

ESTIMATED TIMED AGENDA

CALIFORNIA TRANSPORTATION COMMISSION

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

**May 23, 2012
Sacramento, California**

Wednesday, May 23, 2012

- 1:30 p.m.** **Commission Meeting**
Lincoln Plaza
Auditorium, First Floor
400 P Street
Sacramento, CA
- 6:00 p.m.** **Reception**
Hosted by California Transit Association
Please RSVP to: amy@caltransit.org
Ella Dining Room and Bar
1131 K Street
Sacramento, CA

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

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 – June 27-28, 2012 in Ontario

<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)

1:30 pm	<u>GENERAL BUSINESS</u>				
1	Roll Call	1.1	Joseph Tavaglione	I	C
	<u>Resolutions of Necessity</u>				
2	Resolution of Necessity – Appearance --Allen L. Berry, Trustee, etc., et al. 08-SBd-10-PM 26.36 Resolution C-20851	2.4a.	Stephen Maller Brent Green	A	D
8 Ayes					
	<u>General Business</u>				
3	Approval of Minutes for April 25-26, 2012	1.2	Joseph Tavaglione	A	C
4	Executive Director's Report	1.3	Bimla Rhinehart	A	C
5	Commission Reports	1.4	Joseph Tavaglione	A	C
6	Commissioners' Meetings for Compensation	1.5	Joseph Tavaglione	A	C
	<u>BUSINESS, TRANSPORTATION & HOUSING AGENCY REPORT</u>				
7	Report by Agency Secretary and/or Deputy Secretary	1.6	Brian Kelly	I	B
	<u>CALTRANS REPORT</u>				
8	Report by Caltrans' Director and/or Deputy Director	1.7	Malcolm Dougherty	I	D
	<u>LOCAL REPORTS</u>				
9	Report by Regional Agencies Moderator	1.8	Jose Nuncio	I	R
10	Report by Rural Counties Task Force Chair	1.9	Lisa Davey-Bates	I	R
11	Report by Self-Help Counties Coalition Chair	1.10	Andy Chesley	I	R
	<u>FEDERAL HIGHWAY ADMINISTRATION (FHWA) REPORT</u>				
12	Report by FHWA Division Administrator	1.11	Vincent Mammano	I	R
	<u>POLICY MATTERS</u>				
13	State and Federal Legislative Matters	4.1	Andre Boutros	A	C
14	Budget and Allocation Capacity Update	4.2	Mitchell Weiss Steven Keck	I	D
15	Hearing to Amend the 2012 STIP Guidelines and Statement of Policy for Approval of AB 3090 Replacement Projects or Direct Cash Reimbursements	4.21	Mitchell Weiss	A	C
16	Adoption of Amendment to the Corridor Mobility Improvement Account Program Resolution CMIA-P-1112-17	4.5	Maura Twomey	A	C
17	Corridor Mobility Improvement Account Project Baseline Agreements Resolution CMIA-P-1112-18B	4.6	Maura Twomey	A	C
18	Corridor Mobility Improvement Account Project Baseline Agreement Amendments Resolution CMIA-P-1112-19B	4.7	Maura Twomey	A	C

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19	Adoption of an Amendment to the Trade Corridors Improvement Fund Program Resolution TCIF-P-1112-37	4.8	Maura Twomey	A	C
20	Trade Corridors Improvement Fund Project Baseline Agreements 1. Solano 80/680/12 Connector Project Resolution TCIF-P-1112-38B	4.9	Maura Twomey	A	C
21	Trade Corridors Improvement Fund Project Baseline Agreement Amendments 1. TCIF Project 11: San Francisco Bay to Stockton Ship Channel Deepening Project 2. TCIF Project 35: State College Boulevard Grade Separation Project 3. TCIF Project 37: Orangethorpe Avenue Grade Separation Project 4. TCIF Project 41: Tustin Avenue/Rose Drive Grade Separation Project Resolution TCIF-P-1112-39B	4.10	Maura Twomey	A	C
22	Proposition 1B State-Local Partnership Formula Program Amendment Resolution SLP1B-P-1112-09	4.12	Laurel Janssen	A	C
23	Proposition 1A High-Speed Passenger Train Program Amendment	4.13	Laurel Janssen	A	C
24	Update on Proposition 1B Intercity Rail Improvement project – Procure New Railcars	4.16	Juan Guzman Marty Tuttle	I	D
25	Proposition 1B Traffic Light Synchronization Program Amendment Resolution TLSP-P-1112-02, Amending TLSP-P-1112-01 <i>(Related Items under Tabs 55, 83 & 110.)</i>	4.20	Teresa Favila	A	C
<u>Environmental Matters – Approval of Projects for Future Consideration of Funding, Route Adoption or New Public Road Connection (Final Negative Declaration or EIR)</u>					
26	Approval of Project for Future Consideration of Funding: 04 – San Francisco County Construct and reconfigure the westbound on-and-off ramps from Interstate 80 on the new east span of the San Francisco Oakland Bay Bridge to Yerba Buena Island in the county of San Francisco. (FEIR) (LBSRA) Resolution E-12-31	2.2c.(6)	Kandra Hester-Del Bianco	A	C
27	Approval of Project for Future Consideration of Funding: 04 – Contra Costa County Construct an intermodal transit center, associated road improvements and ancillary facilities in Contra Costa County. (FEIR) (TCRP) (STIP) (PPNO 2011F) Resolution E-12-32	2.2c.(7)	Kandra Hester-Del Bianco	A	C
<u>INFORMATION CALENDAR</u>					
28	<u>Informational Reports on Allocations Under Delegated Authority</u> -- Emergency G-11 Allocations (2.5f.(1)): \$7,992,000 for 12 projects. -- Minor G-05-05 Allocations (2.5f.(4)): \$2,605,000 for three District minor projects.	2.5f.	Stephen Maller	I	D
29	Monthly Report on Projects Amended into the SHOPP by Department Action	3.1		I	D
30	Monthly Status of Construction Contract Award for State Highway Projects, per Resolution G-06-08	3.2a.		I	D

