and funding uncertainties continue to be a concern, but progress continues to be made to deliver and implement the adopted TCIF program. (See following tables.)

ID	D	Co.	Rte.	Project Title/Amendment Resolution	Bond \$ x1000	Total \$ x1000	Action
<b>Programming Actions</b>							
7	6	KER	N/A	Shafter Intermodal Rail Facility <i>Resolution TCIF-P-1112-08B, Approved 09/15/11</i>	\$15,000	\$30,000	Project deleted from TCIF Program.
13	10	STA	N/A	San Joaquin Valley Short Haul Rail <i>Resolution TCIF-P-1112-08B, Approved 09/15/11</i>	\$22,467	\$57,434	Project deleted from TCIF Program.
<b>Baseline Agreement Approvals</b>							
No actions this quarter.							
<b>Baseline Agreement Amendments</b>							
14	3	YOL	N/A	Sacramento River Deep Water Channel Project <i>Resolution TCIF-P-1112-10, Approved 10/26/11</i>	\$10,000	\$84,634 \$157,464	Updated project schedule, cost, and funding plan.
45	8	RIV	N/A	Iowa Avenue Grade Separation <i>Resolution TCIF-P-1112-11, Approved 10/26/11</i>	\$13,000	\$32,000	Updated project schedule and funding plan.
72	11	SD	15	Civic Center Drive at Harbor and I-15 <i>Technical Correction to Resolution TCIF-P-1112-02, Approved 10/26/11</i>	\$1,150	\$3,260 \$2,982	Technical Correction to change schedule statement from "End Right of Way" to "End Design."

ID	D	Co.	Rte.	Project Title/Amendment Resolution	Bond \$ x1000	Total \$ x1000	Action
<b>Allocation Requests / Amendments</b>							
15.1	7	LA	N/A	San Gabriel Valley Grade Separation Program – Phase 1 (LONP) <i>Resolution TCIF-A-1112-05, Approved 10/26/11</i>	\$13,000	\$824,383	Approved allocation of \$13,000,000 Const. capital.
15.2	7	LA	N/A	San Gabriel Valley Grade Separation Program – Phase 2 <i>Resolution TCIF-A-1112-05, Approved 10/26/11</i>	\$323,600	\$824,383	Approved allocation of \$323,600,000 Const. capital.
24	7	LA	N/A	Ports Rail System – Tier 1 (Pier F Support Yard) (LONP) <i>Resolution TCIF-A-1112-03, Approved 10/26/11</i>	\$8,745	\$35,450	Approved allocation of \$8,745,000 Const. capital.
25	7	LA	N/A	Ports Rail System – Tier 1 (Track Realignment at Ocean Boulevard) (LONP) <i>Resolution TCIF-A-1112-05, Approved 10/26/11</i>	\$27,000	\$67,270	Approved allocation of \$27,000,000 Const. capital.
43	8	RIV	N/A	Auto Center Drive Grade Separation <i>Resolution TCIF-A-1112-06, Approved 12/14/11</i>	\$16,000	\$32,675	Approved allocation of \$16,000,000 Const. capital.
45	8	RIV	N/A	Iowa Avenue Grade Separation <i>Resolution TCIF-A-1112-02, Approved 10/27/11</i>	\$13,000	\$32,000	Approved allocation of \$13,000,000 Const. capital.
54	8	RIV	215	March Inland Cargo Port Airport – I-215 Van Buren Boulevard – Ground Access Improvements (LONP) <i>Resolution TCIF-A-1112-04, Approved 10/26/11</i>	\$10,000	\$67,941	Approved allocation of \$10,000,000 Const. capital.
76	11	SD	N/A	LOSSAN N Rail Corridor at Sorrento (LONP) <i>Resolution TCIF-A-1112-03, Approved 10/26/11</i>	\$10,800	\$39,000	Approved allocation of \$10,800,000 Const. capital.
82	4	CC	N/A	Marina Bay Parkway Grade Separation <i>Resolution TCIF-A-1112-05, Approved 10/26/11</i>	\$18,975	\$37,950	Approved allocation of \$18,975,000 Const. capital.
<b>Letters of No Prejudice</b>							
No actions this quarter.							
<b>Environmental Actions (Future Consideration of Funding)</b>							
No actions this quarter.							
<b>TCIF Related Items</b>							
No actions this quarter.							

**Projects Delivered But Not Yet Allocated, Allocated But Not Awarded, Under Construction, and With Construction Completed**

This quarter, two projects remain on the Delivered But Not Yet Allocated list and are awaiting allocation approval. Ten projects have received allocations but have not yet awarded a construction contact. Fifteen projects are currently under construction, of which four projects are within ten percent of completion. One project has completed construction and has begun the closeout procedure. (See following tables.)

Project Number	Dist	County	Agency	Project Name	Bond \$ x1000	Date Delivered	Begin Const	End Const
<b>Projects Delivered But Not Yet Allocated</b>								
56	8	SBD	SANBAG	I-10 Corridor Logistics Access at Cherry Avenue	\$30,773	Delivered Jun 2011	Aug 2011	Dec 2013
57	8	SBD	SANBAG	I-10 Corridor Logistics Access at Citrus Avenue (LONP)	\$23,600	Delivered May 2011	Aug 2011	Dec 2013
<b>Total TCIF</b>					<b>\$54,373</b>			

Project Number	Dist	County	Agency	Project Name	Bond \$ x1000	Date Allocated	Begin Const (Award)	End Const
<b>Projects Allocated But Not Awarded</b>								
12	4	SOL	STA / Caltrans	I-80 Eastbound Cordelia Truck Scales Relocation (SHOPP/TCIF)	\$47,800	Allocated Jun 2011	Oct 2012	Dec 2014
15.2	7	LA	ACE	San Gabriel Valley Grade Separation Program – Phase 2	\$323,600	Allocated Oct 2011	Jan 2012	Apr 2015
17	7	LA	City of Santa Fe Springs	ACE: Gateway-Valley View Grade Separation Project	\$25,570	Allocated Jan 2011	May 2011	Aug 2013
23	7	LA	POLB	Gerald Desmond Bridge Replacement [Design-Build] (SHOPP/TCIF)	\$299,795	Allocated Jun 2011	Jan 2012	Dec 2016
24	7	LA	POLB	Ports Rail System – Tier 1 (Pier F Support Yard)	\$8,745	Allocated Oct 2011	Jan 2012	Jun 2013
25	7	LA	POLB	Ports Rail System – Tier 1 (Track Realignment at Ocean Boulevard)	\$27,000	Allocated Oct 2011	Jan 2012	Jun 2013
43	8	RIV	RCTC	Auto Center Drive Grade Separation	\$16,000	Allocated Dec 2011	Nov 2011	Apr 2013
45	8	RIV	City of Riverside	Iowa Avenue Grade Separation	\$13,000	Allocated Oct 2011	Feb 2012	Jun 2013
54	8	RIV	SANBAG	March Inland Cargo Port Airport – I-215 Van Buren Boulevard – Ground Access Improvements (LONP)	\$10,000	Allocated Oct 2011	Apr 2012	Apr 2014
82	4	CC	Richmond Redevel. Agency	Marina Bay Parkway Grade Separation	\$18,975	Allocated Oct 2011	Jun 2011	Oct 2013
<b>Total TCIF</b>					<b>\$790,485</b>			

Project Number	Dist	County	Agency	Project Name	TCIF Program X 1,000	Total Const. X 1,000	Begin Const. (Award)	End Const.*	% Complete
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<b>Projects Under Construction</b>									
9	3	SAC	City of Sacramento	Sacramento Intermodal Track Relocation	\$25,266	\$49,866	Mar 2011	Dec 2012	46
15.1	7	LA	ACE	San Gabriel Valley Grade Separation Program – Phase 1	\$13,000	\$13,000	Aug 2011	Oct 2011*	1
18	7	LA	SCRRA	New Siding on the Antelope Valley Line	\$7,200	\$13,200	Feb 2011	May 2012	98
36	12	ORA	OCTA	Placentia Avenue Undercrossing	\$14,934	\$59,915	Oct 2011	Apr 2013	6
38	12	ORA	OCTA	Kraemer Boulevard Undercrossing	\$22,642	\$55,376	Oct 2011	May 2014	4
44	8	RIV	City of Riverside	Magnolia Avenue Grade Separation	\$20,000	\$26,800	Feb 2010	Jan 2012	90
58	8	SBD	Rialto	I-10 Corridor at Riverside	\$9,837	\$25,386	Jan 2010	Jan 2012	98
66	7	VEN	Oxnard	US 101 Rice Avenue Interchange	\$30,449	\$60,898	Mar 2009	Sep 2011*	74
67	11	SD	Caltrans	State Route 905	\$91,605	\$104,200	Jul 2009	Jul 2012	50
75.1	11	SD	SANDAG	Southline Rail Improvements – Mainline Improvements [Phase 1 – Aerial Cabling]	\$10,500	\$10,500	Jun 2010	Nov 2011*	92
75.2	11	SD	SANDAG	Southline Rail Improvements – Mainline Improvements [Phase 2 – Signaling for Reverse Running and Initial Track Improvements]	\$15,500	\$15,500	Mar 2011	Mar 2013	15
76	11	SD	SANDAG	LOSSAN N Rail Corridor at Sorrento	\$10,800	\$35,800	Sep 2011	Sep 2014	3
77	11	IMP	IVAG	Brawley Bypass State Route 78/111	\$49,549 \$47,949	\$52,198	Sep 2010	Feb 2012	25
81	10	SJ	NCTCC/ City of Stockton	Sperry Road Extension	\$30,000	\$50,000	Jul 2011	Aug 2013	30
83	8	SBD	SANBAG	Colton Crossing Project	\$91,305	\$106,005	Sep 2011	Mar 2014	5
<b>Total</b>					<b>\$440,987</b>	<b>\$623,323</b>			

\*Behind schedule, amendments in process.

Project Number	Dist	County	Agency	Project Name	TCIF Program X 1,000	Total Const. X 1,000	Const. Completed	% Closeout Complete
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<b>Projects With Construction Completed</b>								
42	8	RIV	City of Riverside	Columbia Avenue Grade Separation	\$6,000	\$25,450	May 2010	0

**Milestone progress during the quarter is as follows:** Two projects completed the environmental component, two projects completed the design component, and one project completed the right of way component. A total of 59 projects have completed the environmental component, 27 projects have completed the design component, 19 projects have completed the right of way component, and one project has completed construction and has begun the closeout procedure.

### **BACKGROUND:**

The Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2006, approved by the voters as Proposition 1B on November 7, 2006, provided \$2 billion for the Trade Corridors Improvement Fund (TCIF). In its TCIF Guidelines, the Commission recognized the need for goods movement improvements far exceed the amount authorized in the TCIF program, that other funding sources should be explored, and that delivery challenges could limit project funding. The Commission supported increasing TCIF funding by approximately \$500 million from the State Highway Account to fund state-level priorities that are critical to goods movement. The Commission programmed about 25 percent more than the \$2.0 billion authorized by Proposition 1B with the intent of fully funding these projects from federal funds, container fees, and other potential future funding sources.

On April 10, 2008, the Commission adopted 79 projects into the TCIF adopted program of projects. As amended, there are 69 projects with a current recommended TCIF funding level of \$2.8 billion and an overall project value of \$7.9 billion.

The Commission put forth a TCIF Bond Accountability Plan that incorporates provisions from Proposition 1B, the Governor's Executive Order S-02-07, and Government Code Section 8879.50, et seq. (Chapter 181, Statutes of 2007 [Senate Bill 88]). To ensure transparency and accountability throughout the lifetime of a project, the TCIF projects with executed baseline agreements are listed on the TCIF Bond Accountability website at:

<http://svdtsucp.dot.ca.gov:8084/bondacc/MainMenuAction.do?%3e&page=1000017>

One of the most significant accountability actions taken by the Commission, in its program adoption actions, is the expectation that bond funding will be limited to the cost of construction. As with other Proposition 1B programs, the Commission requires that project baseline agreements be developed and executed by the project sponsor(s), the California Department of Transportation, and the Commission's Executive Director.

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PROJECT NUMBER	DISTRICT	COUNTY	NOMINATED BY	ROUTE	PROJECT DESCRIPTION	END ENVIRONMENTAL	END DESIGN	END RIGHT OF WAY	BEGIN CONSTRUCTION	CURRENT PHASE (% COMPLETE)	TOTAL PROJECT COST (\$1,000)	TCIF COST (\$1,000)	ENVIRONMENTAL COST (\$1,000)	DESIGN COST (\$1,000)	RIGHT OF WAY COST (\$1,000)	CONSTRUCTION COST (\$1,000)	SCOPE	BUDGET	SCHEDULE	COMMENTS - CTC ACTIONS DURING QUARTER
1	4	ALA	Port of Oakland		7th Street Grade Separation	09/30/10	12/09/10	11/24/11	11/25/11	Env. 50% Des. 10% RW 25%	\$220,504	\$110,252	\$20,563	\$7,020	\$6,891	\$186,030	✓	✓	✗	
2	4	CC	Port of Oakland Caltrans / BNSF		Ricmond Rail Connector	02/01/12	02/01/12	08/01/12	09/01/12	Env. 95% Des. 80% RW 50%	\$21,760	\$10,880	\$2,000	\$950	\$4,750	\$14,060	✓	✓	✗	
3	4	ALA	Port of Oakland		Outer Harbor Intermodal Terminals (OHIT)	04/30/10	12/09/10	11/24/11	11/25/11	Env. 50% Des. 10% RW 25%	\$274,296	\$131,889	\$38,984	\$15,500	\$0	\$219,812	✓	✓	✗	
4	4	ALA	Metropolitan Transportation Commission	880	I-880 Reconstruction, 29th & 23rd Avenues, Oakland		12/01/11	04/01/12	08/01/12	Env. 100% Des. 40% RW 0%	\$96,787	\$73,000	\$4,200	\$7,387	\$5,200	\$80,000	✓	✓	✗	
5	4	ALA	Metropolitan Transportation Commission	580	I-580 Eastbound Truck Climbing Lane				02/01/12	Env. 100% Des. 100% RW 100%	\$64,265	\$64,265	\$2,490	\$5,140	\$105	\$56,530	✓	✓	◆	
6	6	KER	Caltrans / BNSF		Tehachapi Trade Corridor Rail Improvement Project	06/01/10	12/01/11	N/A	03/01/12	Env. 95% Des. 80% RW 15%	\$112,700	\$54,000	\$3,700	\$1,000	\$0	\$108,000	✓	✓	✗	
9	3	SAC	City of Sacramento		Sacramento Intermodal Track Relocation				03/31/11	Env. 100% Des. 100% RW 100% Const. 46%	\$56,850	\$25,266	\$2,000	\$4,984	\$0	\$49,866	✓	✓	✓	
10	10	SJ	San Joaquin Council of Governments	4	State Route 4 West Crosstown Freeway Extension Stage 1		02/01/13	01/01/13	06/01/13	Env. 100% Des. 65% RW 40%	\$193,640	\$96,820	\$4,000	\$10,500	\$44,600	\$134,540	✓	✓	✓	
11	10	SJ	Port of Stockton / Contra Costa County		San Francisco Bay to Stockton Ship Channel Deepening Project	10/31/12	02/28/13	05/31/13	05/31/13	Env. 50% Des. 0%	\$141,447	\$17,500	\$3,668	\$1,000	\$800	\$135,979	✗	✗	✗	
12	4	SOL	Metropolitan Transportation Commission	80	I-80 Eastbound Cordelia Truck Scales Relocation				10/01/12	Env. 100% Des. 100% RW 100% Const. 0%	\$97,900	\$47,800	\$6,800	\$12,200	\$7,500	\$71,400	✓	✓	✓	
14	3	YOL	Port of Sacramento		Sacramento River Deep Water Channel Project	08/31/12		N/A	10/15/12	Env. 90% Des. 100% RW N/A	\$157,464	\$10,000	\$13,546	\$0	\$46,285	\$97,633	✓	✓	✓	<i>Baseline Amendment - TCIF-P-1112-10, 10/25/11, update schedule, cost and funding plan.</i>
15	7	LA	Alameda Corridor East Construction Authority		San Gabriel Valley Grade Separation Program		Phase 1 02/01/11 Phase 2 02/01/11		Phase 1 08/01/11 Phase 2 01/01/12	Env. 100% Des. 99% RW 100% Const. 1%	\$824,383	\$336,600	\$0	\$52,526	\$119,756	\$652,101	✓	✓	✗	<i>Allocation Approved (Proj. #15.1); TCIF-A-1112-05, 10/26/11, \$13,000,000. Allocation Approved (Proj. #15.2); TCIF-A-1112-05, 10/26/11, \$323,600,000.</i>

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16	7	LA	Alameda Corridor Transportation Authority	47	SR 47 Expressway - Schuyler Heim Bridge Replace/Construct Expressway & Flyover		07/31/12	07/31/12	01/01/13	Env. 100% Des. 0%	\$687,000	\$158,000	\$14,000	\$34,000	\$86,000	\$553,000	✗	✔	✔	NOTE: Projects 31 and 16 to be withdrawn from the TCIF program at the February 2012 CTC Meeting.
17	7	LA	City of Santa Fe Springs		ACE: Gateway-Valley View Grade Separation Project				05/01/11	Env. 100% Des. 100% RW 100% Const. 0%	\$75,177	\$25,570	\$0	\$3,600	\$11,700	\$59,877	✔	✗	✗	
18	7	LA	Southern California Regional Rail Authority		New Siding on the Antelope Valley Line (MP44 to MP61) For Freight Trains			N/A	08/27/10	Env. 100% Des. 100% RW N/A Const. 98%	\$14,700	\$7,200	\$0	\$1,500	\$0	\$13,200	✔	✔	✔	
19	7	LA	Port of Los Angeles	47/110	I-110 Fwy Access Ramp Improvement SR 47/I-110 NB Connector Widening	08/15/11	03/31/12	N/A	09/01/12	Env. 97% Des. 85% RW N/A	\$37,851	\$14,700	\$1,000	\$4,052	\$0	\$32,799	✔	✗	✗	
20	7	LA	Port of Los Angeles	110	C Street Access Ramps Improvements	08/15/11	08/29/12	N/A	02/01/13	Env. 95% Des. 75% RW N/A	\$32,727	\$8,300	\$58	\$2,785	\$0	\$29,884	✔	✗	✗	
21	7	LA	City of Commerce		Washington Boulevard Widening & Reconstruction Project		10/01/11	10/01/11	12/01/11	Env. 100% Des. 10% RW 0%	\$32,000	\$5,800	\$39	\$2,044	\$3,678	\$26,239	✔	✔	✗	
22	7	LA	Port of Los Angeles		South Wilmington Grade Separation			10/30/11	04/01/12	Env. 100% Des. 100% RW 0%	\$78,384	\$17,000	\$0	\$5,663	\$0	\$72,721	✔	✔	◆	
23	7	LA	Port of Long Beach	710	Gerald Desmond Bridge Replacement [Design-Build]			12/01/11	01/01/12	Env. 100% Des. Design-Build Out to Bid RW 0%	\$950,840	\$299,795	\$9,782	\$28,880	\$100,589	\$811,589	✔	✔	✗	
24	7	LA	Port of Long Beach		Ports Rail System - Tier 1 (Pier F Support Yard)		07/01/11	N/A	01/01/12	Env. 100% Des. 99% RW N/A Const. 0%	\$35,450	\$8,745	\$2,980	\$1,990	\$0	\$30,480	✔	✔	✗	Allocation Approved: TCIF-A-1112-03, 10/26/11, \$8,745,000.
25	7	LA	Port of Long Beach		Ports Rail System - Tier 1 (Track Realignment at Ocean Boulevard)		07/01/11	N/A	01/01/12	Env. 100% Des. 99% RW N/A Const. 0%	\$67,270	\$27,000	\$4,270	\$2,850	\$0	\$60,150	✔	✔	✗	Allocation Approved: TCIF-A-1112-03, 10/26/11, \$27,000,000.
31	7	LA	Alameda Corridor Transportation Authority		Ports Rail System - Tier 1 (New Cerritos Rail Bridge / Triple Track South of Thenard)	12/01/10	01/01/13	01/01/13	06/01/13	Env. 0% Des. 0%	\$155,600	\$38,330	\$9,500	\$13,500	\$18,900	\$113,700	✗	✗	✗	NOTE: Projects 31 and 16 to be withdrawn from the TCIF program at the February 2012 CTC meeting.