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31	Monthly Status of Construction Contract Award for Local Assistance STIP Projects, Resolution G-06-08	3.2b.		I	D
32	Update on Implementation of the Recovery Act of 2009	3.3		I	D
33	Annual Review of the Rate for Local Government Matching of Grants for the California Aid to Airports Program (CAAP)	4.17		I	D
34	Review of the Proposed 2012 Aeronautics Program	4.18		I	D
	CONSENT CALENDAR		Stephen Maller		
35	Approval of Two Projects for Future Consideration of Funding: 08-SBd-395, PM 19.05/35.6 US-395 Widening to Install Rumble Strips on Median and Outside Shoulders Project (MND) (PPNO 0259K) (SHOPP) Resolution E-12-25 04-SM-101, PM 0.0, 04-SCI-101, PM 52.5 Route 101 San Francisquito Creek Bridge Replacement Project. (ND) (PPNO 0685P) (SHOPP) Resolution E-12-26	2.2c.(1)		A	D
36	Approval of Project for Future Consideration of Funding: 07 – Los Angeles County Correct geometric deficiencies and retrofit the North Spring Street Viaduct in the City of Los Angeles. (FEIR) (HRCSA) (LBSRP) Resolution E-12-27	2.2c.(2)		A	C
37	Approval of Project for Future Consideration of Funding: 12 – Orange County Widen La Paz Road from four lanes to six lanes and widen the existing bridge structures over the Southern California Railroad Authority railroad tracks in the City of Mission Viejo. (MND) (SLPP) Resolution E-12-28 <i>(Related Item under Tab 112.)</i>	2.2c.(3)		A	C
38	Approval of Project for Future Consideration of Funding: 12 – Orange County Construct a new six lane grade separated road facility with bicycle and pedestrian facilities in the City of Tustin. (FEIR) (SLPP) Resolution E-12-29	2.2c.(4)		A	C
39	Approval of Project for Future Consideration of Funding: 05 – Santa Cruz County Construct a storm drain outfall pipe, headwall, and grading of existing drainage ditch in the City of Watsonville. (MND) (PPNO 2304) (STIP) Resolution E-12-30	2.2c.(5)		A	C
40	New Public Road Connection to State Route 880 at North Monroe Street in the city of San Jose 04-SCL-880 PM 0.4 Resolution S – 751	2.3b.(1)		A	D
41	New Public Road Connection to State Route 50 at Ray Lawyer Drive in the city of Placerville 03-ED-50 PM 16.5 Resolution S – 753 <i>(Related Item under Tab 101.)</i>	2.3b.(3)		A	D

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42	Three Relinquishment Resolutions -- 10-SJ-120-PM 6.8 Right of way along Route 120 on Austin Road, in the city of Manteca. Resolution R-3838 -- 11-SD-52-PM 15.8/16.9 Right of way along Route 52 from Olive Lane to Railroad Avenue, in the city of Santee. Resolution R-3839 -- 07-LA-1-PM 33.3/R34.5 Right of way on Route 1 between Route 10 and the southeasterly city limits, in the city of Santa Monica. Resolution R-3840	2.3c.		A	D
43 8 Ayes	16 Resolutions of Necessity Resolutions C-20852 through C-20867	2.4b.		A	D
44	Director's Deeds Items 1 through 15 Excess Lands - Return to State: \$1,272,503.74 Return to Others: \$0	2.4d.		A	D
45	Financial Allocation: \$294,140 for two locally administered Environmental Enhancement and Mitigation projects. Contributions from other sources: \$361,340. Resolution FP-11-56 <i>(Related Items under Tabs 46, 47, & 62.)</i>	2.5c.(7a)		A	D
46	Financial Allocation Amendment: Amend Resolution FP-10-27, approved on May 12, 2011, to rescind Project 2: US 50/Missouri Flat Road Interchange for the County of El Dorado Department of Transportation in El Dorado allocated for \$220,000, from the EEM Program. Resolution FP-11-57, Amending Resolution FP-10-27 <i>(Related Items under Tabs 45 & 62.)</i>	2.5c.(7b)		A	D
47	Financial Allocation Amendment: Amend Resolution FP-10-35, approved on June 23, 2011, to rescind Project 1: Righetti Ranch Resource Lands Acquisition Project for The Trust for Public Land in San Luis Obispo County allocated for \$74,140, from the EEM Program. Resolution FP-11-58, Amending Resolution FP-10-35 <i>(Related Items under Tabs 45 & 62.)</i>	2.5c.(7c)		A	D
48	Financial Allocation Amendment: Reduce the original CMIA allocation for construction by \$3,943,000, from \$17,050,000 to \$13,107,000, for the Route 84 Expressway Widening project (PPNO 0081G) in Alameda County. Resolution CMIA-AA-1112-031 Amending Resolution CMIA-A-1112-009	2.5g.(1v)		A	D
49	Financial Allocation Amendment: Reduce the original CMIA allocation for construction by \$19,162,000, from \$35,947,000 to \$16,785,000, for the I-805 HOV Managed Lanes-South (SR 54 to SR 94) project (PPNO 0730A) in San Diego County. Resolution CMIA-AA-1112-032 Amending Resolution CMIA-A-1112-020	2.5g.(1w)		A	D