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32	7	LA	Port of Los Angeles		Ports Rail System - Tier 1 (West Basin Road Rail Access Improvements)		08/01/11	N/A	01/01/12	Env. 100% Des. 98% RW 98%	\$130,231	\$51,230	\$6	\$8,429	\$0	\$121,796	✓	✗	✗	
34	12	ORA	Orange County Transportation Authority	91	State Route 91 Connect Aux. Lanes through Interchange on Westbound SR91 Between State Route 57 & I-5		08/01/12	07/01/12	12/01/12	Env. 100% Des. 45%	\$73,400	\$34,950	\$3,500	\$5,387	\$5,113	\$59,400	✓	✓	✓	
35	12	ORA	Orange County Transportation Authority		State College Boulevard Grade Separation		03/01/13	03/01/13	04/01/13	Env. 100% Des. 95% RW 15%	\$73,648	\$30,731	\$305	\$2,713	\$19,200	\$51,430	✓	✓	✓	
36	12	ORA	Orange County Transportation Authority		Placentia Avenue Undercrossing				10/01/11	Env. 100% Des. 100% RW 100% Const. 6%	\$78,227	\$14,934	\$21	\$2,922	\$15,369	\$59,915	✓	✓	✓	
37	12	ORA	Orange County Transportation Authority		Orangethorpe Avenue Grade Separation			01/01/12	07/01/12	Env. 100% Des. 100% RW 80%	\$117,383	\$41,666	\$631	\$8,557	\$28,003	\$80,192	✓	✓	◆	
38	12	ORA	Orange County Transportation Authority		Kraemer Boulevard Undercrossing				10/01/11	Env. 100% Des. 100% RW 100% Const. 4%	\$70,432	\$22,642	\$631	\$5,043	\$9,382	\$55,376	✓	✓	✓	
39	12	ORA	Orange County Transportation Authority		Raymond Avenue Grade Separation		03/01/13	03/01/13	04/01/13	Env. 100% Des. 90% RW 15%	\$76,767	\$12,757	\$831	\$4,850	\$27,323	\$43,763	✓	✓	✓	
40	12	ORA	Orange County Transportation Authority		Lakeview Avenue Overcrossing		10/01/11	01/01/13	07/01/13	Env. 100% Des. 90% RW 10%	\$70,173	\$28,685	\$631	\$4,005	\$20,403	\$45,134	✓	✓	◆	
41	12	ORA	Orange County Transportation Authority		Tustin Avenue / Rose Drive Overcrossing			04/01/12	10/01/12	Env. 100% Des. 100% RW 75%	\$102,993	\$31,387	\$601	\$6,432	\$36,515	\$59,445	✓	✓	✓	
42	8	RIV	City of Riverside		Columbia Avenue Grade Separation	Construction Completed 4th Quarter FY 2009-10					\$34,050	\$6,000	\$143	\$1,657	\$6,800	\$25,450				Construction completed 4th Quarter FY 2009-10 (05/20/10).
43	8	RIV	City of Corona		Auto Center Drive Grade Separation				11/01/11	Env. 100% Des. 100% RW 100% Const. 0%	\$32,675	\$16,000	\$630	\$1,370	\$2,720	\$27,955	✓	✗	✗	Allocation Approved: TCIF-A-1112-06, 12/14/11, \$16,000,000.
44	8	RIV	City of Riverside		Magnolia Avenue Grade Separation - UPRR				02/01/10	Env. 100% Des. 100% RW 100% Const. 90%	\$52,960	\$20,000	\$160	\$2,500	\$23,500	\$26,800	✓	✓	✓	

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45	8	RIV	City of Riverside		Iowa Avenue Grade Separation		09/30/11	08/19/11	02/29/12	Env. 100% Des. 95% RW 90% Const. 0%	\$32,000	\$13,000	\$500	\$1,500	\$5,500	\$24,500				<i>Baseline Amendment - TCIF-P-1112-11, 10/26/11, update schedule and funding plan. Allocation Approved - TCIF-A-1112-02, 10/27/11, \$13,000,000.</i>
46	8	RIV	City of Banning		Project No. 2006-05, Sunset Avenue Grade Separation		07/01/11	07/01/11	01/15/12	Env. 100% Des. 50% RW 20%	\$36,500	\$10,000	\$400	\$4,100	\$1,100	\$30,900				
47	8	RIV	City of Riverside		Streeter Avenue Grade Separation		10/01/11	10/01/11	01/01/12	Env. 100% Des. 96% RW 88%	\$36,800	\$15,500	\$1,500	\$1,000	\$14,300	\$20,000				
48	8	RIV	Riverside County		Avenue 56 Grade Separation on Yuma Subdivision of UPR Mainline		06/29/12	03/30/12	12/28/12	Env. 100% Des. 50% RW 20%	\$60,000	\$10,000	\$800	\$2,800	\$8,500	\$47,900				
50	8	RIV	Riverside County		Grade Separation at Clay Street Railroad Grade Crossing		06/30/11	09/30/11	03/30/12	Env. 100% Des. 40% RW 20%	\$37,350	\$12,500	\$1,125	\$4,325	\$2,000	\$29,900				
51	8	RIV	City of Riverside		Riverside Avenue Grade Separation		03/01/11	03/01/11	12/01/11	Env. 100% Des. 65% RW 24%	\$30,300	\$8,500	\$500	\$2,000	\$12,800	\$15,000				
53	8	RIV	Riverside County		Grade Separation at Magnolia Avenue Railroad Grade Crossing - BNSF		12/30/11	03/29/13	09/30/13	Env. 100% Des. 50% RW 20%	\$81,750	\$13,700	\$1,780	\$4,220	\$3,880	\$71,870				
54	8	RIV	City of Riverside	215	March Inland Cargo Port Airport - I-215 Van Buren Boulevard - Ground Access Improvements				04/01/12	Env. 100% Des. 100% RW 100%	\$67,941	\$10,000	\$3,463	\$4,786	\$7,000	\$52,692				<i>Allocation Approved - TCIF-A-1112-04, 10/26/11, \$10,000,000.</i>
56	8	SBD	San Bernardino Associated Governments	10	I-10 Corridor Logistics Access Project (Interchange Reconstruction at Cherry Avenue)				08/01/11	Env. 100% Des. 100% RW 100% Const. 0%	\$77,806	\$30,773	\$935	\$5,822	\$9,503	\$61,546				
57	8	SBD	San Bernardino Associated Governments	10	I-10 Corridor Logistics Access Project (Interchange Reconstruction at Citrus Avenue)				08/01/11	Env. 100% Des. 100% RW 100% Const. 0%	\$57,530	\$23,600	\$1,138	\$3,935	\$5,257	\$47,200				
58	8	SBD	San Bernardino Associated Governments	10	I-10 Corridor Logistics Access Project (Interchange Reconstruction at Riverside Avenue)				01/01/10	Env. 100% Des. 100% RW 100% Const. 98%	\$29,741	\$9,837	\$0	\$1,885	\$2,470	\$25,386				

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59	8	SBD	San Bernardino Associated Governments		ACE Glen Helen Parkway Railroad Grade Separation		01/31/12	01/01/12	04/01/12	Env. 100% Des. 95% RW 65%	\$29,568	\$7,172	\$0	\$2,650	\$5,700	\$21,218				
61	8	SBD	San Bernardino Associated Governments		ACE South Milliken Avenue Grade Separation at UP Los Angeles		02/01/12	01/31/13	04/01/13	Env. 100% Des. 55% RW 0%	\$79,224	\$14,521	\$750	\$4,195	\$7,309	\$66,970				
63	8	SBD	San Bernardino Associated Governments		Palm Avenue Grade Separation		06/30/12	06/30/12	07/01/12	Env. 100% Des. 85% RW 2%	\$35,176	\$9,390	\$750	\$2,000	\$1,126	\$31,300				
64	8	SBD	San Bernardino Associated Governments		Lenwood Road Grade Separation		01/01/12	12/01/11	04/01/12	Env. 100% Des. 95% RW 35%	\$25,075	\$6,694	\$0	\$2,760	\$743	\$21,572				
65	8	SBD	San Bernardino Associated Governments		Vineyard Avenue Grade Separation		12/31/11	06/30/12	12/01/12	Env. 100% Des. 55% RW 0%	\$44,517	\$6,884	\$750	\$2,000	\$8,402	\$33,365				
66	7	VEN	City of Oxnard	101	US 101 Rice Avenue Interchange				03/01/09	Env. 100% Des. 100% RW 100% Const. 74%	\$86,899	\$30,449	\$1,226	\$3,253	\$21,522	\$60,898				
67	11	SD	San Diego Association of Governments	905	State Route 905				07/13/09	Env. 100% Des. 100% RW 100% Const. 50%	\$104,700	\$91,605	\$0	\$500	\$0	\$104,200				
68	11	SD	San Diego Association of Governments	11	SR 11/Otay Mesa East Port of Entry	12/30/10	12/31/12	12/31/12	04/01/13	Env. 90% Des. 0%	\$713,720	\$75,000	\$12,300	\$42,690	\$80,380	\$578,350				
69	11	SD	Port of San Diego	5/15	Bay Marina Drive Grade Separated Improvements		02/29/12	12/29/11	06/14/12	Env. 100% Des. 95% RW 95%	\$3,290	\$910	\$440	\$345	\$20	\$2,485				
70	11	SD	Port of San Diego	5	10th Avenue Grade Separated Improvements		05/23/13	05/23/13	11/07/13	Env. 100% Des. 20%	\$67,200	\$30,910	\$2,150	\$3,760	\$8,990	\$52,300				
71	11	SD	Port of San Diego	5	32nd Street at Harbor Drive Grade Separated Improvements	12/29/11	05/23/13	05/23/13	11/07/13	Env. 60% Des. 0%	\$118,460	\$50,665	\$4,400	\$7,750	\$13,110	\$93,200				<i>NOTE: Project 71 will be withdrawn from the program at a future date.</i>
72	11	SD	Port of San Diego	5	Civic Center Drive at Harbor and I-5		02/29/12	12/29/11	06/14/12	Env. 100% Des. 95% RW 95%	\$2,982	\$1,150	\$531	\$300	\$37	\$2,114				<i>Technical Correction to TCIF-P-1112-02-10/26/11, change Schedule statement from "End Right of Way" to "End Design."</i>
73	11	SD	Port of San Diego		National City Marine Terminal Improvement (Wharf Extension)	02/28/10	02/28/10	02/28/10	05/30/11	Env. 25% Des. 3%	\$34,300	\$15,000	\$1,050	\$3,250	\$0	\$30,000				<i>NOTE: Project 73 will be withdrawn from the program at a future date.</i>

### Trade Corridors Improvement Fund Delivery Report Schedule and Cost

- |                 |                             |  |  |
|-----------------|-----------------------------|--|--|
| Phase Complete  | Allocated but Not Awarded   | No Known Scope, Budget, or Schedule Impact                 | <b>BLACK / ITALICS</b> = Changes or Accomplishments During Quarter |
| Behind Schedule | Delivered but Not Allocated | Known Scope, Budget, or Schedule Impact (Amendment Needed) |  |
| Awarded         |                             | Potential Impact   |  |

PROJECT NUMBER	DISTRICT	COUNTY	NOMINATED BY	ROUTE	PROJECT DESCRIPTION	END ENVIRONMENTAL	END DESIGN	END RIGHT OF WAY	BEGIN CONSTRUCTION	CURRENT PHASE (% COMPLETE)	TOTAL PROJECT COST (x1,000)	TCIF COST (x1,000)	ENVIRONMENTAL COST (x1,000)	DESIGN COST (x1,000)	RIGHT OF WAY COST (x1,000)	CONSTRUCTION COST (x1,000)	SCOPE	BUDGET	SCHEDULE	COMMENTS - CTC ACTIONS DURING QUARTER
74	11	SD	San Diego Association of Governments		Southline Rail Improvements - Yard Expansion		07/01/12	07/01/12	01/04/13	Env. 100% Des. 70% RW 20%	\$40,460	\$25,900	\$540	\$1,810	\$12,210	\$25,900	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	
<b>75</b>	<b>Southline Rail Improvements - Mainline Improvements [Phases 1 - 4]</b>										<b>\$107,030</b>	<b>\$98,060</b>	<b>\$220</b>	<b>\$8,750</b>	<b>\$0</b>	<b>\$98,060</b>				
75.1	11	SD	San Diego Association of Governments		Southline Rail Improvements - Mainline Improvements [Phase 1 - Aerial Cabling]			N/A	06/02/10	Env. 100% Des. 100% RW N/A Const. 92%	\$10,500	\$10,500	\$0	\$0	\$0	\$10,500	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	
75.2	11	SD	San Diego Association of Governments		Southline Rail Improvements - Mainline Improvements [Phase 2 - Signaling for Reverse Running and Initial Track Improvements]			N/A	03/15/11	Env. 100% Des. 100% RW N/A Const. 15%	\$15,500	\$15,500	\$0	\$0	\$0	\$15,500	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	
75.3	11	SD	San Diego Association of Governments		Southline Rail Improvements - Mainline Improvements [Phase 3 - Palomar Siding and Mainline Track Improvements]		11/01/11	N/A	08/02/12	Env. 100% Des. 85% RW N/A	\$4,000	\$4,000	\$0	\$0	\$0	\$4,000	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	
75.4	11	SD	San Diego Association of Governments		Southline Rail Improvements - Mainline Improvements [Phase 4 - Final Palomar Siding and System Upgrades]		06/01/13	N/A	12/01/13	Env. 100% Des. 42% RW N/A	\$77,030	\$68,060	\$220	\$8,750	\$0	\$68,060	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	
76	11	SD	San Diego Association of Governments		LOSSAN N Rail Corridor at Sorrento			N/A	09/01/11	Env. 100% Des. 100% RW N/A Const. 3%	\$39,000	\$10,800	\$0	\$3,200	\$0	\$35,800	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<i>Allocation Approved - TCIF-A-1112-03, 10/26/11, \$10,800,000.</i>
77	11	IMP	Imperial Valley Association of Governments	78/111	Brawley Bypass State Route 78/111				09/30/10	Env. 100% Des. 100% RW 100% Const. 25%	\$78,473	\$49,549	\$1,206	\$6,500	\$18,569	\$52,198	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	
78	5	MON	Monterey County	101	San Juan Road Interchange		08/12/12	04/01/12	01/11/13	Env. 100% Des. 10%	\$90,600	\$28,325	\$4,700	\$5,000	\$28,900	\$52,000	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	
81	10	SJ	Northern California Trade Corridors Coalition		Sperry Road Extension			11/01/10	07/01/11	Env. 100% Des. 100% RW 97% Const. 30%	\$63,000	\$30,000	\$1,000	\$5,000	\$7,000	\$50,000	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	
82	4	CC	Northern California Trade Corridors Coalition		Marina Bay Parkway Grade Separation				06/07/11	Env. 100% Des. 100% RW 100% Const. 0%	\$37,950	\$18,975	\$500	\$2,750	\$100	\$34,600	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<i>Allocation Approved - TCIF-A-1112-05, 10/26/11, \$18,975,000.</i>

### Trade Corridors Improvement Fund Delivery Report Schedule and Cost

- Phase Complete
  - Allocated but Not Awarded
  - Awarded
  - Behind Schedule
  - Delivered but Not Allocated
  - No Known Scope, Budget, or Schedule Impact
  - Known Scope, Budget, or Schedule Impact (Amendment Needed)
  - Potential Impact
- BLACK / ITALICS** = Changes or Accomplishments During Quarter

PROJECT NUMBER	DISTRICT	COUNTY	NOMINATED BY	ROUTE	PROJECT DESCRIPTION	END ENVIRONMENTAL	END DESIGN	END RIGHT OF WAY	BEGIN CONSTRUCTION	CURRENT PHASE (% COMPLETE)	TOTAL PROJECT COST (x1,000)	TCIF COST (x 1,000)	ENVIRONMENTAL COST (x1,000)	DESIGN COST (x 1,000)	RIGHT OF WAY COST (X1,000)	CONSTRUCTION COST (X1,000)	SCOPE	BUDGET	SCHEDULE	COMMENTS - CTC ACTIONS DURING QUARTER		
83	8	SBD	Caltrans / BNSF / UP		Colton Crossing Project				09/30/11	Env. 100% Des. 100% RW 100% Const. 5%	\$201,994	\$91,305	\$3,689	\$11,600	\$26,700	\$160,005	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>			
84	8	SBD	San Bernardino Associated Governments		Laurel Street/BNSF Grade Separation		07/16/12	07/16/12	12/10/12	Env. 100% Des. 60% RW 0%	\$53,995	\$11,917	\$1,449	\$3,379	\$7,800	\$41,367	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>			
85	8	RIV	Riverside County		Avenue 52 Grade Separation	02/01/12	12/01/12	11/01/12	07/01/13	Env. 0% Des. 0%	\$22,200	\$10,000	\$2,578	\$0	\$2,500	\$17,122	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>			
											<b>\$7,969,465</b>	<b>\$2,772,285</b>										

**TCIF PROGRAMMED TOTALS BY CORRIDOR**

<b>Northern California Trade Corridor Coalition</b>	\$690,647
NCTCC TCIF Programming Range: \$640,000 to \$840,000 Recommended Programming Target \$825,000	
<b>Southern California Consensus Group</b>	\$1,603,764
SCCG TCIF Programming Range: \$1,500,000 to \$1,700,000 Recommended Programming Target \$1,650,000	
<b>San Diego Border Region</b>	\$400,000
SDBR TCIF Programming Range: \$250,000 to \$400,000 Recommended Programming Target \$400,000	
<b>Other</b>	\$77,874
Other TCIF Programming Range: \$60,000 to \$80,000 Recommended Programming Target \$80,000	
<b>TOTAL</b> TCIF Programmed	<b>\$2,772,285</b>
includes \$484,860 TCIF/SHOPP	
<b>Bond Administration Fees</b>	\$40,000
<b>GRAND TOTAL</b>	<b>\$2,812,285</b>

**Trade Corridors Improvement Fund Delivery Report  
Withdrawn and Deprogrammed Projects**

PROJECT NUMBER	DISTRICT	COUNTY	NOMINATED BY	ROUTE	PROJECT DESCRIPTION	DATE WITHDRAWN	TCIF AMOUNT (X 1,000)	COMMENTS - CTC ACTIONS TO DEPROGRAM / DELETE
7	6	KER	City of Shafter		Shafter Intermodal Rail Facility	Deprogrammed by CTC, October 2011	\$15,000	Program Amendment: TCIF-P-1112-09B, 10/26/11, deprogram Projs. 7 and 13 from TCIF program.
8	3	PLA	Caltrans / UP		Track and Tunnel Improvements at Donner Summit	Withdrawn by Project Sponsor, October 2008	\$43,000	Program Amendment: TCIF-P-0809-03, 10/29/08, delete Projs. 8, 33 and 62 from TCIF program.
13	10	STA	Stanislaus County		San Joaquin Valley Short Haul Rail	Deprogrammed by CTC, October 2011	\$22,467	Program Amendment: TCIF-P-1112-09B, 10/26/11, delete Projs. 13 and 7 from TCIF program.
26	7	LA	Port of Long Beach		Ports Rail System - Tier 1 (Pier B Street Realignment)	Withdrawn by Project Sponsor, March 2011	\$4,180	Program Amendment: TCIF-P-1011-18, 03/23/11, delete Projs. 26-30.
27	7	LA	Port of Long Beach		Ports Rail System - Tier 1 (Terminal Island Wye Track Realignment)	Withdrawn by Project Sponsor, March 2011	\$3,790	Program Amendment: TCIF-P-1011-18, 03/23/11, delete Projs. 26-30.
28	7	LA	Port of Long Beach		Ports Rail System - Tier 1 (Reconfigure Control Point / Computerized Train Control)	Withdrawn by Project Sponsor, March 2011	\$10,000	Program Amendment: TCIF-P-1011-18, 03/23/11, delete Projs. 26-30.
29	7	LA	Port of Long Beach		Ports Rail System - Tier 1 (Reeves Avenue Closure and Grade Separation)	Withdrawn by Project Sponsor, March 2011	\$24,570	Program Amendment: TCIF-P-1011-18, 03/23/11, delete Projs. 26-30.
30	7	LA	Port of Long Beach		Ports Rail System - Tier 1 (Navy Mole Storage Yard)	Withdrawn by Project Sponsor, March 2011	\$6,000	Program Amendment: TCIF-P-1011-18, 03/23/11, delete Projs. 26-30.
33	7	LA	Port of Long Beach		Ports Rail System - Tier 1 (Pier 400 Second Lead Track)	Withdrawn by Project Sponsor, October 2008	\$3,670	Program Amendment: TCIF-P-0809-03, 10/29/08, delete Projs. 8, 33 and 62 from TCIF program.
49	8	RIV	Riverside County		Avenue 66 Grade Separation on Yuma Subdivision of UPR Mainline	Withdrawn by Project Sponsor, March 2011	\$10,000	Program Amendment: TCIF-P-1011-17, 03/23/11, delete Proj. 49 and program \$10,000,000 to new Project 85.
52	8	RIV	City of Riverside		3rd Street Grade Separation	Withdrawn by Project Sponsor, May 2011	\$17,500	Program Amendment: TCIF-P-1011-27, 05/11/11, delete Proj. 52.
55	8	SBD	San Bernardino Associated Governments	15/215	I-15 Widening and Devore Interchange Reconstruction	Withdrawn by Project Sponsor, May 2010	\$118,012	Program Amendment: TCIF-P-0910-09, 05/19/10, delete Proj. 55 from TCIF program.
60	8	SBD	San Bernardino Associated Governments		ACE North Milliken Avenue Railroad Grade Separation at UPRR	Withdrawn by Project Sponsor, June 2010	\$6,490	Program Amendment: TCIF-P-0910-13, 06/30/10, deprogrammed Proj. 60 and reprogrammed \$6,490,000 TCIF from Proj. 60 to Proj. 61. NOTE: Proj. 60 to be funded with \$45,089,000 RIP by STIP Amendment 08S-066, 2/25/10.
62	8	SBD	San Bernardino Associated Governments		Valley Boulevard Grade Separation	Withdrawn by Project Sponsor, October 2008	\$7,658	Program Amendment: TCIF-P-0809-03, 10/29/08, delete Projs. 8, 33 and 62 from TCIF program.
79	8	SBD	Caltrans / BNSF / UP		Colton Crossing Flyover	Deprogrammed by CTC March 2010 (See Project 83)	\$97,305	AB268 Review of TCIF #79: No resolution #, 03/25/10, deprogrammed 79. NOTE: See Project 83 (\$91,305,000 out of \$97,305,000 from Proj. 79 was later reprogrammed to Proj. 83).
80	8	SBD	San Bernardino Associated Governments		South Archibald Grade Separation	Withdrawn by Project Sponsor, November 2010	\$7,658	Program Amendment: TCIF-P-1011-10, 11/04/10, deprogram project. Note: \$7,658,000 TCIF to go to new Proj. 84 - Laurel Street.
<b>Total TCIF Deprogrammed</b>							<b>\$397,300</b>	

## TCIF Project Action Plan Report Second Quarter FY 2011-12

Each project in the program is being monitored at the component level for potential scope, cost, and schedule changes to ensure timely delivery of the full scope as approved and adopted. Listed below are project action plans that have been identified to address identified scope, cost or schedule issues on projects.