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50	Financial Allocation Amendment: Reduce the original CMIA allocation for construction by \$14,398,000, from \$32,200,000 to \$17,802,000, for the I-15 Mira Mesa/Scripps Ranch Direct Access Ramp project (PPNO 0661E) in San Diego County. Resolution CMIA-AA-1112-033 Amending Resolution CMIA-A-1112-016	2.5g.(1x)		A	D
51	Financial Allocation Amendment: Reduce the original CMIA allocation for construction by \$3,206,000, from \$9,500,000 to \$6,294,000 for the US 50 HOV Lanes Phase 2A Segment 1 - Bass Lake to Cambridge Road project (PPNO 3283B) in El Dorado County. Resolution CMIA-AA-1112-034 Amending Resolution CMIA-A-1112-017	2.5g.(1y)		A	D
52	Financial Allocation Amendment: Reduce the original CMIA allocation for construction by \$16,861,000, from \$52,500,000 to \$35,638,000, and reduce the original SLPP allocation for construction by \$642,000, from \$2,000,000 to \$1,358,000, for the I-805/HOV Managed Lanes-North project (PPNO 0732A) in San Diego County. Resolution CMIA-AA-1112-035, Amending Resolution CMIA-A-1112-015 Resolution SLP1B-AA-1112-06, Amending Resolution SLP1B-A-1112-06	2.5g.(1z)		A	D
53	Financial Allocation Amendment: Reduce the original CMIA allocation for construction by \$1,213,000, from \$33,000,000 to \$31,787,000, for the SR 4 Bypass: Freeway Conversion (Phase 1 and 2) project (PPNO 0192N) in Contra Costa County. Resolution CMIA-AA-1112-036 Amending Resolution CMIA-A-1112-021	2.5g.(1aa)		A	D
54	Financial Allocation Amendment: Reduce the original TCIF allocation for construction by \$4,827,000, from \$40,949,000 to \$36,122,000, for TCIF Project 77 - Brawley Bypass (Route 78/111 Expressway) - Stage 3 project (PPNO 0021G) in Imperial County. Resolution TCIF-AA-1112-05 Amending Resolution TCIF-A-0910-02 <i>(Related Item under Tab 80.)</i>	2.5g.(5b)		A	D
55	Financial Allocation Amendment: Reduce the original TLSP allocation by \$3,455,000, from \$9,000,000 to \$5,545,000, for the San Mateo C/CAG – SMART Corridor Projects in San Mateo County, to reflect award savings. Resolution TLS1B-AA-1112-010, Amending Resolution TLS1B-A-1112-001 <i>(Related Items under Tabs 25, 83, & 110.)</i>	2.5g.(7b)		A	D
56	Financial Allocation Amendment: Reduce the original HRCSA allocation for construction by \$2,370,000, from \$9,926,000 to \$7,556,000, for the 7 th Standard Road BNSF Grade Separation at Santa Fe Way project in Kern County, to reflect project savings. Resolution GS1B-AA-1112-004, Amending Resolution GS1B-A-0910-002	2.5g.(9b)		A	D

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57	Financial Allocation Amendment: Reduce the original HRCSA allocations for construction by \$2,357,000 (\$17,650,000 to \$15,293,000) from the Hageman Road/BNSF Grade Separation project in Kern County and by \$1,382,000 (\$8,000,000 to \$6,618,000) from the Sand Canyon Grade Separation Project in Orange County, to reflect project savings. Resolution GS1B-AA-1112-005, Amending Resolution GS1B-A-0910-006	2.5g.(9c)		A	D
58	Financial Allocation Amendment: Reduce the original HRCSA allocations for construction by \$1,888,219 (\$4,673,809 to \$2,785,590) from the Jerrold Avenue Bridge project in San Mateo County and by \$337,437 (\$1,444,509 to \$1,107,072) from the San Mateo Bridges Grade Separation Project in San Mateo County, to reflect project savings. Resolution GS1B-AA-1112-006, Amending Resolution GS1B-A-0910-005	2.5g.(9d)		A	D
59	Financial Allocation \$3,117,000 for the Waterborne Ferry Program in the San Francisco Bay Area. Resolution MFP-11-14	2.6d.		A	D
60	Technical Correction for Resolution TLSP-PA-1112-03, originally approved on December 14, 2011 for TLSP project 6801, City of San Jose. A technical correction is needed to correct the Resolution number on the book item.	2.9a.		A	D
61	Technical Correction to Resolutions TLSP1B-A-1112-001 and STIP1B-A-1112-004, originally approved on October 27, 2011, which allocated \$11,200,000 for the State administered Proposition 1B TLSP/STIP San Mateo County Smart Corridor project voted off the Delivered But Not Yet Allocated List. A technical correction is needed to revise the Project ID number in the Book Item Attachment vote box.	2.9b.		A	D
62	Amendment to the FY 2010-11 Environmental Enhancement Mitigation Program Resolution G-12-08, Amending Resolution G-12-03 <i>(Related Items under Tabs 45, 46, & 47.)</i>	4.11		A	C
63	Approval of the submittal of the Definitive Agreements and summaries for the TCIF Project 6: Tehachapi Trade Corridor to the Legislature in accordance with Assembly Bill 105.	4.14		A	D
64	Approval of the submittal of the Definitive Agreements and summaries for the TCIF Project 2: Richmond Rail Connector to the Legislature in accordance with Assembly Bill 105.	4.15		A	D
65	Adoption of the Rate for State Matching of Federal Airport Improvement Program (AIP) Grants Resolution G-12-09	4.19		A	D
PROGRAM STATUS					
66	2012 First Quarter Bay Area Toll Bridge Progress and Financial Update	3.7	Stephen Maller	I	C
67	Status Update on Corridor Mobility Improvement Account (CMIA) Projects	3.5	Maura Twomey Kurt Scherzinger	A	D/R
68	Status Update on State Route 99 (SR 99)	3.6	Maura Twomey Kurt Scherzinger	A	D

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Amendments for Notice – STIP					
69	The Stanislaus Council of Governments and the County of Stanislaus are requesting an AB 3090 cash reimbursement to use local funds to replace \$3,250,000 in FY 13-14 Regional Improvement Plan funds for construction of the Widen Claribel Road from SR 108 & SR 219 to Oakdale Road project (PPNO 0230), with reimbursement (PPNO 0230A) in FY 13-14. STIP Amendment 12S-001	2.1b.(1)	Mitchell Weiss Kurt Scherzinger	I	D
70	The Santa Cruz County Regional Transportation Commission proposes to amend the 2012 STIP to delay the construction programming for the Broadway-Brommer Street Bike/Pedestrian Path project (PPNO 1822) from FY 12-13 to FY 13-14. STIP Amendment 12S-002	2.1b.(2)	Mitchell Weiss Kurt Scherzinger	I	D
71	The Department and the San Diego Association of Governments (SANDAG) propose to amend the 2012 STIP and TCIF baseline agreement for TCIF Project 68-State Route (SR) 11 and Otay Mesa Port of Entry project (PPNO's 0999A, 0999B, and 0999C) in San Diego County to revise the project funding plans. STIP Amendment 12S-003 Resolution TCIF-P-1112-40, Amending Resolution TCIF-P-1112-13	2.1b.(3)/ 2.1c.(5a)	Mitchell Weiss Kurt Scherzinger	I	D
72	The Department and Imperial County Transportation Commission propose to amend the 2012 STIP to delay the construction programming for the Dogwood Avenue Interchange project (PPNO 0523) in Imperial County from FY 12-13 to FY 13-14. STIP Amendment 12S-004	2.1b.(4)	Mitchell Weiss Kurt Scherzinger	I	D
73	The Department and the California Department of Parks and Recreation propose to amend the 2012 STIP for the Railroad Technology Museum project (PPNO 1665) and the Railroad Technology Museum: Boiler Shop project (PPNO 1660) in Sacramento County to revise the delivery schedule and funding plan. STIP Amendment 12S-005	2.1b.(5)	Mitchell Weiss Kurt Scherzinger	I	D
74	The County of Monterey proposes to amend the 2012 STIP for the Davis Road Class II Bike Lanes (PPNO 2298) project in Monterey County to revise the funding plan. STIP Amendment 12S-006	2.1b.(6)	Mitchell Weiss Kurt Scherzinger	I	D
POLICY MATTERS					
75	Adoption of Amendment to the Corridor Mobility Improvement Account Program Resolution CMIA-P-1112-20	4.22	Maura Twomey	A	C
Proposition 1B CMIA Project Amendments for Action					
76	The Department and the Los Angeles County Metropolitan Transportation Authority propose to amend the CMIA baseline agreement for the I-5 HOV/Empire Avenue and Burbank Boulevard project (PPNO 3985) to update the project funding plan and delivery schedule. Resolution CMIA-PA-1112-037, Amending Resolution CMIA-PA-1011-018 <i>(Related Items under Tabs 75 & 98.)</i>	2.1c.(1a)	Maura Twomey Kurt Scherzinger	A	D

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77	The Department and the Santa Clara Valley Transportation Authority propose to amend the CMIA baseline agreement for the I-880/Stevens Creek Interchange Improvements project (PPNO 0408G) in Santa Clara County to update the project scope, delivery schedule and change the implementing agency for construction. Resolution CMIA-PA-1112-038, Amending Resolution CMIA-PA-0910-030 <i>(Related Item under Tab 96.)</i>	2.1c.(1b)	Maura Twomey Kurt Scherzinger	A	D
78	The Contra Costa Transportation Authority proposes to amend the CMIA baseline agreements for the State Route 4 East Widening Corridor project (PPNOs 0192F, 0192H, 0192I, 0192L, 0192J, 0192N) in Contra Costa County to add additional CMIA funds to the corridor. Resolution CMIA-PA-1112-____, Amending Resolution CMIA-PA-1112-019	2.1c.(1c)	Maura Twomey Kurt Scherzinger	A	D
79	The Department, the San Bernardino Associated Governments and the Riverside County Transportation Commission propose to amend the CMIA baseline agreement for the I-215 HOV Bi-County HOV Gap Closure project (PPNO 0041G) to update the project funding plan and the delivery schedule. Resolution CMIA-PA-1112-040, Amending Resolution CMIA-PA-1011-025 <i>(Related Item under Tab 107.)</i>	2.1c.(1e)	Maura Twomey Kurt Scherzinger	A	D
Proposition 1B TCIF Project Amendments for Action					
80	The Department and the Imperial County Transportation Commission propose to amend the TCIF baseline agreement for Project 77 (Brawley Bypass [Route 78/111 Expressway] - Stage 3 project [PPNO 0021G]) in Imperial County to revise the project schedule and to split off a follow-up landscaping project. Resolution TCIF-P-1112-41, Amending Resolution TCIF-P-0910-07 <i>(Related Item under Tab 54.)</i>	2.1c.(5b)	Maura Twomey Kurt Scherzinger	A	D
81	The City of Santa Fe Springs proposes to amend the TCIF baseline agreement for Project 17 (ACE: Gateway-Valley View Grade Separation Project [PPNO TC17]) to update the project delivery schedule; and update the funding plan for design, right of way, and construction. Resolution TCIF-P-1112-42, Amending Resolutions TCIF-P-1011-14 and TCIF-P-0809-01B	2.1c.(5c)	Maura Twomey Ryan Chamberlain	A	D
Proposition 1B TLSP Project Amendments for Action					
82	The City of Inglewood proposes to amend the TLSP baseline agreement to update the project schedule for the La Brea Avenue Project. Resolution TLSP-PA-1112-06	2.1c.(6a)	Teresa Favila Robert Copp	A	D
83	The Department and the San Mateo C/CAG propose to amend the TLSP baseline agreement for the SMART Corridor Project to transfer \$3,455,000 in TLSP award savings from the Whipple Avenue to I-380 Project (Segment 2 - PPNO 2140Q) to the Santa Clara County Line to Whipple Avenue Project (Segment 3 -PPNO 2140V) Resolution TLSP-PA-1112-07 <i>(Related Items under Tabs 25, 55, & 110.)</i>	2.1c.(6b)	Teresa Favila Robert Copp	A	D