### 1. Potential Projects to Watch (Milestone dates past due.)

ID	D	Co.	Rte.	Project Title	Bond \$ x1000	Total \$ x1000	Variance
2	4	CC	N/A	<u>Caltrans/BNSF</u> Richmond Rail Connector	\$10,880	\$21,760	Schedule

#### Project Action Plan:

Environmental studies and completion of the environmental documents (CEQA and NEPA) have taken longer than expected, thereby delaying right of way acquisition and final design. This has caused a delay of about 6 months. Caltrans is working with BNSF to prepare a baseline amendment for the April Commission meeting. The Definitive Agreements are expected to be signed by the end of March and will be presented at the April Commission meeting.

ID	D	Co.	Rte.	Project Title	Bond \$ x1000	Total \$ x1000	Variance
6	6	KER	N/A	<u>Caltrans/BNSF</u> Tehachapi Trade Corridor Rail Improvement Project	\$54,000	\$112,700	Schedule

#### Project Action Plan:

BNSF Railway has decided to pursue a full EIR in the place of the Mitigated Negative Declaration (MND) based on recent comments concerning MND. Comments filed during the public comment period raised issues that BNSF believe justified performing an EIR for a more comprehensive administrative record. Also with turnover of Caltrans staff reviewing the EIR, additional delays have occurred based on additional information that was requested before the review periods. The decision to pursue an EIR will in no way affect the construction start date of December 2013. The Definitive Agreements are expected to be signed by the end of March and will be presented at the April Commission meeting.

ID	D	Co.	Rte.	Project Title	Bond \$ x1000	Total \$ x1000	Variance
15	7	LA	N/A	San Gabriel Valley Grade Separation Program	\$336,600	\$824,383	Schedule

#### Project Action Plan:

Due to the size and complexity of the construction contract for the project, ACE Construction Authority used a pre-qualification process which required a longer timeframe for the contract award process. The pre-qualified contractor list was approved in January 2012 by the ACE Board and contract documents should be released in March 2012.

Several utility companies recently finalized their designs, which then needed to be incorporated into the project's final design. Also a constructability review was conducted to reduce change orders and requests for information during the bid process. All of this resulted in the End Design date getting pushed out by one year. ACE felt this was prudent due to the magnitude of this project.

A baseline amendment is anticipated to be scheduled for the April Commission meeting to update the schedule for Design and Construction. Construction contract award is now forecast for June 2012.

ID	D	Co.	Rte.	Project Title	Bond \$ x1000	Total \$ x1000	Variance
19	7	LA	47/ 110	I-110 Fwy Access Ramp Improvements	\$14,700	\$37,851	Schedule Cost

**Project Action Plan:**

This project is also called John S. Gibson project. Soundwalls have been added to the project scope because existing noise levels exceed thresholds. An assessment of potential archeological resources was conducted and consultation with the State Office of Historic Preservation (SHPO) required documentation of new findings in the environmental report. There are cost variances between phases but the overall project total does not change.

ID	D	Co.	Rte.	Project Title	Bond \$ x1000	Total \$ x1000	Variance
20	7	LA	110	C Street Access Ramp Improvements	\$8,300	\$33,727	Schedule Cost

**Project Action Plan:**

This project is contingent upon the development of the South Wilmington Grade Separation project, TRAPAC Terminal improvements, and Harry Bridges Boulevard widening that are being developed concurrently. To better evaluate the collective traffic impacts of these projects, a detailed traffic model, incorporating all of the projects was developed. This model required a significant amount of time to complete.

Additional structural analyses to design non-standard retaining walls along I-110 to facilitate the ramp widening were not anticipated (originally planned as Type 1 standard retaining walls). This required additional geotechnical studies/ investigations to be performed.

Additional environmental studies were determined to be necessary to address historic resources discovered on the project during the environmental process. The project delays incurred thus far are not recoupable. However, the Port of Los Angeles will investigate to see if some of the above mentioned delays can be recuperated during the later stages of the project. There are cost variances between phases but the overall project total does not change.

ID	D	Co.	Rte.	Project Title	Bond \$ x1000	Total \$ x1000	Variance
21	7	LA	N/A	South Wilmington Grade Separation	\$5,800	\$32,000	Schedule

**Project Action Plan:**

The City of Commerce completed a full Environmental Impact Report (EIR) on the project which delayed the schedule by 14 months, and the City is now catching up from this delay. The Design contractor has agreed to accelerate the Design schedule to make up as much of this schedule delay as possible. Design is scheduled to begin in January 2012 with a forecast completion of August 2012.

ID	D	Co.	Rte.	Project Title	Bond \$ x1000	Total \$ x1000	Variance
42	8	RIV	N/A	Columbia Avenue Grade Separation	\$6,000	\$34,050	Schedule

**Project Action Plan:**

The project close-out component is delayed due to longer than expected time for the final settlement on right of way acquisition. The City expects to complete the final right of way activities soon and will submit an amendment request to update the schedule.

ID	D	Co.	Rte.	Project Title	Bond \$ x1000	Total \$ x1000	Variance
46	8	RIV	N/A	Project No. 2006-05, Sunset Avenue Grade Separation	\$10,000	\$36,500	Schedule

**Project Action Plan:**

The end design scheduled forecast date was extended by nine months to accommodate design revisions requested by Caltrans, Union Pacific Railroad (UPRR) and an adjacent business owner. The need for these changes arose during the land acquisition discussions with property owners and technical reviews by Caltrans and UPRR. Additionally, subsurface explorations showed variations from record plans that necessitated design changes that affected many elements of the design including significantly raising the road and ramp profiles, modifying the railroad bridge design and revising the retaining wall plans, each requiring review and approval by UPRR and Caltrans. The right of way and construction phases are expected to be completed within the current scheduled forecast. It is anticipated that a baseline amendment will be submitted to the Commission in summer 2012.

<b>2. Program changes requiring Commission action; in process of preparing an amendment.</b>
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ID	D	Co.	Rte.	Project Title	Bond \$ x1000	Total \$ x1000	Variance
1	4	ALA	N/A	<i>Port of Oakland Projects</i> 7 <sup>th</sup> Street Grade Separation	\$110,252	\$220,504	Schedule
3				Oakland Outer Harbor Intermodal Terminals	\$131,889	\$274,296	

**Project Action Plan:**

The Port will be submitting baseline agreement amendments for the March or April 2012 Commission meeting. The revised construction start milestone date will be June 2013.

ID	D	Co.	Rte.	Project Title	Bond \$ x1000	Total \$ x1000	Variance
4	4	ALA	880	I-880 Reconstruction 29 <sup>th</sup> Ave & 23 <sup>rd</sup> Ave	\$73,000	\$96,787	Schedule

**Project Action Plan:**

The award date has been delayed approximately eight months due to a late start on risk design work and complexities in acquiring right of way, including condemnation. An amendment to the baseline agreement will be scheduled for a future Commission meeting.

ID	D	Co.	Rte.	Project Title	Bond \$ x1000	Total \$ x1000	Variance
9	3	SAC	N/A	<i>City of Sacramento</i> Sacramento Track Relocation	\$25,266	\$56,850	Schedule, Cost

**Project Action Plan:**

To ensure the initial contract came in within available budgeted funds, contracting for one element of the project, the access ramps to one of the three tunnels, was deferred while federal funding was secured. Federal funding has been obligated and this element will be advertised in late 2011 and will be awarded separately in early 2012. This will affect the overall project schedule. In addition, some upgrades to lighting and electrical facilities requested by the rail operators are being added with additional funding.

Initial bids for the project exceeded available budget. The City undertook some value engineering to reduce costs, adjusted some contracting measures to reduce risk and therefore cost to the contractors, and sought and obtained \$2.8 million in additional federal funding in order to complete the full project scope and meet project objectives. In addition, the rail operators requested upgrades to the lighting and electrical services, and the City is adding \$400,000 in funding from other agencies to support these upgrades.

While the project is on schedule, the City is requesting a one-month extension for the construction completion date to account for any currently unforeseen delays. An amendment to the baseline agreement is pending for the February 2012 Commission meeting.

ID	D	Co.	Rte.	Project Title	Bond \$ x1000	Total \$ x1000	Variance
11	10	SJ	N/A	San Francisco Bay to Stockton Ship Channel Deepening Project	\$17,500	\$141,447	Schedule, Scope, Cost

**Project Action Plan:**

The project scope, cost and schedule have all changed due to loss of Army Corps of Engineers (Corps) federal funding. The Port of Stockton and the Corps have reviewed the navigation improvement project and determined that a down-scoped project is implementable and would meet the criteria of the TCIF Baseline Agreement. The Port of Stockton plans to submit an amendment to the Baseline Agreement at the April 2012 Commission meeting.

ID	D	Co.	Rte.	Project Title	Bond \$ x1000	Total \$ x1000	Variance
16	7	LA	47	SR 47 Expressway – Schuyler Heim Bridge Replacement	\$158,000	\$687,000	Schedule

**Project Action Plan:**

This project proposed to replace the Schuyler Heim Bridge and construct a Truck Expressway on Route 47 extending to the east from the bridge. Upon completion of the environmental document a lawsuit was filed challenging the Truck Expressway portion of the project. Since then, the project was segmented into two separate construction contracts. The first segment, a Seismic Retrofit project to replace the Schuyler Heim Bridge with a total value of \$339 million was delivered, awarded and is currently under construction. The Truck Expressway portion with a total value of \$348 million is being indefinitely postponed due to the challenges to deliver the project. A plan has been developed and is scheduled for the February 2012 Commission meeting where it will be proposed to be deleted from the TCIF program and TCIF funds reprogrammed for existing and substitute Southern California Projects.

ID	D	Co.	Rte.	Project Title	Bond \$ x1000	Total \$ x1000	Variance
17	7	LA	N/A	ACE: Gateway-Valley View Grade Separation Project	\$25,570	\$75,177	Schedule, Cost

**Project Action Plan:**

Right of Way is complete however condemnation proceedings are still in progress. Higher than anticipated eminent domain acquisition costs will require an adjustment to the right of way budget. Construction costs also need adjustment to reflect current market pricing and minor changes in federal demonstration funds. The total project cost has now decreased by \$81,000. Construction bidding was delayed due to the need to amend the 2011 FTIP to obligate federal funding and also to request an extension for federal CMAQ funds. The City of Santa Fe Springs will submit an amendment at the April 2012 CTC meeting to address these changes.

ID	D	Co.	Rte.	Project Title	Bond \$ x1000	Total \$ x1000	Variance
23	7	LA	710	Gerald Desmond Bridge Replacement	\$299,795	\$950,840	Schedule Cost

**Project Action Plan:**

Funds were allocated for this project in June, 2011. The project is currently out to bid as a design build contract. The procurement timeline for a design build contract is long to evaluate bidders and proposals, and will require a time extension to award the contract. The Department requested a time extension from the Commission at the January 2012 Commission meeting to extend the award date to issue a Notice of Intent to Award in June, 2012.

Cost information reflects some adjustment of local funds between costs components to reflect actual costs incurred for each cost component. A baseline amendment was scheduled for the February 2012 Commission meeting to update the schedule and funding plan.

ID	D	Co.	Rte.	Project Title	Bond \$ x1000	Total \$ x1000	Variance
24 25	7	LA	N/A	<u>Port of Long Beach Projects</u> Ports Rail – Pier F Support Yard Ports Rail – Ocean Blvd. Track Realignment	\$8,745 \$27,000	\$22,885 \$65,840	Schedule

**Project Action Plan:**

The projects are experiencing a delay of four months due to a recent discovery of abandoned oil wells under the proposed tracks. This discovery occurred during the end of the utility relocation phase. An additional 37 pot holes were required to pre-classify existing soil and determine whether the soil could be stock-piled on the project site or would need to be removed. Due to the significant cost differences between the two soil handling alternatives, this information must be included in the request for construction bids. The analysis has been completed and the bid documents are being updated to incorporate federal requirements. The Port is asking for federal approval to expedite the release of the bid package, which is scheduled to be released in March 2012. Construction is anticipated to begin by summer/fall 2012.

ID	D	Co.	Rte.	Project Title	Bond \$ x1000	Total \$ x1000	Variance
31	7	LA	N/A	<u>Alameda Corridor Transportation Authority</u> Ports Rail – New Cerritos Rail Bridge	\$38,330	\$155,600	Scope Schedule Cost

**Project Action Plan:**

This project is anticipated to be deprogrammed, as the ports and railroads have determined that, due to the dramatic cargo volume decline caused by the recession and the latest forecasts of cargo volume recovery, a third track to Terminal Island, which this rail bridge would have provided, will not be needed for at least another 15-20 years. The funding source for this bridge, if it is ever built, is not certain at this time, but rail enhancement priorities in the port area no longer include this bridge.

A plan has been developed and is scheduled for the February 2012 Commission meeting where it will be proposed to be deleted from the TCIF program and TCIF funds reprogrammed for existing and substitute Southern California Projects.

ID	D	Co.	Rte.	Project Title	Bond \$ x1000	Total \$ x1000	Variance
32	7	LA	N/A	<u>Port of Los Angeles Projects</u> Ports Rail System – Tier 1 (West Basin Road Rail Access Improvements)	\$51,230	\$130,231	Schedule, Cost

**Project Action Plan:**

The total cost for the West Basin Rail Yard project has been increased from the June 2011 amended amount of \$130,231,000 to the current \$130,252,000. The increased cost is due to the following: unanticipated other public agency permitting, unanticipated right of way issues; and splitting the project into two components to accelerate the overall completion.

The project has been delayed due to unforeseen third party utility relocations/protections and right of way easements that are required to construct the project improvements. The project begin construction date has therefore been extended from the original baseline schedule of April 1, 2010 to June 30, 2012. The Port is continuing with the process of entering into agreements with the affected utility companies and resolving project-related right of way issues, however, this process has also taken longer than originally anticipated due to the unforeseen complexity of coordinating the requirements of multiple utility pipeline owners. An amendment to the baseline agreement is pending for the February 2012 Commission meeting. An allocation request is planned for the March 2012 Commission meeting.

ID	D	Co.	Rte.	Project Title	Bond \$ x1000	Total \$ x1000	Variance
48	8	RIV	N/A	Avenue 56 Grade Separation on Yuma Subdivision of UPR Mainline	\$10,000	\$60,000	Schedule

**Project Action Plan:**

The end design phase has been lengthened to accommodate a pedestrian walkway design along an existing bridge at the east end of the project. To provide consistency and meet ADA requirements a sidewalk has also been added between the proposed walkway on the existing bridge and a Caltrans interchange currently under construction. Additional coordination and revisions have been needed to design the tie-in at the east end of the project with a future local agency improvement project. The geotechnical analysis found that a larger than anticipated settlement and settlement period resulting from the placement of embankment fill could potentially adversely affect the surrounding structures and increase the construction duration. Alternate embankment and retaining methods have been explored and the plans are being modified accordingly. The end construction phase is expected to be completed within the current scheduled forecast and approved baseline agreement. It is anticipated that a baseline amendment will be submitted to the Commission in summer 2012.

ID	D	Co.	Rte.	Project Title	Bond \$ x1000	Total \$ x1000	Variance
50	8	RIV	N/A	Clay Street Grade Separation	\$12,500	\$37,350	Schedule Cost

**Project Action Plan:**

The schedule delay for completing design and subsequent phases is primarily due to expanding the project footprint to accommodate utility relocations. Due to the configuration of the grade separation underpass project and depth of grading, the underground utilities will relocate their facilities outside of the existing project footprint prior to construction. This relocation effort includes the acquisition of more land, additional coordination with utility companies and revalidation of the previously approved environmental document. It is anticipated that a baseline amendment will be submitted to the Commission in summer 2012.

ID	D	Co.	Rte.	Project Title	Bond \$ x1000	Total \$ x1000	Variance
51	8	RIV	N/A	Riverside Avenue Grade Separation	\$8,500	\$30,300	Schedule

**Project Action Plan:**

The environmental review period took approximately one year longer than expected. Additionally, the authorization for right of way acquisition took an additional 4.5 months and approval was not received until mid-December 2010. Therefore, the right of way and final design components were delayed accordingly. The City will attempt to expedite the baseline amendment request and submit at a future Commission meeting. The allocation request would be submitted separately at a later date.

ID	D	Co.	Rte.	Project Title	Bond \$ x1000	Total \$ x1000	Variance
53	8	RIV	N/A	Magnolia Avenue Grade Separation - BNSF	\$13,700	\$81,750	Schedule

**Project Action Plan:**

The end design (PS&E) phase has been delayed due to design revisions from coordination efforts with the Burlington Northern Santa Fe railroad, flood control district, adjacent cities and property owners. The complex bridge design and proximity to a large flood control facility have caused the need for more design revisions than planned. Additionally, the vehicle queue lengths at the railroad tracks during peak traffic periods during staged construction have required detailed strategies to be worked out with the railroad and a separate planned queue-cutter signal project. The right-of-way and construction phases are expected to be completed within the current scheduled forecast and approved baseline agreement. It is anticipated that a baseline amendment will be submitted to the Commission in summer 2012.

ID	D	Co.	Rte.	Project Title	Bond \$ x1000	Total \$ x1000	Variance
68	11	SD	11	SR-11/Otay Mesa East Port of Entry	\$75,000	\$716,500	Schedule Cost

**Project Action Plan:**

The schedule change has been discussed with CTC staff. A baseline amendment/STIP amendment was scheduled for the January 2012 Commission meeting to update the project funding plan and schedule and separate the project into multiple segments for construction. The complexity of the project, to build a new toll state highway and international land Port of Entry, has required the involvement of more federal agencies and additional studies than normal. This necessary communication/coordination has prolonged the environmental document process.

ID	D	Co.	Rte.	Project Title	Bond \$ x1000	Total \$ x1000	Variance
70	11	SD	5	10 <sup>th</sup> Avenue Grade Separated Improvements	\$30,910	\$67,200	Scope

**Project Action Plan:**

A plan is in process to address decreased scope. The traffic analysis done during preliminary engineering showed the cost of a two-way flyover ramp was not warranted at this location. The purpose and need of the project can be done with a more cost effective alternative.

ID	D	Co.	Rte.	Project Title	Bond \$ x1000	Total \$ x1000	Variance
71	11	SD	5	32 <sup>nd</sup> Street at Harbor Drive Grade Separation	\$50,665	\$118,460	Budget

**Project Action Plan:**

A project report is being finalized with a no build alternative due to funding constraints. This decision precludes the use of TCIF funds but does not preclude the project moving forward if the project sponsors can allocate or acquire the appropriate funds. The project is expected to be withdrawn from the TCIF program at a future date.

ID	D	Co.	Rte.	Project Title	Bond \$ x1000	Total \$ x1000	Variance
73	11	SD	N/A	Port of San Diego National City Marine Terminal (Wharf Expansion) Phase II	\$15,000	\$34,300	Schedule

**Project Action Plan:**

The Port of San Diego has informed the Department that this project's construction work is now forecast to start beyond the required TCIF December 2013 deadline to begin construction. SANDAG is working with Commission staff to deprogram this project from the TCIF Program and reprogram the TCIF funds. SANDAG will request Commission action at a future meeting.

ID	D	Co.	Rte.	Project Title	Bond \$ x1000	Total \$ x1000	Variance
81	10	SJ	N/A	Sperry Road Extension	\$30,000	\$63,000	Schedule

**Project Action Plan:**

The project construction funding allocation was approved at the January 2011 Commission meeting and the project was advertised in January 2011 and opened bids in March. Due to the required pre-award audit for construction management contract and coordination of funding agreements with funding partners, the contract award delayed till July and the construction started in July. An amendment to the baseline agreement schedule to reflect these changes was approved at the August 2011 Commission meeting. Right of way is not yet complete because one property is still in mediation.

<b>3. Project delays requiring future Commission action, preparation of a plan has just started.</b>
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ID	D	Co.	Rte.	Project Title	Bond \$ x1000	Total \$ x1000	Variance
56	8	SBD	10	I-10 Corridor Logistics Access Project at Cherry Avenue	\$30,773	\$77,806	Schedule
57				I-10 Corridor Logistics Access Project at Citrus Avenue	\$23,600	\$57,530	

**Project Action Plan:**

For Cherry Avenue, there was a delivery delay to due inability to execute a construction and maintenance agreement with Union Pacific Railroad. Both projects are now ready but remain on the Delivered But Not Yet Allocated list.

ID	D	Co.	Rte.	Project Title	Bond \$ x1000	Total \$ x1000	Variance
43	8	RIV	N/A	Auto Center Drive Grade Separation	\$16,000	\$32,675	Schedule Cost

**Project Action Plan:**

The initial authorization of federal funds was incorrect due to a programming issue in the Federal Transportation Improvement Plan (FTIP). The City of Riverside has worked with their Regional Transportation Planning Agency, Riverside County Transportation Commission, to correct the programming. The City has submitted a revised federal authorization request, which is currently in Caltrans Headquarters for processing. These issues have caused a delay to the construction begin date by six months.

# Memorandum

To: CHAIR AND COMMISSIONERS  
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: March 28-29, 2012

Reference No.: 2.5e.(1)  
Action Item

From: NORMA ORTEGA  
Chief Financial Officer

Prepared by: Rachel Falsetti  
Division Chief  
Transportation Programming

Subject: **ALLOCATION FOR SUPPLEMENTAL FUNDS FOR PREVIOUSLY VOTED PROJECT  
RESOLUTION FA-11-19**

## **RECOMMENDATION:**

The California Department of Transportation (Department) recommends that the California Transportation Commission (Commission) allocate an additional \$169,000 for one State Highway Operation and Protection Program (SHOPP) Minor A project identified below.

## **ISSUE:**

Additional funds are needed for one previously approved project in order to award the construction contract.

## **RESOLUTION:**

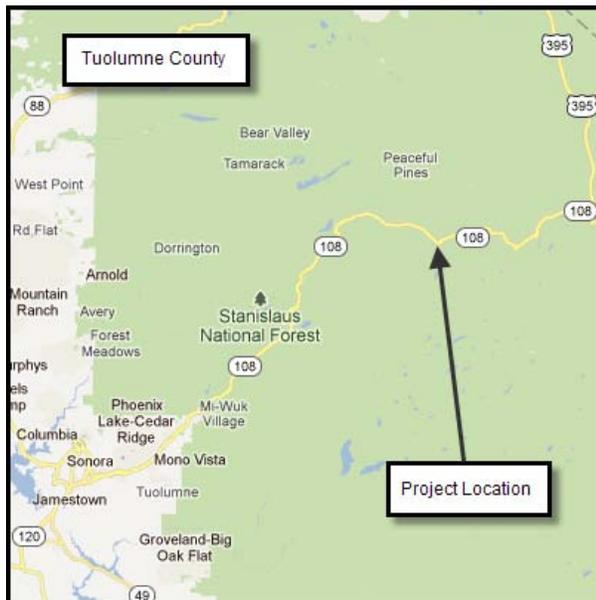
Resolved, that \$169,000 be allocated from the Budget Act of 2011, Budget Act Item 2660-302-0042 to provide additional funds for the project identified below.

<u>Project</u>	<u>Dist-Co-Rte</u>	<u>Original Allocated Amount</u>	<u>Current Allocation</u>	<u>Allocation Adjustment</u>	<u>Revised Allocation</u>	<u>% Increase Above Current Allocation</u>
1	10-Tuo-108	\$755,000	\$755,000	\$169,000	\$924,000	22.4%

Project # Allocation Amount Recipient County Dist-Co-Rte Postmile	Location Project Description Reason for Supplemental Funds	PPNO Program Funding Year Item # Fund Type Program Codes Project ID Adv Phase EA	State Federal Current Amount by Fund Type	State Federal Additional Amount by Fund Type	State Federal Revised Amount by Fund Type
<b>2.5e.(1) Supplemental Funds for Previously Voted Projects</b>			<b>Resolution FA-11-19</b>		
1 \$169,000 Department of Transportation Tuolumne 10-Tuo-108 58.8	In Tuolumne County, one mile east of Kennedy Meadows. <u>Outcome/Output:</u> Construct a 138-foot long soldier pile wall to mitigate slope erosion and restore roadway.  Supplemental funds needed to award construction contract.  Total Revised Amount: \$924,000	10-N/A SHOPP/Minor A 2011-12 302-0042 SHA 20.20.201.150 1000000235 4 0S2404	\$755,000	\$169,000	\$924,000

**RECOMMENDATION:**

The Department recommends that this request for \$169,000 be approved to allow this project to be awarded.



**PROJECT DESCRIPTION:**

This project is located on Route 108 in Tuolumne County, at one mile east of Kennedy Meadows. The project is necessary to mitigate slope erosion and restore roadway stability by:

- Constructing a 138-foot long soldier pile wall.
- Constructing a 165 feet of metal beam guardrail.
- Widening the eastbound lane and adding a two-foot wide shoulder.
- Upgrading drainage.

**FUNDING STATUS:**

This project is part of the SHOPP Minor Program with an estimated capital construction cost of \$650,000 approved at the June 23, 2011, Commission meeting. On October 26, 2011, \$755,000 was sub-allocated by the Department as authorized by Resolution G-05-05. The project was later advertised on December 5, 2011, and bids were opened on January 18, 2012, resulting in six bidders. The lowest qualified bid (second bidder) came in 21.9 percent over the Engineer's Estimate. Although the lowest bid came in at 21.9 percent over the Engineer's Estimate it was the second lowest bid at 27.2 percent over the Engineer's Estimate that was chosen because the second bidder claimed small business preference. The amount needed to award, based on the lowest qualified bid is \$169,000. The project will be awarded upon approval of this supplemental funds request.

**REASONS FOR COST INCREASE:**

The reasons for the cost increase are summarized as follows:

<b>Description</b>	<b>Engineer's Estimate</b>	<b>Bid Amount</b>	<b>Increase</b>
24-inch Drilled Hole	\$25,500	\$ 93,177	\$67,677
Tieback Anchor	\$86,000	\$150,034	\$64,034
Steel Soldier Pile	\$30,600	\$ 60,225	\$29,625
Miscellaneous			\$7,664
<b>Total Increase</b>			<b>\$169,000</b>

The Engineer's Estimate unit prices for 24-inch Drilled Hole, Tieback Anchor, and Steel Soldier Pile was based on a review of recently awarded contracts in and near Tuolumne County. Although the Department's estimate was based on the analysis of prior projects and drilling conditions as encountered by the Department's geotechnical investigation, it appears that the estimate did not fully adjust the cost to reflect the small quantities and remote location. As a result, the bid on each of these items was higher than the Engineer's Estimate, resulting in a cost difference.

**FUNDING OPTIONS:**

**OPTION A:** Approve this request for supplemental funds, as presented above, for \$169,000 to allow this project to be awarded.

**OPTION B:** Deny this request and direct the Department to revise the project to remain within the allocated amount and re-advertise the project. The Department has considered this option and determined that reducing the scope of work on this project, and executing another project to complete the deleted work later would result in greater cost and more disruption to the traveling public.

**RECOMMENDED OPTION:**

The Department recommends that this request for \$169,000, as presented in Option A, above, be approved to allow this project to be awarded.

# Memorandum

To: CHAIR AND COMMISSIONERS  
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: March 28-29, 2012

Reference No.: 2.5e.(2)  
Action Item

From: NORMA ORTEGA  
Chief Financial Officer

Prepared by: Rachel Falsetti  
Division Chief  
Transportation Programming

Subject: **ALLOCATION FOR SUPPLEMENTAL FUNDS FOR PREVIOUSLY VOTED PROJECT  
RESOLUTION FA-11-20**

## **RECOMMENDATION:**

The California Department of Transportation (Department) recommends that the California Transportation Commission (Commission) allocate an additional \$5,008,000 for one State Highway Operation and Protection Program (SHOPP) project identified below.

## **ISSUE:**

Additional funds are needed for one previously voted project in order to complete construction work.

## **RESOLUTION:**

Resolved, that \$5,008,000 be allocated from the Budget Act of 2011, Budget Act Items 2660-302-0042 and 2660-302-0890 to provide additional funds for the project identified below.

<u>Project</u>	<u>Dist-Co-Rte</u>	<u>Original allocated Amount</u>	<u>Original Award Amount</u>	<u>Current Allocation</u>	<u>Allocation Adjustment</u>	<u>Revised Allocation</u>	<u>% Increase Above Current Allocation</u>
1	05-SLO-101	\$40,200,000	\$31,479,000	\$34,826,900	\$5,008,000	\$39,834,900	14.4%



**PROJECT DESCRIPTION:**

This project is located on Route 101 in San Luis Obispo County in and near the city of Atascadero, from 0.1 mile north of Cuesta Grade to 0.3 mile north of Traffic Way Undercrossing. The project will rehabilitate the roadway, including shoulder widening, bridge widening, guardrail and drainage upgrade, and placing asphalt concrete overlay along 42.8 highway lane-miles.

**FUNDING STATUS:**

The project construction capital is programmed in the 2010 SHOPP in Fiscal Year 2009-10 for \$40,200,000. On October 15, 2009, the Commission allocated \$40,200,000 in capital construction for the project. Bids opened on December 2, 2009, and eight bids were received. The project was awarded December 31, 2009, for \$31,479,000 and construction started January 2010. Since then, an additional \$3,347,900 was allocated to the project in accordance with Commission Resolution G-02-12. The award amount plus the G-12 allocation adjustment brings the current project allocation to \$34,826,900. This supplemental request of \$5,008,000 is necessary to complete project construction.

**REASONS FOR COST INCREASE:**

This project was originally programmed for delivery in February 2012. However, in December 2008, the delivery schedule was accelerated by two and one half years to September 2009, so that the project could be included in the 2009 Early Delivery Program, as part of the Governor's Economic Stimulus Package. This allowed the project to be funded by the American Recovery and Reinvestment Act Program of 2009, and help the economy by creating jobs. In order to meet this schedule, an innovative delivery method (Design Sequencing) was implemented and utilized. The project was accelerated with the understanding that there would be some level of risk both in the cost and schedule. In order to expedite the delivery of the project, as-built plans were used for the initial design for the contract plans that were put out to bid. Once the final survey was complete, which was after the contract was bid, the contract was required to be changed to correct the plans for the as-is conditions. With the surveying information, two items of note that needed to be addressed were cross slope corrections for the mainline and non-standard features for the ramps. The cross slope correction resulted in the need for additional Hot Mix Asphalt. And the non-standard ramp corrections resulted in adjustments to the other contract items in the list below. These changes to the work also resulted in additional time to complete the contract.

This supplemental request also includes additional contingency funds to ensure completion of the project.

The requested additional funds break down as follows:

1. Hot Mix Asphalt (HMA)	\$1,800,000
2. Construction Zone Enhanced Enforcement Program (COZEEP)	\$880,000
3. Gore Paving	\$631,810
4. Additional Traffic Control and K-Rail	\$400,000
5. Time Related Overhead (TRO)	\$368,960
6. Barrier Rail Standards	\$350,000
7. Southbound K-rail	\$300,000
8. Guardrail Quantity Change	\$133,000
9. Americans with Disabilities Act (ADA) improvements	\$120,000
10. Other Items	<u>\$24,230</u>
	\$5,008,000

The benefit of creating jobs and delivering much needed transportation improvements to the traveling public two and a half years early was worth the risk. It is important to note that the project cost, including this supplemental amount, is still within the original programmed amount for the project.

**FUNDING OPTIONS:**

**OPTION A:** Approve this request for \$5,008,000 and allow the project to complete construction.

**OPTION B:** Deny this request and direct the Department to revise the project to remain within the allocated amount. The Department has considered this option and determined that reducing the scope of work on this project, and executing another project to complete the deleted work later would result in greater cost and more disruption to the traveling public.

**RECOMMENDED OPTION:**

The Department recommends that this request for \$5,008,000, as presented in Option A, above, be approved to allow the completion of construction work.

# Memorandum

To: CHAIR AND COMMISSIONERS  
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: March 28-29, 2012

Reference No.: 2.5e.(3)  
Action Item

From: NORMA ORTEGA  
Chief Financial Officer

Prepared by: Rachel Falsetti  
Division Chief  
Transportation Programming

Subject: **ALLOCATION FOR SUPPLEMENTAL FUNDS FOR PREVIOUSLY VOTED PROJECT  
RESOLUTION FA-11-21**

## **RECOMMENDATION:**

The California Department of Transportation (Department) recommends that the California Transportation Commission allocate an additional \$2,350,000 for one State Highway Operation and Protection Program (SHOPP) project identified below.

## **ISSUE:**

Additional funds are needed for one previously approved project in order to complete construction.

## **RESOLUTION:**

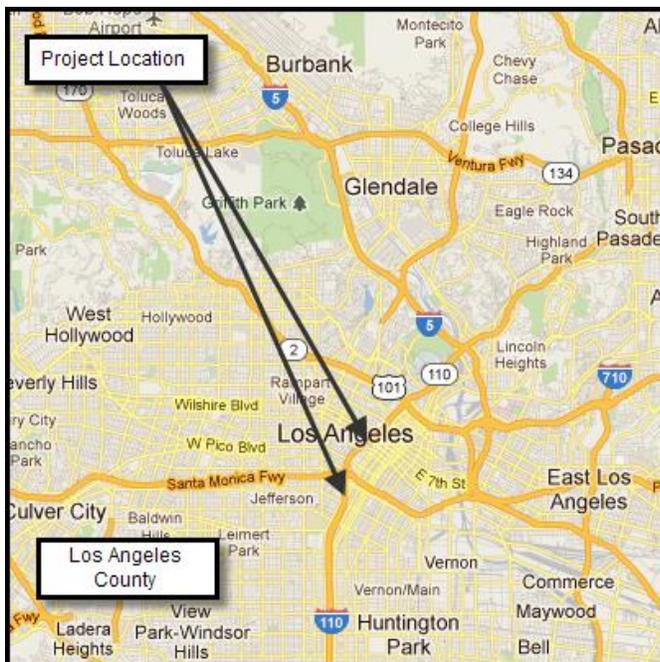
Resolved, that \$2,350,000 be allocated from the Budget Act of 2011, Budget Act Item 2660-302-0042 and 2660-302-0890 to provide additional funds to allow the following project to be awarded.

<u>Project</u>	<u>Dist-Co-Rte</u>	<u>Original Allocated Amount</u>	<u>Current Allocation</u>	<u>Allocation Adjustment</u>	<u>Revised Allocation</u>	<u>% Increase Above Current Allocation</u>
1	07-LA-110	\$29,000,000	\$23,080,000	\$2,350,000	\$25,430,000	10.2%

Project # Allocation Amount Recipient County Dist-Co-Rte Postmile	Location Project Description Reason for Supplemental Funds	PPNO Program Funding Year Item # Fund Type Program Codes Project ID Adv Phase EA	State Federal Current Amount by Fund Type	State Federal Additional Amount by Fund Type	State Federal Revised Amount by Fund Type
<b>2.5e.(3) Supplemental Funds for Previously Voted Projects</b>					<b>Resolution FA-11-21</b>
1 \$2,350,000 Department of Transportation Los Angeles 07-LA-110 21.2/22.8	In the city of Los Angeles, from South of Washington Boulevard to North of Wilshire Boulevard. <b>Outcome/Outputs:</b> Close slip-ramp, widen distributor roadways, widen and lengthen auxilliary lane, relocate gore area, and widen ramps to reduce weaving movement and improve operations and safety.  Supplemental funds needed to complete construction.  Total Revised Amount: \$25,430,000	07-3343 SHOPP 2008-09 302-0042 SHA 302-0890 FTF 20.20.201.310 070000414 4 2411U1  SHOPP 2011-12 302-0042 SHA 302-0890 FTF 20.20.201.310	\$2,650,900  \$20,429,100	\$270,000  \$2,080,000	\$2,650,900  \$20,429,100  \$270,000  \$2,080,000

**RECOMMENDATION:**

The Department recommends that this request for \$2,350,000 be approved to allow the Department to complete construction.



**PROJECT DESCRIPTION:**

The project is located in the City of Los Angeles, from South of Washington Boulevard to North of Wilshire Boulevard. This portion of Route 110, constructed in the 1950's, is the primary access route to the Downtown Los Angeles Central Business District and serves as an important regional "through" route. The congested urban route setting has limited rights-of-way and construction access.

The freeway interchanges bracketing this project are the busiest (Route 10/110 on the south) and the eighth busiest (Route 101/110 on the north) in California. Additional traffic from nearby cultural and sporting event centers such as Staples Center, Nokia Theater/LA Live Complex, LA Convention Center, Walt Disney Concert Hall and Dodger Stadium contribute to the congestion. Delays and congestion are caused by both high traffic volumes and extensive weaving movements. The project improves congestion, operations, and safety by constructing the following:

Southbound Direction:

- Close an existing slip-ramp between the mainline and distributor roadway system;
- Widen the existing parallel connector/distributor roadway system;
- Extend an existing auxiliary lane and widen lanes and shoulders to make standard.

Northbound Direction:

- Pave between a portion of the mainline and parallel distributor roadway to create a new lane and relocate the diverge/gore area further downstream;
- Widen an existing on-ramp for standard shoulders;
- Widen and reconstruct an existing off-ramp.

**FUNDING STATUS:**

This project was voted in June 2009 for \$29,000,000 and awarded for \$21,770,000 in November 2009. The award amount includes \$790,000 in private property owner contributions. The current allotment is \$23,080,000; which includes a \$2,100,000 G-12 allocation adjustment in March 2011. An additional \$2,350,000 in supplemental funds is needed to complete construction. This results in an overall increase of 10.2 percent over the current allocation. The project is approximately 80 percent complete with an anticipated July 2013 completion date.

Several Notice of Potential Claims (NOPC's) have been filed by the contractor, but the final amount of the claims has not been determined. All claims will go through the Dispute Resolution Board (DRB) process; however, if rulings by the DRB are not in favor of the Department, additional supplemental funds might be required to close out the contract.

**REASONS FOR COST INCREASE:**

An additional \$2,350,000 is needed to complete the construction contract. None of the issues associated with these cost increases are part of the work paid by the private property owner contribution.

This request for additional supplemental funds is to pay for identified contract change orders (CCO's). The additional cost incurred for the CCO's are mainly due to lack of well documented as-built drawings, and discovering differing site conditions in the field than what was depicted in the available as-built documents.

The requested additional funds breakdown as follows:

1. Conflict with Existing Facilities	\$ 430,000
2. New Storm Water General Permit Requirements	\$ 350,000
3. Conflict with Gross Solid Removal Device	\$ 350,000
4. Additional Approach and Departure Slabs at Bridge Structures	\$ 280,000
5. Retaining Walls Extension	\$ 240,000
6. Maintain Traffic Safety	\$ 200,000
7. Replenish Contingency Fund	<u>\$ 500,000</u>
	\$ 2,350,000

- 1. Conflict with Existing Facilities:** As-built drawings for the existing structures did not thoroughly document sub-surface foundation dimensions. Additional work and modification were required to resolve conflicts between new structures and existing foundations. In addition, a section of existing traffic barrier, which was no longer required for traffic safety, was removed. Combined these changes added an additional \$430,000 to the cost of this project.
- 2. New Storm Water General Permit Requirements:** The State Water Resources Control Board adopted a new National Pollutant Discharge Elimination System Construction General Permit for storm water discharges associated with construction and land disturbances. This permit went into effect after the start of construction. This introduced an additional cost of \$350,000 into the project to meet the new requirements.
- 3. Conflict with Gross Solid Removal Device (GSRD):** During construction a GSRD was identified in conflict with bridge widening construction. This GSRD was constructed under an earlier contract mandated by storm water permit and after survey and design reviews were completed. As part of lessons-learned, the District has now implemented a system to monitor construction of new GSRDs and inventory them using a GIS database to facilitate better information sharing for all future projects. Removal of the GSRD, construction of a drainage junction structure, and reconnecting to the existing storm drain system added an additional \$350,000 to the cost of this project.

- 4. Additional Approach and Departure Slabs at Bridge Structures:** The limits of the approach slabs shown on the plans did not match the lane width in the field resulting in the increase of quantities. Furthermore, additional cost occurred for an off-ramp structure approach slab due to added necessary details and traffic staging requirement changes. The total additional cost for incomplete approach and departure slabs and added traffic handling costs is \$280,000.
- 5. Retaining Wall Extension:** During construction, the existing field conditions required the extension of both ends of a retaining wall. On the south end, it was necessary to switch from a planned concrete barrier detail to a retaining wall, as available survey data did not match field conditions. The proposed concrete barrier as planned is unable to support more than three feet of fill and hence extension of the retaining wall was necessary. On the north end, it was assumed an existing wall could remain; however, during construction it was discovered the existing wall was unsupported and could not retain fill to the required depth and new wall is required. These changes added an additional cost of \$240,000 to this project.
- 6. Maintain Traffic Safety:** The project is located adjacent to numerous high profile special event venues that require extra traffic control. Although the Department took into consideration the complexity of traffic requirements in the specifications related to scheduled high profile events, delays to construction due to additional unanticipated time for event traffic was required and resulted in additional cost for traffic control. This is an additional cost of \$200,000 to the project.
- 7. Replenish Contingency Fund:** Currently, the remaining balance available in the contingency fund for the project is inadequate to complete the project. An additional \$500,000 is required to replenish the contingency balance to address unforeseen future project issues.

#### **FUNDING OPTIONS:**

**OPTION A:** Approve this request as presented above for \$2,350,000 to allow this project to complete construction.

**OPTION B:** Deny this request and direct the Department to revise the scope to stay within the allocated budget amount. The Department considered this option and determined that reducing the scope of work on this project, and executing another project to complete the deleted work later, would result in greater costs and more disruption to the traveling public.

#### **RECOMMENDED OPTION:**

The Department recommends that this request of \$2,350,000, as presented in Option A above, be approved to complete construction of the project.

# Memorandum

To: CHAIR AND COMMISSIONERS  
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: March 28-29, 2011

Reference No.: 2.5a.  
Action Item

From: NORMA ORTEGA  
Chief Financial Officer

Prepared by: Steven Keck  
Division Chief  
Budgets

Subject: **FINANCIAL ALLOCATION FOR MINOR PROJECTS**  
**RESOLUTION FP-11-41**

## **RECOMMENDATION:**

The California Department of Transportation (Department) recommends the California Transportation Commission allocate \$2,809,000 for four State Highway Operation and Protection Program (SHOPP) Minor projects.