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Financial Allocations for SHOPP Projects					
84	Financial Allocation: \$78,245,000 for 20 SHOPP projects, as follows: --\$42,984,000 for 10 SHOPP projects. --\$35,261,000 for 10 projects amended into the SHOPP by Departmental action. Resolution FP-11-62	2.5b.(1)	Juan Guzman Kurt Scherzinger	A	D
Financial Allocations for STIP Projects					
85	Financial Allocation: \$800,000 for the locally administered Bear Mountain Boulevard Streetscape Project (PPNO 6553) STIP Transportation Enhancement project in Kern County, on the State Highway System. Contributions from other sources: \$284,000. Resolution FP-11-53	2.5c.(2b)	Mitchell Weiss Kurt Scherzinger	A	D
86	Financial Allocations: \$7,150,000 for 13 locally administered STIP projects off the State Highway System, as follows: --\$198,000 for one STIP project. --\$6,952,000 for 12 STIP Transportation Enhancement projects. Contributions from other sources: \$1,026,737. Resolution FP-11-54	2.5c.(3)	Mitchell Weiss Kurt Scherzinger	A	D
Financial Allocations for Proposition 1B CMIA Projects					
87	Financial Allocation: \$36,000,000 for the state administered I-880 Southbound HOV Lane Extension-North Segment (PPNO 0036J) CMIA project in Alameda County, on the State Highway System. Resolution CMIA-A-1112-041	2.5g.(1a)	Maura Twomey Kurt Scherzinger	A	D
88	Financial Allocation: \$24,000,000 for the locally administered US 101/Capitol Expressway-Yerba Buena Interchange (PPNO 0460G) CMIA project in Santa Clara County, on the State Highway System. Contributions from other sources: \$3,100,000. Resolution CMIA-A-1112-042	2.5g.(1b)	Maura Twomey Kurt Scherzinger	A	D
89	Financial Allocation: \$10,918,000 for the state administered I-80 ICM Adaptive Ramp Metering (PPNO 0062J) CMIA project in Alameda and Contra Costa Counties, on the State Highway System. Resolution CMIA-A-1112-043	2.5g.(1c)	Maura Twomey Kurt Scherzinger	A	D
90	Financial Allocation: \$28,969,000 for the state administered I-80 ICM Active Traffic Management (PPNO 0062E) CMIA project in Alameda and Contra Costa Counties, on the State Highway System. Resolution CMIA-A-1112-044	2.5g.(1d)	Maura Twomey Kurt Scherzinger	A	D
91	Financial Allocation: \$3,921,000 for the state administered Freeway Performance Initiative – TOS and Ramp Metering (PPNO 0024 – Contract 3) CMIA project in Alameda, Santa Clara and Solano Counties, on the State Highway System. Resolution CMIA-A-1112-045	2.5g.(1e)	Maura Twomey Kurt Scherzinger	A	D
92	Financial Allocation: \$8,209,000 for the state administered Freeway Performance Initiative – TOS and Ramp Metering (PPNO 0024 – Contract 4) CMIA project in Santa Clara County, on the State Highway System. Resolution CMIA-A-1112-046	2.5g.(1f)	Maura Twomey Kurt Scherzinger	A	D