## **ISSUE:**

The attached vote list describes four SHOPP projects for \$2,809,000. The Department is ready to proceed with these projects and is requesting an allocation at this time.

## **FINANCIAL RESOLUTION:**

Resolved, that \$2,809,000 be allocated from the Budget Act of 2011, Budget Act Items 2660-302-0042 and 2660-302-0890 for four SHOPP Minor 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 this project.

Attachment

2.5 Highway Financial Matters

Project # Allocation Amount County Dist-Co-Rte Postmile	Location Project Description	EA Program ID Program	Budget Year Item # Fund Type Program Code	Amount by Fund Type
<b>2.5a. Minor Projects</b>		<b>Resolution FP-11-41</b>		
1 \$800,000 Butte 03-But-32 9.5	In Chico at 9 <sup>th</sup> Street and Main Street, 9 <sup>th</sup> Street and Oroville Street, and Park Avenue and Humbolt Avenue. <u>Outcome/Outputs:</u> Replace traffic signals, install new conduit and upgrade curb ramps with pedestrian push buttons to comply with American With Disabilities Act (ADA) standards.  (This is a substitute project for EA 03-3E9804)	3E9104 0300020571 SHOPP	2011-12 302-0042 SHA 20.20.201.310	\$800,000
2 \$800,000 El Dorado 03-ED-49 9.6/10.1	In the town of El Dorado, from Pleasant Valley Road North to 0.1 mile South of Oak Dell Road. <u>Outcome/Outputs:</u> Replace ditches and culverts with new storm drainage system and construct a 4-foot wide northbound shoulder to prevent further damage to the surrounding roadbed.  (This is a substitute project for EA 03-4E540)	3E6304 0300000510 SHOPP	2011-12 302-0042 SHA 20.20.201.120	\$800,000
3 \$823,000 Los Angeles 07-LA-105 14.1/14.9	In the city of Paramount between Paramount Boulevard and Garfield Avenue. <u>Outcome/Outputs:</u> Modify and upgrade pumping and filtration system consisting of 13 dewatering wells in order to prevent permit violations due to inadequately treated discharge.  (This is a substitute project for EA 07-4S1904)	4S8404 0700001000 SHOPP	2011-12 302-0042 SHA 20.20.201.150	\$823,000
4 \$386,000 Orange 12-Ora-57 11.8/13.4	In the city of Anaheim at Orangewood Avenue and Katella Avenue. <u>Outcome/Outputs:</u> Install 22 curb ramps, replace 9 pedestrian push buttons and pedestrian signal indication with pedestrian countdown indication, remove and restripe cross walk pavement markings and replace sign posts at various locations to comply with ADA standards.  (Project will be funded from projected savings in the Minor A program)	0M2204 1212000046 SHOPP	2011-12 302-0042 SHA 302-0890 FTF 20.20.201.361	\$8,000 \$378,000

# Memorandum

To: CHAIR AND COMMISSIONERS  
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: March 28-29, 2012

Reference No.: 2.5b.(1)  
Action Item

From: NORMA ORTEGA  
Chief Financial Officer

Prepared by: Steven Keck  
Division Chief  
Budgets

Subject: **FINANCIAL ALLOCATION FOR SHOPP PROJECTS**  
**RESOLUTION FP-11-42**

## **RECOMMENDATION:**

The California Department of Transportation (Department) recommends the California Transportation Commission allocate \$6,991,000 for seven projects programmed in the 2010 State Highway Operation and Protection Program (SHOPP) and \$24,274,000 for nine additional projects amended into the SHOPP by Department action.

## **ISSUE:**

The attached vote list describes 16 SHOPP projects totaling \$31,265,000. The Department is ready to proceed with these projects and is requesting an allocation at this time.

## **FINANCIAL RESOLUTION:**

Resolved, that \$31,265,000 be allocated from the Budget Act of 2011, Budget Act Items 2660-302-0042, 2660-311-0042, and 2660-302-0890 for 16 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
<b>2.5b.(1) SHOPP Projects</b>				
<b>Resolution FP-11-42</b>				
1 \$2,000,000 Plumas 02-Plu-70 0.6/35.2	Near Rock Creek, from Grizzly Creek Bridge to 0.1 mile west of Spanish Creek Bridge. <u>Outcome/Outputs:</u> Upgrade metal beam guard railing to current Department standards to improve safety.  Additional contributions: \$6,000,000 - Office of Traffic Safety (OTS) federal grant.	02-3266 SHOPP/11-12 \$2,000,000 0200000317 4 3C3004	2011-12 302-0042 SHA 302-0890 FTF 20.20.201.015	\$40,000   \$1,960,000
2 \$1,080,000 Alameda 04-Ala-580 R9.2	Near Livermore, at the eastbound Livermore Weigh Station. <u>Outcome/Output:</u> Resurface and enlarge the existing parking lots, and replace portion of Portland Concrete Cement (PCC) pavement at the ramp area to improve CHP truck inspection operation and to meet the parking requirement and improve freeway efficiency and safety for all vehicular traffic.	04-0111D SHOPP/11-12 \$1,800,000 0400020207 4 3A9604	2011-12 302-0042 SHA 302-0890 FTF 20.20.201.321	\$22,000   \$1,058,000
3 \$298,000 Santa Cruz 05-SCr-9 8.4/8.6	Near Ben Lomond, from 0.2 mile north of Glen Arbor Road to Highland County Park. <u>Outcome/Outputs:</u> Replace metal beam guardrail with concrete barrier, widen northbound shoulder, and overlay roadway with asphalt concrete to improve safety, and reduce collision severity and future maintenance costs at this location.  Additional contributions: \$900,000 - Office of Traffic Safety (OTS) federal grant.	05-1937 SHOPP/11-12 \$2,193,000 0500000108 4 0K2304	2011-12 302-0042 SHA 302-0890 FTF 20.20.201.015	\$6,000   \$292,000
4 \$318,000 Kern 06-Ker-58 R108.0/R108.3	Near Mojave, at the Route 58 Business West Overcrossing. <u>Outcome/Outputs:</u> Install windscreen (chain link fence with vertical inserts/ mesh fabric) to reduce the impact of heavy wind on traffic and reduce the number and severity of collisions at this location.  Additional contributions: \$500,000 - Office of Traffic Safety (OTS) federal grant.	06-6332 SHOPP/11-12 \$318,000 0600020145 4 0G2704	2011-12 302-0042 SHA 302-0890 FTF 20.20.201.015	\$6,000   \$312,000
5 \$572,000 San Bernardino 08-SBd-178 5.0/14.3	Near Ridgecrest, from 5.0 miles east to 14.3 miles east of the Kern County line. <u>Outcome/Outputs:</u> Replace and improve 17 existing drainage systems to reduce roadway flooding.	08-0449A SHOPP/11-12 \$2,537,000 0800000676 4 438904	2011-12 302-0042 SHA 302-0890 FTF 20.20.201.151	\$11,000   \$561,000
6 \$2,136,000 San Diego 11-SD-5 Var.	In San Diego County, at various locations. <u>Outcome/Outputs:</u> Rehabilitate 10 existing drainage systems to extend service life.	11-0876 SHOPP/11-12 \$4,200,000 1100000248 4 270804	2011-12 302-0042 SHA 302-0890 FTF 20.20.201.151	\$43,000   \$2,093,000
7 \$587,000 San Diego 11-SD-8 R37.8	Near Alpine, at Route 79. <u>Outcome/Outputs:</u> Construct drainage improvements to prevent further erosion and restore the natural channel slopes.	11-0651A SHOPP/11-12 \$591,000 1100000204 4 260424	2011-12 302-0042 SHA 20.20.201.335	\$587,000

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
<b>2.5b.(1) Projects Amended into the SHOPP by Department Action</b>		<b>Resolution FP-11-42</b>		
8 \$8,716,000 Humboldt 01-Hum-L5506	Eureka District Office Building. <u>Outcome/Output:</u> Upgrade District Office infrastructure to correct building deficiencies as identified by the Department of General Services.	01-2039B SHOPP/11-12 \$8,716,000 0100020396 4 0A8304	2011-12 311-0042 SHA 20.20.201.353	\$8,716,000
9 \$8,360,000 Placer 03-Pla-89 13.5/21.7	Near Truckee, from 0.2 mile south of Squaw Valley Road to Nevada County line. <u>Outcome/Output:</u> Rehabilitate 16 lane miles of pavement to improve ride quality and extend the pavement service life.	03-5283 SHOPP/11-12 \$7,000,000 0300020255 4 1E0004	2011-12 302-0042 SHA 302-0890 FTF 20.20.201.120	\$167,000 \$8,193,000
10 \$350,000 Sonoma 04-Son-121 3.4/6.5	Near Sonoma, within the San Francisco Bay Trail (PM 3.4/6.5 and PM 8.6/11.6) on Route 121. <u>Outcome/Output:</u> Install centerline rumble strips to reduce the number of cross-centerline collisions and improve safety.	04-0814D SHOPP/11-12 \$857,000 0400000323 4 0G3104	2011-12 302-0042 SHA 302-0890 FTF 20.20.201.010	\$7,000 \$343,000
11 \$2,171,000 Fresno 06-Fre-5 22.8/26.8	Near Coalinga, from north of Tuolumne Avenue to south of Route 33. <u>Outcome/Output:</u> Construct double thrie beam median barrier to reduce the number and severity of traffic collisions along 4 centerline miles.	06-6507 SHOPP/11-12 \$2,800,000 0600020009 4 0M7304	2011-12 302-0042 SHA 302-0890 FTF 20.20.201.010	\$43,000 \$2,128,000
12 \$800,000 Kern 06-Ker-184 11.1/11.3	Near Bakersfield, west of Route 178. <u>Outcome/Output:</u> Re-grade vertical curves, and reconstruct sidewalk, curb and gutters at Bedford Green Drive to increase sight distance, improve traffic flow, and reduce collisions at the intersection of Routes 184 and 178.  This is a financial contribution only (FCO) to the City of Bakersfield.	06-6604 SHOPP/11-12 \$800,000 0600000343 4FCO 0L9004	2011-12 302-0042 SHA 20.20.201.010	\$800,000
13 \$563,000 Riverside 08-Riv-74 27.4/27.7	In Perris, at northbound Route 215 on and off ramps. <u>Outcome/Output:</u> Install traffic signals to improve safety by reducing the number and severity of collisions.	08-0054J SHOPP/11-12 \$683,000 0800000503 4 0M8704	2011-12 302-0042 SHA 302-0890 FTF 20.20.201.010	\$11,000 \$552,000
14 \$1,229,000 Riverside 08-Riv-74 29.6/30.0	Near Perris, at Menifee Road. <u>Outcome/Output:</u> Widen intersection; modify traffic signals; construct sidewalks; make Americans with Disabilities Act (ADA) improvements; install curb, gutter and bus stop to improve operations and safety of the intersection.	08-0055C SHOPP/11-12 \$1,041,000 0800000289 4 0J1404	2011-12 302-0042 SHA 302-0890 FTF 20.20.201.010	\$25,000 \$1,204,000
15 \$1,600,000 San Diego 11-SD-94 13.8/14.4	Near Lemon Grove, from Via Mercado Road to 0.1 mile east of Jamacha Boulevard. <u>Outcome/Output:</u> Construct median barrier to improve safety by reducing cross centerline collisions.	11-1021 SHOPP/11-12 \$2,400,000 1100000415 4 298004	2011-12 302-0042 SHA 302-0890 FTF 20.20.201.010	\$32,000 \$1,568,000
16 \$485,000 Orange 12-Ora-91 R2.4/R2.9	In Buena Park, from Western Avenue to Stanton Avenue. <u>Outcome/Output:</u> Groove existing concrete pavement and overlay existing asphalt pavement with open graded asphalt pavement to improve safety and reduce collisions during wet conditions.	12-5486 SHOPP/11-12 \$1,000,000 1200000353 4 0K5204	2011-12 302-0042 SHA 302-0890 FTF 20.20.201.010	\$10,000 \$475,000

# Memorandum

To: CHAIR AND COMMISSIONERS  
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: March 28-29, 2012

Reference No.: 2.5c.(7)  
Action Item

From: NORMA ORTEGA  
Chief Financial Officer

Prepared by: Steven Keck  
Division Chief  
Budgets

Subject: **FINANCIAL ALLOCATION FOR LOCAL ASSISTANCE ENVIRONMENTAL  
ENHANCEMENT AND MITIGATION PROJECTS  
RESOLUTION FP-11-46**

## **RECOMMENDATION:**

The Department of Transportation (Department) recommends the California Transportation Commission (Commission) approve the following resolution, allocating \$9,683,778 for 32 Environmental Enhancement and Mitigation (EEM) Program Projects.

## **ISSUE:**

The attached vote list describes 32 EEM Program projects off the State Highway System totaling \$9,683,778, plus \$16,496,599 from other sources. The agencies for these projects are ready to proceed and are requesting an allocation at this time. The Budget Act of 2011 appropriates \$10 million for the EEM Program. This is the first allocation for \$9,683,778, which leaves a remaining balance of \$316,222 for future allocations.

## **FINANCIAL RESOLUTION:**

Resolved, that \$9,683,778 be allocated from the Budget Act of 2011, Item 2660-101-0183, for 32 Environmental Enhancement and Mitigation Program projects, as described on the attached vote list.

Attachment

2.5 Highway Financial Matters

Project # Allocation Amount Applicant RTPA/CTC Dst-County	Project Title Location Project Description	EA Program	Budget Year Item # Fund Type Program Code	Amount by Fund Type
<b>2.5c.(7) Locally Administered Environmental Enhancement and Mitigation Projects</b>				
<b>Resolution FP-11-46</b>				
1 \$500,000 The Trust for Public Land MCOG 01-Mendocino	Point Arena Public Lands Acquisition Project. Acquire 409 acres of grassland and riparian habitat adjacent to Highway 1 in Mendocino County. This project is a multi-agency effort to protect key Northern California coastline, extensive wildlife corridor open space, rare habitats and spectacular and memorable visual resources.  (Contribution from other sources: \$4,529,500.)	21-01 EEM / 11-12 \$500,000	2011-12 101-0183 EEM 20.30.207.811	\$500,000
2 \$320,000 City of Redding SCRTPA 02-Shasta	Palisades Avenue River Trail Connection. Provide a north-south trail connection between the newly constructed portion of the Sacramento River Trail and Palisades Avenue in central Redding. This project will provide a recreational and commuter access for non-motorized transportation users.  (Contribution from other sources: \$20,000.)	21-02 EEM / 11-12 \$320,000	2011-12 101-0183 EEM 20.30.207.811	\$320,000
3 \$350,000 Shasta County-Department of Public Works SCRTPA 02-Shasta	Palo Cedro Bike Lane and Pedestrian Improvement Project. Project will complete and enhance existing pedestrian and bicycle access along existing county roads to the Palo Cedro Community Park on Cedro Lane; the Project is located in the Community of Palo Cedro.  (Contribution from other sources: \$ 30,000.)	21-03 EEM / 11-12 \$350,000	2011-12 101-0183 EEM 20.30.207.811	\$350,000
4 \$350,000 Shasta Land Trust SCRTPA 02-Shasta	Acquisition of the Great Shasta Rail Trail. Acquire 80 mile railroad right-of-way, known locally as the McCloud Railway, so that a public recreation trail may be created on the purchased corridor. Project will protect natural resources along Highway 89 in Shasta and Siskiyou Counties.  (Contribution from other sources: \$1,363,210.)	21-04 EEM / 11-12 \$350,000	2011-12 101-0183 EEM 20.30.207.811	\$350,000
5 \$105,200 American River Conservancy EDCTC 03-EI Dorado	Brush Creek Ranch Habitat Acquisition. Acquire 604.9 acres of oak woodland habitat, annual grassland, chaparral habitat, riparian habitat and an important addition to the South Fork American River and Folsom State Recreation Area multi-use trail systems just north of Folsom Lake and South Fork American River.  (Contribution from other sources: \$2,541,600.)	21-05 EEM / 11-12 \$105,200	2011-12 101-0183 EEM 20.30.207.811	\$105,200
6 \$159,350 American River Conservancy EDCTC 03-EI Dorado	Gold Hill-Wakamatsu Ranch Restoration. Restoration and enhancement of 20 acres of riparian habitat, seasonal wetland habitat, pond habitat and oak woodland habitat that are part of the 272-acre Gold Hill Ranch. This project will also develop Americans with Disabilities Act (ADA) accessible trails and interpretive kiosks on the property that will enhance the interpretation of cultural resources.  (Contribution from other sources: \$86,218.)	21-06 EEM / 11-12 \$159,350	2011-12 101-0183 EEM 20.30.207.811	\$159,350
7 \$350,000 Bear Yuba Land Trust Nevada CTC 03-Nevada	Yuba River: Black Swan Resources Land Acquisition. Acquire 50 acres of Black Swan property to permanently protect the blue oak woodland, a sensitive pond network and associated riparian habitat. This project, located just north of Highway 20 between the cities of Marysville and Grass Valley, will make possible public recreation access to trailhead and staging.  (Contribution from other Sources: \$50,000.)	21-07 EEM / 11-12 \$350,000	2011-12 101-0183 EEM 20.30.207.811	\$350,000

2.5 Highway Financial Matters

Project # Allocation Amount Applicant RTPA/CTC Dst-County	Project Title Location Project Description	EA Program	Budget Year Item # Fund Type Program Code	Amount by Fund Type
<b>2.5c.(7) Locally Administered Environmental Enhancement and Mitigation Projects</b>				
<b>Resolution FP-11-46</b>				
8 \$350,000 Placer Land Trust <u>Placer CTPA</u> 03-Placer	Johnston Ranch Conservation Project. Acquire 80 acres of the Johnston Ranch. The project will protect a mix of blue oak woodlands, foothill pine, Sierra hardwoods (buckeye, Manzanita, etc.) annual grasslands/rangelands and riparian habitat.  (Contribution from other Sources: \$420,000.)	21-08 EEM / 11-12 \$350,000	2011-12 101-0183 EEM 20.30.207.811	\$350,000
9 \$341,762 Sacramento Tree Foundation <u>SACOG</u> 03-Sacramento	Stones Lakes Blue Heron Trails Visitor Contact Station. The project will restore lands on the Stone Lakes National Wildlife Refuge. Four acres of oak savannah habitat will be created and five acres of native grasslands will be enhanced.  (Contributions from other Sources: \$138,465.)	21-09 EEM / 11-12 \$341,762	2011-12 101-0183 EEM 20.30.207.811	\$341,762
10 \$350,000 The Trust for Public Land <u>SACOG</u> 03-Yuba	Marysville Ranch Resource Lands Conservation Easement. Acquire conservation easement to protect an approximately 1,277 acre ranch near State Route 20, in Yuba County, to protect oak woodlands and annual grasslands.  (Contributions from other Sources: \$1,150,000.)	21-10 EEM / 11-12 \$350,000	2011-12 101-0183 EEM 20.30.207.811	\$350,000
11 \$350,000 East Bay Regional Park District <u>MTC</u> 04-Alameda	Iron Horse Trail Construction, Dublin/Pleasanton BART Station to Santa Rita Road. Construction of 1.6 miles of the Iron Horse Trail through the Hacienda Business Park closing the gap between the Dublin/Pleasanton BART Station and Santa Rita Road in Pleasanton. Project will provide links to schools, parks and other trail systems in the area and trail links to Lake Del Valle State Park.  (Contribution from other sources: \$2,109,450.)	21-11 EEM / 11-12 \$350,000	2011-12 101-0183 EEM 20.30.207.811	\$350,000
12 \$350,000 City of San Jose <u>MTC</u> 04-Santa Clara	Lower Silver Creek Trail. Construct 1.17 miles of paved trail improvements. Enhance pedestrian and bicycle mobility for recreation and transportation. Located in Lower Silver Creek between Alum Rock Avenue and I-680 in eastern San Jose.  (Contributions from other sources: \$1,044,200.)	21-12 EEM / 11-12 \$350,000	2011-12 101-0183 EEM 20.30.207.811	\$350,000
13 \$298,456 Sonoma County Water Agency <u>MTC</u> 04-Sonoma	Sonoma County Water Agency Rohnert Park/Cotati Highway 101 Widening: Hinebaugh Creek Habitat Enhancement and Restoration Project. Remove approximately 10 acres of exotic shrubs/trees and install up to 14,560 native trees/shrubs/grasses over 25 acres to enhance critical habitat, offset vehicle emissions, provide additional wetland mitigation.  (Contributions from other Sources: \$108,426.)	21-13 EEM / 11-12 \$298,456	2011-12 101-0183 EEM 20.30.207.811	\$298,456
14 \$200,000 Land Trust for Santa Barbara County <u>SBCAG</u> 05-Santa Barbara	Franklin Trail Project. Clearing 3,500 feet of new trail and installing two pedestrian bridges, 250 feet of retaining walls, oak trees (20), and native plants (250). Project will provide access to a gentle multi-use trail, thousands of acres of National Forest, panoramic vistas and appreciation of natural communities.  (Contributions from other Sources: \$250,000.)	21-14 EEM / 11-12 \$200,000	2011-12 101-0183 EEM 20.30.207.811	\$200,000

2.5 Highway Financial Matters

Project # Allocation Amount Applicant RTPA/CTC Dst-County	Project Title Location Project Description	EA Program	Budget Year Item # Fund Type Program Code	Amount by Fund Type
<b>2.5c.(7) Locally Administered Environmental Enhancement and Mitigation Projects</b>				
<b>Resolution FP-11-46</b>				
15 \$125,000 Goleta Valley Beautiful <u>SBCAG</u> 05-Santa Barbara	Highway 101 Los Carneros/Glen Annie Interchanges Tree Planting. Project will plant 188 diverse, drought-tolerant and native trees with temporary drip irrigation on Highway 101 right of way north of Los Carneros and Glen Annie Interchanges.  (Contribution from other Sources: \$25,000.)	21-15 EEM / 11-12 \$125,000	2011-12 101-0183 EEM 20.30.207.811	\$125,000
16 \$125,000 City of San Luis Obispo <u>SLOCOG</u> 05-San Luis Obispo	Prefumo Creek Riparian Enhancements. Create a 1.2 acre wetland meadow, planting of 0.5 acre of riparian plantings, and removal of invasive exotic plants along a 2,000 foot long reach of Prefumo Creek in the City of San Luis Obispo, plus care of plantings.  (Contribution from other sources: \$0)	21-16 EEM / 11-12 \$125,000	2011-12 101-0183 EEM 20.30.207.811	\$125,000
17 \$350,000 The Trust for Public Land <u>SCCRTC</u> 05-Santa Cruz	San Andreas Creek Resource Lands Acquisition Project. Acquire the 38-acre property of mixed riparian, oak woodland, and Douglas fir forest habitat in the Larkin Valley/Aptos Hills area of Santa Cruz County. The project will provide permanent protection of the habitat for the federally endangered Santa Cruz long-toed salamander, the threatened California red-legged frog, and other listed species.  (Contribution from other sources: \$925,000.)	21-17 EEM / 11-12 \$350,000	2011-12 101-0183 EEM 20.30.207.811	\$350,000
18 \$350,000 City of Fresno Parks, After School, Recreation, and Community Services (PARCS) Department <u>COFCG</u> 06-Fresno	Romain Park Improvements. Plant up to 100 trees to address the increased noise levels, replace irrigation system to help improve water efficiency, and rehabilitate the public restroom facility. The improvements will provide passive recreation, and educational opportunities to learn about low water use landscaping, and sustainable techniques. Located adjacent to State Highway 180 interchange.  (Contributions from other sources: \$10,000.)	21-18 EEM / 11-12 \$350,000	2011-12 101-0183 EEM 20.30.207.811	\$350,000
19 \$350,000 CSU Fresno Foundation <u>COFCG</u> 06-Fresno	San Joaquin River-Small Fry Trail and Stormy Creek Project. Project is an aquatic interpretive and recreational opportunity with picnic/rest facilities located off Friant Road, and the San Joaquin Hatchery, parallel to the San Joaquin River Parkway Trail. Project will consist of "Small Fry Trail" a children's interactive, exploratory and discovery trail that runs below the bluff and loops through the hatchery and "Stormy Creek," a run-off channel, bioswale demonstration.  (Contribution from other sources: \$100,000.)	21-19 EEM / 11-12 \$350,000	2011-12 101-0183 EEM 20.30.207.811	\$350,000
20 \$143,831 City of Tulare <u>TCAG</u> 06-Tulare	Hillman Street Project. Planting of 250 native Valley Oaks in a new safety median constructed as part of the Road 108 widening project, to protect and enhance the State's natural heritage.  (Contributions from other sources: \$0.)	21-20 EEM / 11-12 \$143,831	2011-12 101-0183 EEM 20.30.207.811	\$143,831

2.5 Highway Financial Matters

Project # Allocation Amount Applicant RTPA/CTC Dst-County	Project Title Location Project Description	EA Program	Budget Year Item # Fund Type Program Code	Amount by Fund Type
<b>2.5c.(7) Locally Administered Environmental Enhancement and Mitigation Projects</b>				
<b>Resolution FP-11-46</b>				
21 \$330,000 City of Tulare <u>TCAG</u> 06-Tulare	Acquisition of Sunrise Park Mediation Enhancement Area. Acquisition of a six acre park site located just off SR 99 near the Paige Avenue interchange in Tulare. Mitigation is needed in the form of large trees, shrubs, and groundcovers planted at the Sunrise Park site to help filter and trap fumes and particle pollutants given off by the greatly increased number of vehicles that will be using the widened highway.  (Contributions from other sources: \$0.)	21-21 EEM / 11-12 \$330,000	2011-12 101-0183 EEM 20.30.207.811	\$330,000
22 \$318,294 City of Visalia <u>TCAG</u> 06-Tulare	Restore our Community Forest Project. In Visalia, the planting of 600 trees in three medians and one recharge basin will provide mitigation above that required for the recently completed Route 198 Gap Closure Project and the upgrades to SR 63 consisting of road widening.  (Contribution from other sources: \$31,480.)	21-22 EEM / 11-12 \$318,294	2011-12 101-0183 EEM 20.30.207.811	\$318,294
23 \$339,000 Community Conservation Solutions <u>LACMTA</u> 07-Los Angeles	Los Angeles River Greenway Tree-Planting Project. Project will plant over 4,000 native trees and plants along a half mile of the LA River in the San Fernando Valley to mitigate trees removed and wildlife impacted by the related transportation facility (RTF), restoring a sustainable forest that maximizes carbon sequestration.  (Contribution from other sources: \$104,713.)	21-23 EEM / 11-12 \$339,000	2011-12 101-0183 EEM 20.30.207.811	\$339,000
24 \$161,335 The Hollywood Beautification Team <u>LACMTA</u> 07-Los Angeles	Planting for Knowledge with Hollywood Community Team. Plant 540 trees with 135 concrete cuts along 101 Freeway. This project will work to mitigate poor air quality that is a result of high vehicular traffic, address the heat island effect created by high temperatures and heavy congestion.  (Contribution from other sources: \$40,150.)	21-24 EEM / 11-12 \$161,335	2011-12 101-0183 EEM 20.30.207.811	\$161,335
25 \$350,000 City of Pasadena <u>LACMTA</u> 07-Los Angeles	Reclaiming Pasadena's Urban and Natural Forest. Plant 1,400 plants. Project will provide concrete cuts, watering, and restoring native habitat in the Arroyo Seco natural areas.  (Contribution from other sources: \$25,000.)	21-25 EEM / 11-12 \$350,000	2011-12 101-0183 EEM 20.30.207.811	\$350,000
26 \$350,000 City of Pomona Public Works Department <u>LACMTA</u> 07-Los Angeles	SR-71/Mission Boulevard Slope Stabilization and Beautification Project. Plant 280 trees of various species within the four triangular sloped areas between SR-71 and the four new ramp connectors at Mission Boulevard. Planting new trees will offset vehicular emissions of carbon dioxide and provide aesthetically pleasing environment.  (Contribution from other Sources: \$35,000.)	21-26 EEM / 11-12 \$350,000	2011-12 101-0183 EEM 20.30.207.811	\$350,000
27 \$296,700 City of South Gate <u>LACMTA</u> 07-Los Angeles	City of South Gate Urban Greening. Planting of 1000 trees citywide. This project will assist in the reduction of carbon emissions from the large volume of vehicles. Planting primarily within residential and arterial parkways within the City of South Gate.  (Contribution from other sources: \$0.)	21-27 EEM / 11-12 \$296,700	2011-12 101-0183 EEM 20.30.207.811	\$296,700

2.5 Highway Financial Matters

Project # Allocation Amount Applicant RTPA/CTC Dst-County	Project Title Location Project Description	EA Program	Budget Year Item # Fund Type Program Code	Amount by Fund Type
<b>2.5c.(7) Locally Administered Environmental Enhancement and Mitigation Projects</b>			<b>Resolution FP-11-46</b>	
28 \$350,000 Coachella Valley Conservation Commission <u>RCTC</u> 08-Riverside	Willow Hole Blowsand Ecosystem Conservation and Multiple species Habitat Conservation Plan/Natural Community Conservation Plan (MSHCP/NCCP). Acquire 114.88 acres in the Willow Hole Conservation Area. The project is located 5.5 miles northwest of the related transportation facility (RTF) and is a part of the same blowsand ecosystem which is essential to the survival of various species associated with the sand source/transport system in support of the Coachella Valley Multiple Species MSHCP/NCCP. (Contribution from other sources: \$577,000.)	21-28 EEM / 11-12 \$350,000	2011-12 101-0183 EEM 20.30.207.811	\$350,000
29 \$343,800 Town of Mammoth Lakes <u>Mono LTC</u> 09-Mono	College Connector Path. Build a 0.25 mile long recreational multi-use paved path. Project will provide year round recreational and commuting access. Part of a larger trail network which is called the Town Loop, users will have the ability to commute to open space parks, playgrounds, back country wilderness areas, educational facilities, commercial locations including shipping facilities and other connections. (Contribution from other sources: \$38,200.)	21-29 EEM / 11-12 \$343,800	2011-12 101-0183 EEM 20.30.207.811	\$343,800
30 \$326,050 City of Jackson <u>Amador CTC</u> 10-Amador	Jackson Vista Point Improvement Project. Project will update and improve interpretive signing, expand the scenic overlook viewing areas, create ADA compliance for all parking and pedestrian areas, provide a drinking fountain and lighting and greatly improve the appearance of this gateway area in the City of Jackson. (Contribution from other sources: \$0.)	21-30 EEM / 11-12 \$326,050	2011-12 101-0183 EEM 20.30.207.811	\$326,050
31 \$350,000 City of San Marcos <u>SANDAG</u> 11-San Diego	Montiel Park Enhancement Project. Project will include the installation of a decomposed granite trail, native vegetation, shade trees, interpretive and educational signage, irrigation, erosion control, and benches to serve as a roadside recreational opportunity. (Contribution from other Sources: \$72,165.)	21-31 EEM / 11-12 \$350,000	2011-12 101-0183 EEM 20.30.207.811	\$350,000
32 \$350,000 City of Anaheim <u>OCTA</u> 12-Orange	Santa Ana River Trail Mitigation Project. Plant 80 carbon sequestering trees, irrigation and a trail safety fence, which will create an entry point to/from the Santa Ana River Trail to the Anaheim Regional Transportation Intermodal Center (ARTIC). Project will result in a 1,600 foot long Riverwalk, extending along the Santa Ana River from North of Katella Avenue to the Railroad Crossing at the south end of the ARTIC site. (Contribution from other Sources: \$652,000.)	21-32 EEM / 11-12 \$350,000	2011-12 101-0183 EEM 20.30.207.811	\$350,000

# Memorandum

To: CHAIR AND COMMISSIONERS  
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: March 28-29, 2012

Reference No.: 2.5c.(1a)  
Action Item

From: NORMA ORTEGA  
Chief Financial Officer

Prepared by: Steven Keck  
Division Chief  
Budgets

Subject: **FINANCIAL ALLOCATION FOR STATE ADMINISTERED STIP PROJECTS ON THE STATE HIGHWAY SYSTEM RESOLUTION FP-11-43**

## **RECOMMENDATION:**

The California Department of Transportation (Department) recommends the California Transportation Commission allocate \$5,546,000 for the State administered State Transportation Improvement Program (STIP) Clovis to Temperance Landscape (PPNO 6434) project in Fresno County, on the State Highway System.

## **ISSUE:**

The attached vote list describes one State administered STIP project on the State Highway System totaling \$5,546,000. The Department is ready to proceed with this project and is requesting an allocation at this time.

## **FINANCIAL RESOLUTION:**

Resolved, that \$5,546,000 be allocated from the Budget Act of 2011, Budget Act Items 2660-301-0042 and 2660-301-0890 for one State administered STIP project described on the attached vote list.

Attachment

2.5 Highway Financial Matters

Project # Allocation Amount Recipient <u>RTPA/CTC</u> County Dist-Co-Rte Postmile	Project Title Location Project Description Project Support Expenditures	PPNO Program/Year Prgm'd Amount Project ID Adv Phase EA	Budget Year Item # Fund Type Program Code	Amount by Fund Type
<b>2.5c.(1a) State Administered STIP Projects on the State Highway System</b>				<b>Resolution FP-11-43</b>
1 \$5,546,000 Department of Transportation <u>COFCG</u> Fresno 06N-Fre-180 62.8/66.3	Clovis to Temperance Landscape Project. In the city of Fresno from Clovis Avenue to Locan Avenue. Highway planting and irrigation on new freeway alignment.  Final Project Development Support Estimate: \$498,000 Programmed Amount: <u>\$597,000</u> Adjustment: \$ 0 (< 20%)  Final Right of Way Right of Way Estimate: \$ 0 Programmed Amount: <u>\$ 8,000</u> Adjustment: \$ 8,000 (Credit)  (Construction savings of \$94,000 to be returned to Fresno County regional shares.)  <u>Outcome/Output:</u> Install 93 acres of landscaping.	06-6434 RIP/11-12 CON ENG \$700,000 CONST <del>\$5,640,000</del> <b>\$5,546,000</b> 0600000383 4 342564	2011-12 301-0042 SHA 301-0890 FTF 20.20.075.600	\$111,000 \$5,435,000

# Memorandum

To: CHAIR AND COMMISSIONERS  
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: March 28-29, 2012

Reference No.: 2.5c.(1b)  
Action Item

From: NORMA ORTEGA  
Chief Financial Officer

Prepared by: Steven Keck  
Division Chief  
Budgets

Subject: **FINANCIAL ALLOCATION FOR STATE ADMINISTERED STIP TRANSPORTATION  
ENHANCEMENT PROJECTS ON THE STATE HIGHWAY SYSTEM  
RESOLUTION FP-11-44**

## **RECOMMENDATION:**

The California Department of Transportation (Department) recommends the California Transportation Commission allocate \$257,000 for the State administered State Transportation Improvement Program (STIP) Transportation Enhancement (TE) Yurok Tribe Transportation Corridor (PPNO 2015) project in Del Norte County, on the State Highway System.

## **ISSUE:**

The attached vote list describes one State administered STIP TE project on the State Highway System totaling \$257,000. The Department is ready to proceed with this project and is requesting an allocation at this time.

## **FINANCIAL RESOLUTION:**

Resolved, that \$257,000 be allocated from the Budget Act of 2011, Budget Act Items 2660-301-0042 and 2660-301-0890 for one State administered STIP TE project described on the attached vote list.

Attachment

2.5 Highway Financial Matters

Project #	Allocation Amount	Recipient	Project Title	PPNO Program/Year	Budget Year	Amount by Fund Type
RTPA/CTC	County	Location	Project ID	Item #	Fund Type	
Dist-Co-Rte	Postmile	Project Description	Adv Phase	Program Code		
		Project Support Expenditures	EA			
<b>2.5c.(1b) State Administered STIP Transportation Enhancement Projects on the State Highway System</b>					<b>Resolution FP-11-44</b>	
1	\$257,000	Yurok Tribe Transportation Corridor. In and near Klamath. Construct Native American art designs, install native plantings, and replace existing fencing with decorative fencing that matches local aesthetic theme.	01-2015	2011-12		
Department of Transportation			IIP TE/11-12	301-0042		\$5,000
<u>Del Norte LTC</u>			CON ENG	SHA		
Del Norte		Final Project Development	\$75,000	301-0890		\$252,000
01N-DN-101		Support Estimate: \$215,000	CONST	FTF		
2.7/8.8		Programmed Amount: <u>\$180,000</u>	\$257,000	20.20.025.700		
		Adjustment: \$ 0 (<20%)	0100000673			
			4			
		Final Right of Way	465304			
		Right of Way Estimate: \$ 5,000				
		Programmed Amount: <u>\$ 18,000</u>				
		Adjustment: \$ 13,000 (Credit)				
		<u>Outcome/Output:</u> Construction area for Native art and landscaping				

# Memorandum

To: CHAIR AND COMMISSIONERS  
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: March 28-29, 2012

Reference No.: 2.5c.(2a)  
Action Item

From: NORMA ORTEGA  
Chief Financial Officer

Prepared by: Steven Keck  
Division Chief  
Budgets

Subject: **FINANCIAL ALLOCATION FOR LOCALLY ADMINISTERED STIP TRANSPORTATION ENHANCEMENT PROJECTS ON THE STATE HIGHWAY SYSTEM (ADVANCEMENT) RESOLUTION FP-11-**

## **RECOMMENDATION:**

The California Department of Transportation (Department) recommends the California Transportation Commission (Commission) defer an allocation of \$519,000 for the locally administered State Transportation Improvement Program (STIP) Transportation Enhancement (TE) Highway 43 Corridor Beautification (PPNO 6559) project in Kern County, on the State Highway System, because this project is advanced from future program years.

## **ISSUE:**

The attached vote list describes one locally administered STIP TE project on the State Highway System programmed in Fiscal Year (FY) 2012-13 totaling \$519,000 plus \$67,000 from other sources. Although the local agency is ready to proceed with this project, it is recommended that the Commission defer this allocation until it is known that sufficient allocation capacity is available once all the projects programmed and delivered in FY 2011-12 are funded.

Attachment

2.5 Highway Financial Matters

Project #	Allocation Amount	Recipient	Project Title	PPNO Program/Year	Budget Year	Amount by
<u>RTPA/CTC</u>	County	Location	Project Description	Phase Prgm'd Amount	Item #	Fund Type
Dist-Co-Rte	Postmile	Project Support Expenditures	EA	Project ID Adv Phase	Fund Type Program Code	Amount by Fund Type
<b>2.5c.(2a) Locally Administered STIP Transportation Enhancement Projects on the State Highway System (ADVANCEMENT)</b>					<b>Resolution FP-11-__</b>	
1	\$519,000	City of Wasco	Highway 43 Corridor Beautification. In Wasco, from Filburn Avenue to Poso Drive. Streetscape improvements.	06-6559 RIP/12-13 CONST	2011-12 301-0042 SHA	\$10,000
<u>KCOG</u>		Kern	Final Project Development: N/A	\$519,000 0600020635	301-0890 FTF	\$509,000
06N-Ker-43		R23.6/R24.1	Final Right of Way Share Adjustment: N/A  (Contributions from other sources: \$67,000.)	4CONL 0N6804	20.20.075.600	
<u>Outcome/Output:</u> Construct 0.76 mile of curb, 0.45 mile of curb and gutter, and 1.0 mile of bike lane.						
<b>THE DEPARTMENT RECOMMENDS THIS ITEM BE DEFERRED AT THIS TIME.</b>						

# Memorandum

To: CHAIR AND COMMISSIONERS  
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: March 28-29, 2012

Reference No.: 2.5c.(3)  
Action Item

From: NORMA ORTEGA  
Chief Financial Officer

Prepared by: Steven Keck  
Division Chief  
Budgets

Subject: **FINANCIAL ALLOCATION FOR LOCALLY ADMINISTERED STIP PROJECTS  
OFF THE STATE HIGHWAY SYSTEM  
RESOLUTION FP-11-45**

## **RECOMMENDATION:**

The California Department of Transportation (Department) recommends the California Transportation Commission allocate \$3,047,000 for seven locally administered State Transportation Improvement Program (STIP) projects off the State Highway System, as follows:

- o \$98,000 for three STIP projects; and
- o \$2,633,000 for three STIP Transportation Enhancement projects; and
- o \$316,000 for one STIP Programming, Planning, and Monitoring project.

## **ISSUE:**

The attached vote list describes seven locally administered STIP projects off the State Highway System totaling \$3,047,000, plus \$1,887,000 from other sources. The local agencies are ready to proceed with these projects and are requesting an allocation at this time.

## **FINANCIAL RESOLUTION:**

Resolved, that \$3,047,000 be allocated from the Budget Act of 2011, Budget Act Items 2660-101-0042 and 2660-101-0890 for seven locally administered STIP projects described on the attached vote list.