<u>Tab # / Time</u>	<u>Item Description</u>	<u>Ref. #</u>	<u>Presenter</u>	<u>Status*</u>	
93	Financial Allocation: \$23,518,000 for the state administered Freeway Performance Initiative – TOS and Ramp Metering (PPNO 0024 – Contract 5) CMIA project in Alameda, Santa Clara and Solano Counties, on the State Highway System. Resolution CMIA-A-1112-047	2.5g.(1g)	Maura Twomey Kurt Scherzinger	A	D
94	Financial Allocation: \$49,336,000 for the state administered I-580 Westbound HOV Lane (Segment 1) (PPNO 0112B) CMIA project in Alameda County, on the State Highway System. Contributions from other sources: \$30,985,000. Resolution CMIA-A-1112-048	2.5g.(1h)	Maura Twomey Kurt Scherzinger	A	D
95	Financial Allocation: \$21,563,000 for the state administered Eastbound I-580 HOV Lane – (Segment 3) (PPNO 0112E) CMIA project in Alameda County, on the State Highway System. Contributions from other sources: \$13,825,000. Resolution CMIA-A-1112-049	2.5g.(1i)	Maura Twomey Kurt Scherzinger	A	D
96	Financial Allocation: \$41,275,000 for the local administered I-880/Stevens Creek Interchange Improvements (PPNO 0408G) CMIA project in Santa Clara County, on the State Highway System. Contributions from other sources: \$8,464,000. Resolution CMIA-A-1112-050 <i>(Related Item under Tab 77.)</i>	2.5g.(1j)	Maura Twomey Kurt Scherzinger	A	D
97	Financial Allocation: \$29,664,000 for the state administered Route 101 Marin Sonoma Narrows – Southerly Interchange at Redwood Landfill Road (Contract B1) (PPNO 0360J) CMIA/STIP project in Marin County, on the State Highway System. Resolution CMIA-A-1112-051 Resolution STIP1B-A-1112-013	2.5g.(1k)	Maura Twomey Kurt Scherzinger	A	D
98	Financial Allocation: \$224,198,000 for the state administered I-5 HOV/Empire Avenue and Burbank Boulevard (PPNO 3985) CMIA/ SLPP/STIP project in Los Angeles County, on the State Highway System. Contributions from other sources: \$66,622,000. Resolution CMIA-A-1112-052 Resolution SLP1B-A-1112-29 Resolution FP-11-61	2.5g.(1l)	Maura Twomey Kurt Scherzinger	A	D
99	Financial Allocation: \$81,977,000 for the state administered Route 101 Marin Sonoma Narrows – Petaluma Boulevard South Interchange and Petaluma River Bridge Replacement (Contract B2) (PPNO 0360H) multi-funded CMIA/STIP/SLPP project in Sonoma County, on the State Highway System. Contributions from other sources: \$6,065,000. Resolution CMIA-A-1112-053 Resolution STIP1B-A-1112-014 Resolution SLP1B-A-1112-23	2.5g.(1n)	Maura Twomey Kurt Scherzinger	A	D
100	Financial Allocation: \$15,500,000 for the locally administered US Route 50 HOV Lanes Phase 0 (PPNO 3270L) CMIA project in El Dorado County, on the State Highway System. Resolution CMIA-A-1112-054	2.5g.(1o)	Maura Twomey Kurt Scherzinger	A	D
101	Financial Allocation: \$6,000,000 for the locally administered Western Placerville Interchange Phase 1A (PPNO 3256) CMIA project in El Dorado County, on the State Highway System. Resolution CMIA-A-1112-055 <i>(Related Item under Tab 41.)</i>	2.5g.(1p)	Maura Twomey Kurt Scherzinger	A	D

Tab # / Time	Item Description	Ref. #	Presenter	Status*	
102	Financial Allocation: \$44,000,000 for the locally administered SR-4 E Widening between Somersville & SR-160 (#3B) (PPNO 0192L) CMIA project in Contra Costa County, on the State Highway System. Contributions from other sources: \$54,934,000 Resolution CMIA-A-1112-_____	2.5g.(1q)	Maura Twomey Kurt Scherzinger	A	D
103	Financial Allocation: \$3,088,000 for the state administered I-215 Newport Avenue Bridge Replacement (PPNO 0243E) CMIA project in San Bernardino County, on the State Highway System. Resolution CMIA-A-1112-060	2.5g.(1r)	Maura Twomey Kurt Scherzinger	A	D
104	Advance Financial Allocation: \$113,370,000 for the locally administered I-215 Widening/Scott Road to Nuevo Road (PPNO 9991G) CMIA/STIP project in Riverside County, on the State Highway System programmed FY 12-13. Contributions from other sources: \$6,630,000. Resolution CMIA-A-1112-057 Resolution STIP1B-A-1112-015	2.5g.(1s)	Maura Twomey Kurt Scherzinger	A	D
105	Financial Allocation: \$13,972,000 for the locally administered I-15 Duncan Canyon Road Interchange (PPNO 0168Q) CMIA/SLPP project in San Bernardino County, on the State Highway System. Contributions from other sources: \$11,128,000. Resolution CMIA-A-1112-058 Resolution SLP1B-A-1112-24	2.5g.(1t)	Maura Twomey Kurt Scherzinger	A	D
106	Financial Allocation: \$33,164,000 for the locally administered I-15 Ranchero Road Interchange (PPNO 0172I) CMIA/STIP/SLPP project in San Bernardino County, on the State Highway System. Contributions from other sources: \$7,407,000. Resolution CMIA-A-1112-059 Resolution STIP1B-A-1112-016 Resolution SLP1B-A-1112-25	2.5g.(1u)	Maura Twomey Kurt Scherzinger	A	D
Financial Allocation for Proposition 1B STIP Projects					
107	Financial Allocation: \$81,941,000 for the state administered STIP/CMIA I-215 HOV Bi-County HOV Gap Closure (PPNO 0041G) project in Riverside and San Bernardino Counties. Contributions from other sources: \$68,345,000. Resolution STIP1B-A-1112-017 Resolution CMIA-A-1112-061	2.5g.(3)	Mitchell Weiss Kurt Scherzinger	A	D
Financial Allocations for Proposition 1B TCIF Projects					
108	Financial Allocation: \$92,858,000 for three locally administered TCIF projects, off the State Highway System. Contributions from other sources: \$84,809,000. Resolution TCIF-A-1112-12	2.5g.(5a)	Maura Twomey Ryan Chamberlain	A	D
Financial Allocations for Proposition 1B SHOPP Projects					
109	Financial Allocation: \$5,000,000 for the Eastbound I-580 HOV Lane (Segment 3) SHOPP project in Alameda County. Resolution SHOP1B-A-1112-004	2.5g.(6)	Juan Guzman Kurt Scherzinger	A	D
Financial Allocations for Proposition 1B TLSP Projects					
110	Financial Allocation: \$3,455,000 for the San Mateo Smart Corridors TLSP project. Resolution TLS1B-A-1112-004 <i>(Related Items under Tabs 25, 55, & 83.)</i>	2.5g.(7a)	Teresa Favila Robert Copp	A	D

Tab # / Time	Item Description	Ref. #	Presenter	Status*	
Financial Allocations for Proposition 1B HRCSA Projects					
111	Financial Allocation: \$12,157,000 for two locally administered Highway-Rail Crossing Safety Account (HRCSA) projects. Contributions from other sources: \$54,117,000. Resolution GS1B-A-1112-005	2.5g.(9a)	Teresa Favila Bill Bronte	A	D
Financial Allocations for Proposition 1B SLPP Projects					
112	Financial Allocation: \$5,785,000 for two locally administered SLPP projects in Orange County, off the State Highway System. Contributions from other sources: \$19,150,965. Resolution SLP1B-A-1112-26 <i>(Related Item under Tab 37.)</i>	2.5g.(10a)	Laurel Janssen Denix Anbiah	A	D
113	Financial Allocation: \$1,000,000 for the locally administered SLPP SR-60/Nason Street Overcrossing Improvements (PPNO 1143) project in Riverside County, on the State Highway System. Resolution SLP1B-A-1112-27	2.5g.(10b)	Laurel Janssen Denix Anbiah	A	D
Lump Sum Allocations					
114	Financial Allocation Augmentation: \$765,671,000 in Federal Funds for Local Assistance Lump Sum Allocation Resolution FM-11-02, Amending Resolution FM-11-01	2.5h.	Laurel Janssen Denix Anbiah	A	D
Financial Allocations for STIP Projects					
115	Advance Financial Allocation: \$1,923,000 for the locally administered STIP Transit Bus Stop Improvements (PPNO 04 2128A) project in Marin County programmed in FY 2012-13. Resolution MFP-11-13	2.6a.(2)	Juan Guzman Jane Perez	A	D
Financial Allocations for Projects with Costs that Exceed 120 Percent of the Programmed Amount					
116	Financial Allocation: \$11,500,000 for one SHOPP project with costs that exceed 20 percent of the programmed amount. 02-Sha-299 - SHOPP project in Shasta County. Current programmed amount is \$8,866,000 and the current estimate is \$11,500,000, for an increase of 29.7 percent over the programmed amount. Resolution FP-11-59	2.5d.(1)	Mitchell Weiss John Bulinski	A	D
117	Financial Allocation: \$1,797,000 for one SHOPP project with costs that exceed 20 percent of the programmed amount. 05-SB-101 - SHOPP project in Santa Barbara County. Current programmed amount is \$1,395,000 and the current estimate is \$1,797,000, for an increase of 28.8 percent over the programmed amount. Resolution FP-11-60	2.5d.(2)	Mitchell Weiss Rachel Falsetti	A	D
Supplemental Funds for Proposition 1B CMIA Project					
118	Financial Allocation: \$1,815,000 in STIP Augmentation funds for the Route 101 HOV Lanes – Wilfred Project (PPNO 0781E) in Sonoma County to complete construction. The Department also proposes to amend the CMIA baseline agreement to update the project funding plan. Resolution CMIA-PA-1112-040, Amending Resolution CMIA-PA-1011-11 Resolution FA-11-23	2.1c.(1d)/ 2.5e.(2)	Mitchell Weiss Bijan Sartipi	A	D

<u>Tab # / Time</u>	<u>Item Description</u>	<u>Ref. #</u>	<u>Presenter</u>	<u>Status*</u>	
<u>Financial Allocations for Supplemental Funds</u>					
119	Financial Allocation: \$380,000 in supplemental funds for the previously voted SHOPP Roadway Rehabilitation (PPNO 0096F) project in Alameda County to close-out the construction contract. The current SHOPP allocation is \$18,463,300. This request for \$380,000 results in an increase of 2.1 percent over the current allocation. Resolution FA-11-22	2.5e.(1)	Mitchell Weiss Bijan Sartipi	A	D
120	Financial Allocation: \$673,000 in supplemental funds for one previously voted STIP project to close out the construction contract for the Route 1 Widening for Merge Lanes project (PPNO 0542F) in Santa Cruz County. The current allocation is \$50,111,000 in STIP funds. The request for \$673,000 is RIP funds results in an increase of 1.3 percent over the current budget. Resolution FA-11-24	2.5e.(3)	Mitchell Weiss Rachel Falsetti	A	D
<u>Request to Extend the Period of Project Allocation</u>					
121	Request to extend the period of allocation for 10 locally administered STIP projects totaling \$8,937,000, per STIP Guidelines. Waiver 12-19	2.8a.(1)	Juan Guzman Denix Anbiah	A	D
122	Request to extend the period of project allocation for the locally administrated Route 1/San Pedro Creek Bridge Replacement project (PPNO 2140H) in San Mateo County, per STIP Guidelines. Waiver 12-20	2.8a.(2)	Juan Guzman Kurt Scherzinger	A	D
123	Request to extend the period of project allocation for the locally administered I-680 Auxiliary Lanes – Segment 2 (PPNO 0274F) SLPP project, in Contra Costa County, per SLPP Guidelines. Waiver 12-22	2.8a.(3)	Juan Guzman Kurt Scherzinger	A	D
124	Request to extend the period of project allocation for the locally- administered Golden Gate Moveable Median Barrier STIP project in San Francisco County, per STIP Guidelines. Waiver 12-32	2.8a.(4)	Juan Guzman Kurt Scherzinger	A	D
<u>Request to Extend the Period of Contract Award</u>					
125	Request to extend the period of contract award for Magnolia Avenue and Neece Street Traffic Signal project for \$150,000 in the County of Riverside, per SLPP Guidelines. Waiver 12-24	2.8b.(2)	Juan Guzman Denix Anbiah	A	D
126	Request to extend the period of contract award for the Oakley to Port Chicago Double Track Proposition 1B Intercity Rail Improvement Project for \$24,450,000 in Contra Costa County, per Resolution G-06-08. Waiver 12-25	2.8b.(3)	Juan Guzman Bill Bronte	A	D
127	Request to extend the period of contract award for the Positive Train Control – San Onofre to San Diego Proposition 1A HSPTB - Intercity and Urban/Commuter - project for \$18,010,000 in San Diego County, per Resolution G-06-08 and HSPTB Guidelines. Waiver 12-26	2.8b.(4)	Juan Guzman Bill Bronte	A	D
128	Request to extend the period of contract award for one bridge rehabilitation SHOPP project for \$1,702,000 in Contra Costa County, per Resolution G-06-08. Waiver-12-31	2.8b.(5)	Juan Guzman Kurt Scherzinger	A	D