Attachment

2.5 Highway Financial Matters

Project # Allocation Amount Recipient RTPA/CTC District-County	Project Title Location Project Description	PPNO Program/Year Phase Prgm'd Amount Project ID	Budget Year Item # Fund Type Program Code	Amount by Fund Type
<b>2.5c.(3) Locally Administered STIP Projects off the State Highway System</b>				<b>Resolution FP-11-45</b>
1 \$20,000 Tehama County Tehama LTC 02-Tehama	Jewett Creek Bridge at Kirkwood Road. Near Corning, on Kirkwood Road. Replace existing bridge; Bridge #8C-0218. (HBP match).  (Contributions from other sources: \$475,000.)  <u>Outcome/Output:</u> This project will result in a structure that meets current AASHTO standards.	02-2333 RIP / 11-12 PA&ED \$20,000 0200000374	2011-12 101-0042 SHA 20.30.600.620	\$20,000
2 \$20,000 Tehama County Tehama LTC 02-Tehama	Jewett Creek Bridge at Columbia Ave. Near Corning, on Columbia Avenue. Replace bridge and improve approach; Bridge #8C-0037. (HBP match).  (Contributions from other sources: \$323,000.)  <u>Outcome/Output:</u> This project will result in a structure that meets current AASHTO standards.	02-2334 RIP / 11-12 PA&ED \$20,000 0200000375	2011-12 101-0042 SHA 20.30.600.620	\$20,000
3 \$58,000 Tehama County Tehama LTC 02-Tehama	99W at Thomes Creek Bridge. Near Corning, on 99 West at Thomes Creek Bridge. Replace bridge and improve approaches on each side of the bridge.  (A nine-month time extension for PS&E was approved at the June 2011 CTC meeting and expires on March 31, 2012.)  (Concurrent Consideration of Funding – Resolution E-12-14; March 2012)  (Contributions from other sources: \$447,000.)  <u>Outcome/Output:</u> Replacement of a scour critical bridge on an important regional transportation corridor.	02-2430 RIP / 10-11 PS&E \$58,000 0200000402	2011-12 101-0042 SHA 20.30.600.620	\$58,000

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
<b>2.5c.(3) Locally Administered STIP Transportation Enhancement Projects off the State Highway System</b>				<b>Resolution FP-11-45</b>
4 \$918,000 San Francisco County MTC 04-San Francisco	Arelious Walker Stairway Improvement project. In the city of San Francisco, on Arelious Walker Drive from the intersections of Innes Avenue and Arelious Walker Drive south to Northridge Road. Improve stairway and repair sidewalk.  <u>Outcome/Output:</u> This project will enhance the conditions of the stairway and improve pedestrian safety. The landscaping and scenic beautification will enhance the character and livability of the neighborhood.	04-9098J RIP TE / 11-12 CONST \$918,000 0400020734	2011-12 101-0042 SHA 101-0890 FTF 20.30.600.731	\$105,295 \$812,705
5 \$1,575,000 Los Angeles County LACMTA 07-Los Angeles	Vermont Avenue Median Landscaping-Phase II. In the unincorporated areas of Los Angeles, in the Vermont Avenue medians from Del Amo Boulevard to 223rd Street and from Ashbridge Lane to Lomita Boulevard. Landscape and hardscape.  (Contributions from other sources: \$642,000.)  <u>Outcome/Output:</u> The median improvement will enhance the community and driving experience by providing an aesthetically pleasing landscape median. The installation of bike lanes will promote bicycling as a viable transportation mode and encourage the public to ride bicycles more frequently for shorter trips.	07-4094 RIP TE / 11-12 CONST \$1,575,000 0712000295	2011-12 101-0890 FTF 20.30.600.731	\$1,575,000

2.5 Highway Financial Matters

Project # Allocation Amount Recipient RTPA/CTC District-County	Project Title Location Project Description	PPNO Program/Year Phase Prgm'd Amount Project ID	Budget Year Item # Fund Type Program Code	Amount by Fund Type
<b>2.5c.(3) Locally Administered STIP Transportation Enhancement Projects off the State Highway System</b>				<b>Resolution FP-11-45</b>
6 \$140,000 City of Patterson StanCOG 10-Stanislaus	Roundabout Landscaping & Splitter Islands. In Patterson, at El Circula Avenue, Salado Avenue and South Del Puerto Avenue. Landscape existing roundabouts, and replace painted islands with raised stamped concrete spitter islands.  <u>Outcome/Output:</u> This project will enhance the existing roundabouts and will add aesthetically pleasing raised islands that will improve traffic channelization and pedestrian safety.	10-0221 RIP TE / 11-12 CONST \$140,000 1000020593	2011-12 101-0042 SHA 101-0890 FTF 20.30.600.731	\$16,058 \$123,942

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
<b>2.5c.(3) Local STIP Planning, Programming and Monitoring Projects</b>				<b>Resolution FP-11-45</b>
7 \$316,000 Council of Fresno County Governments COFCG 06-Fresno	Planning, Programming and Monitoring	06-6L01 RIP/11-12 CONST \$316,000 0612000205	2011-12 101-0042 SHA 20.30.600.670	\$316,000

# Memorandum

To: CHAIR AND COMMISSIONERS  
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: March 28-29, 2012

Reference No.: 2.5g.(3b)  
Action Item

From: NORMA ORTEGA  
Chief Financial Officer

Prepared by: Rachel Falsetti  
Division Chief  
Transportation Programming

Subject: **FINANCIAL ALLOCATION ADJUSTMENT FOR AWARD  
RESOLUTION STIP1B-AA-1112-005, AMENDING RESOLUTIONS STIP1B-AA-1112-004 and  
STIP1B-A-1112-002  
RESOLUTION CMIA-AA-1112-026, AMENDING RESOLUTIONS CMIA-AA-1112-024 and  
CMIA-A-1112-007**

## **RECOMMENDATION:**

The Department of Transportation (Department) recommends the California Transportation Commission (Commission) approve an adjustment to the Proposition 1B State Transportation Improvement Program (STIP) allocation amounts for Segment 1 (PPNO 0367D) and Segment 2 (PPNO 0367I) of the State Route 12 Jameson Canyon Widening – Phase 1 project in Solano and Napa Counties, in accordance with Assembly Bill 608.

## **ISSUE:**

At its August 2011 meeting, the Commission approved Resolutions CMIA-A-1112-007 and STIP1B-A-1112-002 allocating \$73,999,000 in Proposition 1B Corridor Mobility Improvement Account (CMIA), \$6,890,000 in Regional Improvement Program (RIP) and \$3,120,000 in Interregional Improvement Program (IIP) construction funds for Segment 1 and \$23,000,000 in CMIA, \$3,710,000 in RIP and \$3,890,000 in IIP construction funds for Segment 2 of the State Route 12 Jameson Canyon Widening, Phase 1 project.

The Segment 1 (PPNO 0367D) contract was awarded on January 11, 2012 with a total savings of \$17,707,000 (\$14,641,000 [CMIA], \$2,110,000 [RIP], and \$956,000 [IIP]). The Segment 2 (PPNO 0367I) contract was awarded on January 11, 2012 with a total savings of \$6,059,000 (\$4,482,000 [CMIA], \$770,000 [RIP], and \$807,000 [IIP]).

At its February 2012 meeting, the Commission approved resolutions CMIA-AA-1112-024 and STIP1B-AA-1112-004 to de-allocate the CMIA savings from both segments.

## **BACKGROUND:**

Section 188.8 of the Streets and Highways Code allows the Commission to adjust an allocation amount for a capital outlay project in the STIP if the construction contract award amount for the project is less than 80 percent of the engineer's final estimate. The result would be an adjustment to

interregional and/or county shares. The legislation is permissive and it is understood that adjustments to allocations are at the discretion of the Commission.

The Department, the Solano Transportation Authority, and the Napa County Transportation Planning Agency are requesting combined adjustments of \$1,763,000 to interregional shares, \$1,901,000 to Solano County shares, and \$979,000 to Napa County shares for both Segment 1 (PPNO 0367D) and Segment 2 (PPNO 0367I) of the State Route 12 Jameson Canyon Widening – Phase 1 project in Solano and Napa Counties in accordance with the Assembly Bill 608. The following tables summarize the project award information for each contract.

Segment 1 (PPNO 0367D)

Item	IIP	RIP	CMIA	Total
Contractor's Bid Amount	\$1,781,235	\$3,934,522	\$29,919,651	\$35,635,408
Supplemental Work	\$133,124	\$294,053	\$2,236,098	\$2,663,275
State Furnished Materials	\$52,914	\$116,879	\$888,797	\$1,058,590
Contingencies	\$196,727	\$434,545	\$3,304,455	\$3,935,727
Total Project Award Allotment <sup>1</sup>	\$2,164,000	\$4,780,000	\$36,349,000	\$43,293,000
CTC Allocation	\$3,120,000	\$6,890,000		
Adjustment	(\$956,000)	(\$2,110,000) <sup>2</sup>		

Segment 2 (PPNO 0367I)

Item	IIP	RIP	CMIA	Total
Contractor's Bid Amount	\$2,503,084	\$2,386,982	\$15,034,740	\$19,924,806
Supplemental Work	\$337,451	\$321,798	\$2,026,892	\$2,686,141
State Furnished Materials	\$95,656	\$91,219	\$574,558	\$761,433
Contingencies	\$146,810	\$140,000	\$881,810	\$1,168,620
Total Project Award Allotment <sup>1</sup>	\$3,083,000	\$2,940,000	\$18,518,000	\$24,541,000
CTC Allocation	\$3,890,000	\$3,710,000		
Adjustment	(\$807,000)	(\$770,000) <sup>3</sup>		

Notes:

<sup>1</sup> Rounded to the nearest thousand

<sup>2</sup> \$1,393,000 (Solano), \$717,000 (Napa)

<sup>3</sup> \$508,000 (Solano), \$262,000 (Napa)

**FINANCIAL RESOLUTION:**

Resolved, pursuant to Section 188.8 of the Streets and Highways Code, that the amounts allocated on October 12, 2010, under Resolution CMIA-A-1112-007 and Resolution STIP1B-1112-002, for the Segment 1 (PPNO 0367D) and Segment 2 (PPNO 0367I) of the State Route 12 Jameson Canyon Widening – Phase 1 project in Solano and Napa Counties be adjusted, in accordance with the attached revised vote boxes.

Attachment

2.5 Highway Financial Matters

Project # Allocation Amount Recipient RTPA/CTC Dist-Co-Rte Postmile	Project Title Location Project Description Project Funding	PPNO Program/Year Phase Prgm'd Amount Project ID Adv Phase EA	Budget Year Item # Fund Type Program Code	Amount by Fund Type
<b>2.5g.(3b) Proposition 1B – Allocation Amendment State Administered Multi-Program STIP/CMIA Project on the State Highway System (AB 608)</b>				
<b>Resolution STIP1B-AA-1112-005,</b> Amending Resolution STIP1B-AA-1112-004 and Resolution STIP1B-A-1112-002 <b>Resolution CMIA-AA-1112-026,</b> Amending Resolution CMIA-AA-1112-024 and Resolution CMIA-A-1112-007				
1 <del>\$46,359,000</del> <b>\$43,293,000</b>	State Route 12 Jameson Canyon Widening – Phase 1 Near Fairfield, from 0.5 mile west of Napa/Solano County Line to Red Top Road in Solano County. Construct two lanes, add a median barrier, and a median opening Segment 1. (TCRP 157)	04-0367D CMIA/09-10 CONST \$36,349,000	2010-11 304-6055 CMIA 20.20.721.000	\$36,349,000
Department of Transportation MTC 04N-Sol-12 0.0/2.6	Final Project Development (IIP) Support Estimate: \$126,000 Programmed Amount: <u>\$126,000</u> Adjustment: \$ 0	(Solano) RIP/10-11 CONST <del>\$4,550,000</del> <b>\$3,157,000</b>	304-6058 TFA 20.20.075.600	<del>\$6,890,000</del> <b>\$4,780,000</b>
	Final Project Development (RIP-Napa) Support Estimate: \$449,000 Programmed Amount: <u>\$449,000</u> Adjustment: \$ 0	(Napa) RIP/10-11 CONST ENG \$5,850,000	304-6058 TFA 20.20.025.700	<del>\$3,120,000</del> <b>\$2,164,000</b>
	Final Right of Way (RIP-Napa) Right of Way Estimate: \$6,490,000 Programmed Amount: <u>\$6,490,000</u> Adjustment: \$ 0	CONST <del>\$2,340,000</del> <b>\$1,623,000</b>		
	(Project Scope is consistent with the amended baseline agreement approved under Resolution CMIA-PA-1011-023 in March 2011.)	IIP/10-11 CONST ENG \$3,400,000 CONST <del>\$3,120,000</del> <b>\$2,164,000</b>		
	(Future Consideration of Funding – Resolution E-08-08, July 2008.)	0400002023 4 264144		
	<b><u>(Amended allocation reflects award saving of \$3,066,000 in STIP CONST to be returned to Interregional, Solano and Napa County shares.)</u></b>			
	Outcome/Output: When combined with PPNO 03671, the overall Jameson Canyon Project will result in daily vehicle- hours of delay savings of about 3,898 hours.			

2.5 Highway Financial Matters

Project # Allocation Amount Recipient RTPA/CTC Dist-Co-Rte Postmile	Project Title Location Project Description Project Funding	PPNO Program/Year Phase Prgm'd Amount Project ID Adv Phase EA	Budget Year Item # Fund Type Program Code	Amount by Fund Type
<p><b>2.5g.(3b) Proposition 1B – Allocation Amendment State Administered Multi-Program STIP/CMIA Project on the State Highway System (AB 608)</b></p> <p style="text-align: right;"><b>Resolution STIP1B-AA-1112-005,</b> Amending Resolution STIP1B-AA-1112-004 and Resolution STIP1B-A-1112-002 <b>Resolution CMIA-AA-1112-026,</b> Amending Resolution CMIA-AA-1112-024 and Resolution CMIA-A-1112-007</p>				
2 <del>\$26,148,000</del> <b>\$24,541,000</b>	State Route 12 Jameson Canyon Widening – Phase 1 Near Fairfield, On Route 12 in Napa County, from State Route 29 junction to 0.1 mile west of Napa/Solano County line. Construct two lanes and add a median barrier. Segment 2. (TCRP 157)	04-03671 CMIA/09-10 CONST \$18,518,000	2010-11 304-6055 CMIA 20.20.721.000	\$18,518,000
Department of Transportation MTC 04N-Nap-12 0.0/3.2	Final Project Development (IIP) Support Estimate: \$68,000 Programmed Amount: <u>\$68,000</u> Adjustment: 0	RIP/10-11 (Solano) CONST <del>\$2,450,000</del> <b>\$1,942,000</b>	304-6058 TFA 20.20.075.600	<del>\$3,740,000</del> <b>\$2,940,000</b>
	Final Project Development (RIP-Napa) Support Estimate: \$242,000 Programmed Amount: <u>\$242,000</u> Adjustment: 0	RIP/10-11 (Napa) CONST ENG \$3,150,000 CONST <del>\$1,260,000</del> <b>\$998,000</b>	304-6058 TFA 20.20.025.700	<del>\$3,890,000</del> <b>\$3,083,000</b>
	Final Right of Way (RIP-Napa) Right of Way Estimate : \$ 3,510,000 Programmed Amount: <u>\$ 3,510,000</u> Adjustment: \$ 0	IIP/10-11 CONST ENG \$1,700,000 CONST <del>\$3,890,000</del> <b>\$3,083,000</b>		
	(Project Scope consistent with the amended baseline agreement approved under Resolution CMIA-PA-1011-023 in January 2011.)	0400002022 4 264134		
	(Future Consideration of Funding – Resolution E-08-08, July 2008.)			
	<b><u>(Amended allocation reflects award saving of \$1,577,000 in STIP CONST to be returned to Interregional, Solano and Napa County shares.)</u></b>			
	<u>Outcome/Output:</u> When combined with PPNO 0367D, the overall Jameson Canyon Project will result in daily vehicle- hours of delay savings of about 3,898 hours.			

# Memorandum

To: CHAIR AND COMMISSIONERS  
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: March 28-29, 2012

Reference No.: 2.5g.(3a)  
Action Item

From: NORMA ORTEGA  
Chief Financial Officer

Prepared by: Steven Keck  
Division Chief  
Budgets

Subject: **FINANCIAL ALLOCATION FOR STATE-ADMINISTERED STIP PROJECTS ON THE STATE HIGHWAY SYSTEM RESOLUTION STIP1B-A-1112-005**

## **RECOMMENDATION:**

The California Department of Transportation (Department) recommends the California Transportation Commission (Commission) allocate \$135,511,000 for the State administered Proposition 1B State Transportation Improvement Program (STIP) Willits Bypass (PPNO 0125F) project in Mendocino County, on the State Highway System.

## **ISSUE:**

The attached vote list describes one State administered Proposition 1B STIP project for \$135,511,000. The Department is ready to proceed with this project and is requesting an allocation at this time.

## **FINANCIAL RESOLUTION:**

Resolved, that \$135,511,000 be allocated from the Budget Act of 2010, Budget Act Item 2660-304-6058 for one State administered Proposition 1B STIP project described in the attached vote box.

Be it further resolved, that as a condition of allocation of these funds and to perform its administrative role established by Senate Bill 88, the Commission requests that the Department perform the functions necessary to ensure proper accountability measures are employed and reporting requirements are met for the Proposition 1B State Transportation Improvement Program, Transportation Facilities Account Program.

Attachment



# Memorandum

To: CHAIR AND COMMISSIONERS  
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: March 28-29, 2012

Reference No.: 2.5g.(1a)  
Action Item

From: NORMA ORTEGA  
Chief Financial Officer

Prepared by: Steven Keck  
Division Chief  
Budgets

Subject: **FINANCIAL ALLOCATION FOR LOCALLY ADMINISTERED CORRIDOR MOBILITY IMPROVEMENT ACCOUNT PROJECTS ON THE STATE HIGHWAY SYSTEM RESOLUTION CMIA-A-1112-025**

## **RECOMMENDATION:**

The California Department of Transportation (Department) recommends the California Transportation Commission (Commission) allocate \$6,067,000 for the locally administered Proposition 1B Corridor Mobility Improvement Account (CMIA) Program I-80 ICM Specialty Materials Procurement (PPNO 0062H) project, on the State Highway System.

## **ISSUE:**

The attached vote list describes one locally administered CMIA project for \$6,067,000. The Department is ready to proceed with this project and is requesting an allocation at this time.

## **FINANCIAL RESOLUTION:**

Resolved, that \$6,067,000 be allocated from the Budget Act of 2010, Budget Act Items 2660-004-6055 and 2660-304-6055 for one locally administered Proposition 1B Corridor Mobility Improvement Account project described on the attached vote list.

Be it further resolved, that as a condition of allocation of these funds and to perform its administrative role established by Senate Bill 88, the Commission requests that the Department perform the functions necessary to ensure proper accountability measures are employed and reporting requirements are met for the Proposition 1B Corridor Mobility Improvement Program.

Attachment



# Memorandum

To: CHAIR AND COMMISSIONERS  
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: March 28-29, 2012

Reference No.: 2.5g.(1b)  
Action Item

From: NORMA ORTEGA  
Chief Financial Officer

Prepared by: Steven Keck  
Division Chief  
Budgets

Subject: **FINANCIAL ALLOCATION FOR STATE ADMINISTERED CORRIDOR MOBILITY IMPROVEMENT ACCOUNT PROJECTS ON THE STATE HIGHWAY SYSTEM RESOLUTION CMIA-A-1112-026**

## **RECOMMENDATION:**

The California Department of Transportation (Department) recommends the California Transportation Commission (Commission) allocate \$10,918,000 for the State administered Proposition 1B Corridor Mobility Improvement Account (CMIA) Program I-80 ICM Adaptive Ramp Metering (PPNO 0062J) project, on the State Highway System.

## **ISSUE:**

The attached vote list describes one State administered CMIA project for \$10,918,000. The Department is ready to proceed with this project and is requesting an allocation at this time.

## **FINANCIAL RESOLUTION:**

Resolved, that \$10,918,000 be allocated from the Budget Act of 2010, Budget Act Items 2660-004-6055 and 2660-304-6055 for one State administered Proposition 1B Corridor Mobility Improvement Account project described on the attached vote list.

Be it further resolved, that as a condition of allocation of these funds and to perform its administrative role established by Senate Bill 88, the Commission requests that the Department perform the functions necessary to ensure proper accountability measures are employed and reporting requirements are met for the Proposition 1B Corridor Mobility Improvement Program.

Attachment



# Memorandum

To: CHAIR AND COMMISSIONERS  
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: March 28-29, 2012

Reference No.: 2.5g.(2)  
Action Item

From: NORMA ORTEGA  
Chief Financial Officer

Prepared by: Steven Keck  
Division Chief  
Budgets

Subject: **FINANCIAL ALLOCATION FOR STATE ADMINISTERED STATE ROUTE 99 PROJECTS  
ON THE STATE HIGHWAY SYSTEM  
RESOLUTION R99-A-1112-007**

## **RECOMMENDATION:**

The California Department of Transportation (Department) recommends the California Transportation Commission (Commission) allocate \$21,110,000 for the State administered Proposition 1B State Route 99 (SR99) SR99/Riego Road Interchange Project (PPNO 3L44) in Sutter County, on the State Highway System.

## **ISSUE:**

The attached vote list describes one State administered SR99 project for \$21,110,000. The Department is ready to proceed with this project and is requesting an allocation at this time.

## **FINANCIAL RESOLUTION:**

Resolved, that \$21,110,000 be allocated from the Budget Act of 2011, Budget Act Items 2660-004-6072 and 2660-304-6072 for one State administered Proposition 1B State Route 99 Program project described in the attached vote box.

Be it further resolved, that as a condition of allocation of these funds and to perform its administrative role established by Senate Bill 88, the Commission requests that the Department perform the functions necessary to ensure proper accountability measures are employed and reporting requirements are met for the Proposition 1B State Route 99 Program.

Attachment



# Memorandum

To: CHAIR AND COMMISSIONERS  
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: March 28-29, 2012

Reference No.: 2.5g.(5a)  
Action Item

From: NORMA ORTEGA  
Chief Financial Officer

Prepared by: Steven Keck  
Division Chief  
Budgets

Subject: **FINANCIAL ALLOCATION FOR STATE ADMINISTERED TRADE CORRIDOR  
IMPROVEMENT FUND PROJECTS ON THE STATE HIGHWAY SYSTEM  
RESOLUTION TCIF-A-1112-08**

## **RECOMMENDATION:**

The California Department of Transportation (Department) recommends the California Transportation Commission (Commission) allocate \$2,060,000 for two State administered Proposition 1B Trade Corridor Improvement Fund (TCIF) Program projects on the State Highway System.

## **ISSUE:**

The attached vote list describes two State administered TCIF projects for \$2,060,000, plus \$2,704,000 from other sources. The Department is ready to proceed with these projects and is requesting an allocation at this time.

## **FINANCIAL RESOLUTION:**

Resolved, that \$2,060,000 be allocated from the Budget Act of 2011, Budget Act Items 2660-004-6056 and 2660-304-6056 for two State administered Proposition 1B Trade Corridors Improvement Fund projects described in the attached vote box.

Be it further resolved, that as a condition of allocation of these funds and to perform its administrative role established by Senate Bill 88, the Commission requests that the Department perform the functions necessary to ensure proper accountability measures are employed and reporting requirements are met for the Proposition 1B Trade Corridor Improvement Fund.

Attachment



# Memorandum

To: CHAIR AND COMMISSIONERS  
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: March 28-29, 2012

Reference No.: 2.5g.(5b)  
Action Item

From: NORMA ORTEGA  
Chief Financial Officer

Prepared by: Steven Keck  
Division Chief  
Budgets

Subject: **FINANCIAL ALLOCATION FOR STATE ADMINISTERED RAIL TRADE CORRIDOR  
IMPROVEMENT FUND PROJECTS  
RESOLUTION TCIF-A-1112-09**

## **RECOMMENDATION:**

The California Department of Transportation (Department) recommends the California Transportation Commission (Commission) allocate \$40,718,000 for the State administered Proposition 1B Trade Corridor Improvement Fund (TCIF) Program West Basin Road Rail Access Improvements (PPNO TC32) project in Los Angeles County.

## **ISSUE:**

The attached vote list describes one State administered TCIF project for \$40,718,000, plus \$63,834,000 from other sources. The Department is ready to proceed with this project and is requesting an allocation at this time.

## **FINANCIAL RESOLUTION:**

Resolved, that \$40,718,000 be allocated from the Budget Act of 2011, Budget Act Item 2660-304-6056 for one State administered Proposition 1B Trade Corridors Improvement Fund project described in the attached vote box.

Be it further resolved, that as a condition of allocation of these funds and to perform its administrative role established by Senate Bill 88, the Commission requests that the Department perform the functions necessary to ensure proper accountability measures are employed and reporting requirements are met for the Proposition 1B Trade Corridor Improvement Fund.

Attachment

2.5 Highway Financial Matters

Project # Allocation Amount Recipient RTPA/CTC Dist-Co-Rte Postmile	Project Title Project Description Project Funding	PPNO Program/Year Phase Prgm'd Amount Project ID Adv Phase EA	Budget Year Item # Fund Type Program Code	Amount by Fund Type
<b>2.5g.(5b) Proposition 1B – State Administered Rail TCIF Projects</b>			<b>Resolution TCIF-A-1112-09</b>	
1 \$40,718,000 City of Los Angeles Harbor Department SCAG 07-Los Angeles	<p><b>West Basin Road Rail Access Improvements – Segment 1</b>                      Within the Port of Los Angeles (West Basin District), in Los Angeles County Improve rail operations with staging and storage tracks and improve access to West Basin rail yards. The project enhances access to TraPac On-dock Rail Yard at Berth 142-147, and West Basin TCIF at Berth 200. (TCIF Project 32.1):</p> <p>(February 2012 – Baseline Amendment approved under Resolution TCIF-P-1112-19, Amending Resolutions TCIF-P-0708-01 &amp; TCIF-P-1011-03.)</p> <p>(Future Consideration of Funding – Resolution E-11-41, June 2011.)</p> <p>(Contributions from other sources: \$63,834,000.)</p> <p><u>Outcome/Output:</u> This project will maximize the use on on-dock rail for cargo container transport. Project benefits include 81,000 fewer truck-miles traveled and 5,280 fewer vehicle-hours traveled annually. There will also be a corresponding reduction in accidents on I-710, which has the highest accident rate in the State of California. The project will also lower the emission of criteria pollutants and greenhouse gases because of fewer truck trips and remove two at-grade railroad-roadway crossings between the local residential community and the waterfront area.</p>	75-TC32 TCIF/11-12 CONST \$40,718,000 0012000199 S FA12BA	2011-12 304-6056 TCIF 30.20.723.000	\$40,718,000

# Memorandum

To: CHAIR AND COMMISSIONERS  
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: March 28-29, 2012

Reference No.: 2.5g.(9)  
Action Item

From: NORMA ORTEGA  
Chief Financial Officer

Prepared by: Steven Keck  
Division Chief  
Budgets

Subject: **FINANCIAL ALLOCATION FOR LOCALLY ADMINISTERED HIGHWAY-RAILROAD  
CROSSING SAFETY ACCOUNT PROJECTS  
RESOLUTION GS1B-A-1112-003**

## **RECOMMENDATION:**

The California Department of Transportation recommends the California Transportation Commission (Commission) allocate \$9,600,000 for the locally administered Proposition 1B Highway-Railroad Crossing Safety Account (HRCSA) Program Warren Avenue Grade Separation project in Alameda County.

## **ISSUE:**

The attached vote list describes one locally administered HRCSA project for \$9,600,000, plus \$59,182,000 from other sources. The local agency is ready to proceed with this project and is requesting an allocation at this time.

## **FINANCIAL RESOLUTION:**

Resolved, that \$9,600,000 be allocated from the Budget Act of 2010, Budget Act Item 2660-104-6063 for the one local Proposition 1B Highway-Railroad Crossing Safety Account Program project described in the attached vote box.

Be it further resolved, that as a condition of allocation of these funds and to perform its administrative role established by Senate Bill 88, the Commission requests that the Department perform the functions necessary to ensure proper accountability measures are employed and reporting requirements are met for the Proposition 1B Highway-Railroad Crossing Safety Account Program.

Attachment

2.5 Highway Financial Matters

Project #	Allocation Amount	Recipient	Project Title	PPNO Program/Year	Budget Year	Amount by
RTPA/CTC		Location	Phase	Item #	Fund Type	Fund Type
District-County		Project Description	Project ID	Program Code		
			Adv Phase			
			EA			
<b>2.5g.(9) Proposition 1B – Locally Administered Highway-Rail Crossing Safety Account (HRCSA) Projects</b>			<b>Resolution GS1B-A-1112-003</b>			
1	\$9,600,000	<b>Warren Avenue Grade Separation.</b> In the City of Fremont, between Mission Falls Court and Kato Road. Construct a bridge and depress Warren Avenue. A maintenance access structure will also be built.	75-Rail	2010-11		\$9,600,000
City of Fremont		(Original programming resolution GS1B-P-1011-01; September 2010.)	HRCSA/10-11	104-6063		
MTC		(CEQA – Exempt – PRC 21080.13.)	CONST	HRCSA		
04-Alameda		(NEPA – CE, 23 CFR 77.117(d)(3).)	\$9,600,000	20.30.010.400		
		(Concurrent baseline amendment under Resolution GS1B-P-1112-12; March 2012.)	0012000202			
		(Contributions from other sources: \$59,182,000.)	S			
		<u>Outcome/Output:</u> This project will eliminate potential collisions between trains, vehicles & pedestrians; improves emergency vehicle response time; reduces emissions, and maximizes the use of infrastructure investments completed to the I-880 Corridor.	H021BA			

# Memorandum

To: CHAIR AND COMMISSIONERS  
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: March 28-29, 2012

Reference No.: 2.5g.(10)  
Action Item

From: NORMA ORTEGA  
Chief Financial Officer

Prepared by: Steven Keck  
Division Chief  
Budgets

Subject: **FINANCIAL ALLOCATION FOR LOCALLY ADMINISTERED STATE-LOCAL PARTNERSHIP PROGRAM FUND PROJECTS ON THE STATE HIGHWAY SYSTEM RESOLUTION SLP1B-A-1112-16**

## **RECOMMENDATION:**

The California Department of Transportation (Department) recommends the California Transportation Commission (Commission) allocate \$1,972,000 for the locally administered Proposition 1B State-Local Partnership Program (SLPP) I-15/Duncan Canyon Road Interchange (PPNO 0168Q) project in San Bernardino County, on the State Highway System.

## **ISSUE:**

The attached vote list describes one locally administered SLPP project for \$1,972,000. The Department is ready to proceed with this project and is requesting an allocation at this time.

## **FINANCIAL RESOLUTION:**

Resolved, that \$1,972,000 be allocated from the Budget Act of 2011, Budget Act Item 2660-304-6060 for one locally administered Proposition 1B State-Local Partnership Program project described in the attached vote list.

Be it further resolved, that as a condition of allocation of these funds and to perform its administrative role established by Senate Bill 88, the Commission requests that the Department perform the functions necessary to ensure proper accountability measures are employed and reporting requirements are met for the Proposition 1B SLPP.

Attachment

2.5 Highway Financial Matters

Project #	Allocation Amount	Recipient	Project Title	PPNO Program/Year Phase	Budget Year	Amount by
RTPA/CTC		Location	Project ID	Item #	Fund Type	Fund Type
District-County		Project Description	Adv Phase	EA	Program Code	
<b>2.5g.(10) Proposition 1B – Locally Administered State-Local Partnership Program (SLPP)</b>					<b>Resolution SLP1B-A-1112-16</b>	
<b>Projects on the State Highway System</b>						
1	\$1,972,000	City of Fontana	<b>I-15/Duncan Canyon Road Interchange.</b> In the City of Fontana. Construct a new interchange.	08-0168Q SLPP/11-12 CONST	2011-12 304-6060 SLPP	\$1,972,000
<u>SANBAG</u> 08-SBd			(A nine-month time extension for CONST was approved at the October 2011 CTC meeting and expires on March 31, 2012.)	\$1,972,000 0800000237 4CONL 0H1304	20.20.724.000	
			(Concurrent Consideration of Funding – Resolution E-12-11, March 2012)			
			<u>Outcome/Output:</u> Construct new interchange, widen the existing overpass to six lanes, and construct new freeway connections ramps.			

# Memorandum

To: CHAIR AND COMMISSIONERS  
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: March 28-29, 2012

Reference No.: 2.6a.(1)  
Action Item

From: NORMA ORTEGA  
Chief Financial Officer

Prepared by: Steven Keck  
Division Chief  
Budgets

Subject: **FINANCIAL ALLOCATION FOR LOCALLY ADMINISTERED TRANSIT PROGRAM  
PROJECTS OFF THE STATE HIGHWAY SYSTEM (ADVANCEMENT)  
RESOLUTION MFP-11-**

## **RECOMMENDATION:**

The California Department of Transportation recommends the California Transportation Commission (Commission) defer an allocation of \$1,823,000 for the locally administered State Transportation Improvement Program (STIP) Transit Bus Stop Improvements (PPNO 2128A) project in Marin County off the State Highway System, because this project is advanced from future program years.

## **ISSUE:**

The attached vote list describes one locally administered STIP Transit project programmed in Fiscal Year (FY) 2012-13 totaling \$1,823,000. Although the local agency is ready to proceed with this project, it is recommended that the Commission defer this allocation until it is known that sufficient allocation capacity is available once all the projects programmed and delivered in FY 2011-12 are funded.

Attachment

2.6 Mass Transportation Financial Matters

Project # Allocation Amount Recipient <u>RTPA/CTC</u> District-County	Project Title Location Project Description	Dist-PPNO Program / Year Programmed: Phase Prgm'd Amount Project ID Adv Phase EA	Budget Year Item # Fund Type Program Code	Amount by Fund Type
<b>2.6a.(1) Locally Administered STIP Transit Projects (ADVANCEMENT)</b>			<b>Resolution MFP-11-__</b>	
1 \$1,823,000 Marin County Transit District <u>MTC</u> 04-Marin	<b>Bus Stop Improvements</b> In Novato. Improve bus stops, including enhanced shelters, accessible pathways, bicycle racks and other passenger amenities.  <u>Outcome/Output:</u> Improve bus patron access and transfer points between different bus routes.	04-2128A RIP/12-13 CONST \$1,823,000 0412000400 S T250TB	2010-11 101-0046 PTA 30.10.070.625	\$1,823,000
<b>THE DEPARTMENT RECOMMENDS THIS ITEM BE DEFERRED AT THIS TIME.</b>				

# Memorandum

To: CHAIR AND COMMISSIONERS  
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: March 28-29, 2012

Reference No.: 2.6a.(2)  
Action Item

From: NORMA ORTEGA  
Chief Financial Officer

Prepared by: Steven Keck  
Division Chief  
Budgets

Subject: **FINANCIAL ALLOCATION FOR LOCALLY ADMINISTERED RAIL PROGRAM  
PROJECTS  
RESOLUTION MFP-11-**

## **RECOMMENDATION:**

The California Department of Transportation recommends the California Transportation Commission (Commission) defer an allocation of \$1,000,000 for the locally administered State Transportation Improvement Program (STIP) Rail Capitalized Maintenance (PPNO 2065) project on the Capitol Corridor.

## **ISSUE:**

The attached vote list describes one locally administered STIP Rail project totaling \$1,000,000. Although the local agency is ready to proceed with this project, it is recommended that the Commission defer this allocation unless additional capacity is identified in the Public Transportation Account.

Attachment

2.6 Mass Transportation Financial Matters

Project # Allocation Amount Recipient RTPA/CTC District-County	Project Title Project Description	Dist-PPNO Program / Year Programmed: Phase Prgm'd Amount Project ID Adv Phase EA	Budget Year Item # Fund Type Program Code	Amount by Fund Type
<b>2.6a.(2) Locally Administered STIP Rail Project</b>		<b>Resolution MFP-11-__</b>		
1 \$1,000,000 CCJPA Various 03-Various 04-Various	<b>Capitalized Maintenance (Capitol Corridor)</b> Track upgrade and maintenance on the Amtrak California route between Auburn and San Jose.  (Allocation funded from FY 2011-12 Capitalized Maintenance PPNO 2065.)  <u>Outcome/Output:</u> This project will maintain and/or repair various track facilities throughout the state and enhance safety.	75-2065A IIP/11-12 CONST \$1,000,000 0012000232 S RA17TA	2011-12 301-0046 PTA 30.20.020.720	\$1,000,000
<b>THE DEPARTMENT RECOMMENDS THIS ITEM BE DEFERRED AT THIS TIME.</b>				

# Memorandum

To: CHAIR AND COMMISSIONERS  
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: March 28-29, 2012

Reference No.: 2.6a.(3)  
Action Item

From: NORMA ORTEGA  
Chief Financial Officer

Prepared by: Steven Keck  
Division Chief  
Budgets

Subject: **FINANCIAL ALLOCATION FOR STATE ADMINISTERED RAIL PROGRAM PROJECTS  
RESOLUTION MFP-11-**

## **RECOMMENDATION:**

The California Department of Transportation (Department) recommends the California Transportation Commission (Commission) defer an allocation of \$2,000,000 for two State administered State Transportation Improvement Program (STIP) Rail projects on the San Joaquin and Pacific Surfliner Corridors.

## **ISSUE:**

The attached vote list describes two State administered STIP Rail projects totaling \$2,000,000. Although the Department is ready to proceed with these projects, it is recommended that the Commission defer this allocation unless additional capacity is identified in the Public Transportation Account.

Attachment

2.6 Mass Transportation Financial Matters

Project # Allocation Amount Recipient RTPA/CTC District-County	Project Title Project Description	Dist-PPNO Program / Year Programmed: Phase Prgm'd Amount Project ID Adv Phase EA	Budget Year Item # Fund Type Program Code	Amount by Fund Type
<b>2.6a.(3) State Administered STIP Rail Project</b>		<b>Resolution MFP-11-__</b>		
1 \$1,000,000 Department of Transportation Various 75-Various	<b>Capitalized Maintenance (San Joaquin Corridor)</b> Track upgrade and maintenance on the Amtrak California route between Bakersfield and San Jose.  (Allocation funded from FY 2011-12 Capitalized Maintenance PPNO 2065.)  <u>Outcome/Output:</u> This project will maintain and/or repair various track facilities throughout the state and enhance safety.  <b>THE DEPARTMENT RECOMMENDS THIS ITEM BE DEFERRED AT THIS TIME.</b>	75-2065B IIP/11-12 CONST \$1,000,000 0012000233 S RA18TA	2011-12 301-0046 PTA 30.20.020.720	\$1,000,000
2 \$1,000,000 Department of Transportation Various 75-Various	<b>Capitalized Maintenance (Pacific Surfliner)</b> Track upgrade and maintenance on the Amtrak California route between San Luis Obispo and San Diego.  (Allocation funded from FY 2011-12 Capitalized Maintenance PPNO 2065.)  <u>Outcome/Output:</u> This project will maintain and/or repair various track facilities throughout the state and enhance safety.  <b>THE DEPARTMENT RECOMMENDS THIS ITEM BE DEFERRED AT THIS TIME.</b>	75-2065C IIP/11-12 CONST \$1,000,000 0012000217 S RA13TA	2011-12 301-0046 PTA 30.20.020.720	\$1,000,000

# Memorandum

To: CHAIR AND COMMISSIONERS  
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: March 28-29, 2012

Reference No. 2.8a.  
Action Item

From: NORMA ORTEGA  
Chief Financial Officer

Prepared by: Rachel Falsetti  
Division Chief  
Transportation Programming

Subject: **REQUEST TO EXTEND THE PERIOD OF PROJECT ALLOCATION FOR STATE-ADMINISTERED ON-SYSTEM STIP PROJECTS, PER STIP GUIDELINES WAIVER-12-11**

## **RECOMMENDATION:**

The California Department of Transportation (Department) requests that the California Transportation Commission (Commission) extend the period of project allocation for the I-80/I-680/SR-12 Interchange project (PPNO 5301L) in Solano County.

## **ISSUE:**

Due to unforeseen delays in completing the Environmental (PA&ED) phase, the Department will not be able to request the allocation of \$11,412,000 in Regional Improvement Program (RIP) funds programmed for construction in Fiscal Year 2011-12, by the June 30, 2012 deadline. Therefore, the Department is requesting a 13-month allocation extension to July 31, 2013.

The project scope includes construction of a two-lane westbound I-80 to westbound State Route 12 Connector and the Interstate 80/Green Road Valley Interchange. Once completed, these improvements will help eliminate merging and queuing onto I-80, this providing operations and safety benefits in this highly congested segment of the I-80 corridor.

The project delivery has been negatively impacted due to delays in obtaining a Biological Opinion (BO) from the United States Fish and Wildlife Service (Service). The coordination with the Service has been underway since 2007 and a Biological Assessment was submitted in April 2011. However, the Department and the Service have not been able to reach an agreement on the biological impacts of the project and the appropriate mitigation requirements. At this time, the project is proceeding through a formal Dispute Resolution Process. A final resolution is expected by April 2012.

The BO is required before the final Environmental Document can be completed. The Design (PS&E) and Right of Way activities can not begin until Environmental Document has been approved. These delays in completing the PA&ED phase have resulted in a 13-month delay to the completion of the PS&E.

Therefore, the Department is requesting a 13-month extension to the period of project allocation. The Metropolitan Transportation Commission concurs with this request.

**BACKGROUND:**

Current STIP Guidelines stipulate that funds programmed are available for allocation only until the end of the fiscal year identified in the STIP. The Commission may approve a waiver to the timely use of funds deadline for allocation one time only for up to 20 months in accordance with Section 14529.8 of the Government Code.

# Memorandum

To: CHAIR AND COMMISSIONERS  
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: March 28-29, 2012

Reference No.: 2.8b.  
Action Item

From: NORMA ORTEGA  
Chief Financial Officer

Prepared by: Rachel Falsetti  
Division Chief  
Transportation Programming

Subject: **REQUEST TO EXTEND THE PERIOD OF CONTRACT AWARD FOR STATE  
ADMINISTERED PROJECTS ON THE STATE HIGHWAY SYSTEM, PER  
RESOLUTION G-06-08  
WAIVER 12-12**

## **RECOMMENDATION:**

The Department of Transportation (Department) recommends the California Transportation Commission (Commission) approve time extensions for the period indicated for three State Highway Operation and Protection Program (SHOPP) projects described on the attachment.

## **ISSUE:**

On August 10, 2011, the Commission allocated \$211,779,000 for three SHOPP projects. In accordance with Resolution G-06-08, the deadline to award contracts for projects allocated in August 2011 is February 29, 2012. The Department will not be able to meet the deadlines for these projects and is requesting time extensions for the period of contract award. The attachment shows the details of each project and the delays that have resulted in the extension request.

## **BACKGROUND:**

In June 2006, the Commission adopted Resolution G-06-08, making the six-month period to award a permanent requirement under the State Transportation Improvement Program (STIP) Guidelines.

Attachment

## 2.8b. Time Extension / Waiver - Contract Award Waiver 12-12

Project Number	Dist-PPNO	EA	County-Route	Description	Fund Source	Allocated Amount (x \$1,000)	Allocation Date	Request	
								Months	until end of (month-yr)
1	07-4137	20211	LA-710	On Route 710 from Los Angeles River Bridge to Ramona Boulevard Undercrossing at various locations. Long life pavement and widen bridges.	SHOPP	\$ 190,222	08/10/11	6	August-2012
<p><b>Reason for Delay:</b> The project was advertised on October 10, 2011 and bids were opened on February 9, 2012. Bid opening was delayed due to an addendum which was issued to address bidder inquiries. This time extension will allow sufficient time to analyze bids received and award the project contract.</p>									
2	08-0188Y	39471	SBD-18	Near Lucerne Valley from 1.3 miles south of Arctic Canyon Wash to 0.8 mile north of Marble Canyon Road. Plant establishment.	SHOPP	\$ 100	08/10/11	6	August-2012
<p><b>Reason for Delay:</b> Bids for this project were initially opened in November 2011. There were no bidders due to the project's lengthy four-year plant establishment period. The project contract will most likely be administered by the California Conservation Corps (CCC). This time extension will allow the Department sufficient time to transfer the project to the CCC and award the contract.</p>									
3	12-4506B	0H029	Ora-91	In the cities of La Palma, Buena Park, Anaheim, and Fullerton from Los Angeles County line to Lakeview Avenue. Rehabilitate roadway and shoulder pavement.	SHOPP	\$ 21,457	08/10/12	3	May-2012
<p><b>Reason for Delay:</b> The project was advertised on November 14, 2011. Bid opening was initially scheduled for January 24, 2012; however, an addendum was issued that resulted in the bid opening being delayed to February 16, 2012. This time extension will allow the Department sufficient time to analyze bids and award the contract.</p>									