<u>Tab # / Time</u>	<u>Item Description</u>	<u>Ref. #</u>	<u>Presenter</u>	<u>Status*</u>	
129	Request to extend the period of contract award for the locally administered I-580 San Leandro STIP TE landscape project for \$350,000 in the City of San Leandro, per Resolution G-06-08. Waiver 12-33	2.8b.(6)	Juan Guzman Kurt Scherzinger	A	D
<u>Request to Extend the Period of Project Completion</u>					
130	Request to extend the period of project completion for the locally-administered Westside Parkway – Phase 2 project for \$62,000,000, in Kern County, per Resolution G-06-08. Waiver 12-27	2.8c.(1)	Juan Guzman Denix Anbiah	A	D
131	Request to extend the period of project completion for the Van Buren Boulevard bridges over Santa Ana River local bridge seismic retrofit project for \$2,633,402 in Riverside County, per LBSRP Guidelines. Waiver 12-28	2.8c.(2)	Juan Guzman Denix Anbiah	A	D
132	Request to extend the period of project completion for the locally administered I-680 Sunol Grade Southbound HOV Lane Phase 3 project (PPNO 0016O) in Alameda County, per STIP Guidelines. Waiver 12-21	2.8c.(3)	Juan Guzman Kurt Scherzinger	A	D
<u>Request to Extend the Project Development Expenditures</u>					
133	Request to extend the period of project development expenditures for the Lowden Park to Senior Center Bike/Pedestrian Path project for \$40,000 in Trinity County, per Resolution G-06-08 Waiver 12-29	2.8d.(1)	Juan Guzman Denix Anbiah	A	D
134	Request to extend the period of project development expenditures for the Department of Parks and Recreation's Proposition 116 Rail Project, per Guidelines for Allocating, Monitoring and Auditing of Funds for Local Assistance Projects. Waiver-12-30	2.8d.(2)	Juan Guzman Jane Perez	A	D
<u>OTHER MATTERS / PUBLIC COMMENT</u>					
5:00 pm	<u>Adjourn</u>				

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

\$ 91,542,000 Total SHOPP/Minor Requested for Allocation
 \$ 7,950,000 Total STIP Requested for Allocation
 \$ 998,420,000 Total Proposition 1B Bond Requested for Allocation
 (\$ 294,104) Total Environmental Enhancement and Mitigation Requested for De-Allocation
 \$ 294,107 Total Environmental Enhancement and Mitigation Requested for Re-Allocation
\$ 2,868,000 Total Supplemental Funds Requested for Allocation
 \$1,100,780,000 Sub-Total Project Funds Requested for Allocation

\$ 10,597,000 Delegated Allocations
 \$1,111,377,000 Sub-Total, Highway Project Allocations

\$ 436,970,042 Contributions from Other Sources
 \$1,548,347,042 Total Project Value

\$ 765,671,000 Local Assistance Lump Sum (Federal) Allocation Request
 \$2,314,018,042 Total Value

Total Jobs Created: 41,652 *(Includes Direct, Indirect, and Induced)*

(\$ 76,702,656) Total Proposition 1B Bond De-Allocations Requested.

Mass Transportation Financial Matters

\$ 1,923,000 Total STIP Requested for Allocation
 \$ 1,923,000 Total State Allocations

Total Jobs Created: 18 *(Includes Direct, Indirect, and Induced)*

2.5 Highway Financial Matters

Project # Allocation Amount County Dist-Co-Rte Postmile	Location Project Description	PPNO Program/Year Prgm'd Amount Project ID Adv Phase EA	Budget Year Item # Fund Type Program Code	Amount by Fund Type
2.5b.(1) SHOPP Projects				
Resolution FP-11-62				
1 \$530,000 Humboldt 01-Hum-299 R4.2	Near Blue Lake, at Mill Creek Bridge #4-188. <u>Outcome/Output:</u> Provide Environmental Wetland Mitigation for bridge replacement project EA 01-29610, PPNO 0073N to meet the requirements of permits issued by the regulatory agencies.	01-0073Y SHOPP/11-12 \$1,000,000 0100020394 4 296124	2011-12 302-0042 SHA 20.20.201.111	\$530,000
2 \$8,200,000 Siskiyou 02-Sis-5 R50.6/52.1	Near Yreka, from 0.6 mile south of Shasta River Bridge to 0.2 mile south of Vista Point.. <u>Outcome/Output:</u> Replace bridge decks and upgrade the structures to maintain structural integrity, reduce the risk to lives and properties, and to meet the current seismic strengthening standards.	02-3291 SHOPP/11-12 \$15,920,000 0200000345 4 3C9204	2011-12 302-0042 SHA 302-0890 FTF 20.20.201.110	\$164,000 \$8,036,000
3 \$3,800,000 Tehama 02-Teh-99 14.1	Near Los Molinos, from the south fork of Mill Creek Bridge #08-160 to First Avenue. <u>Outcome/Outputs:</u> Replace one scoured bridge to maintain structural integrity, reduce the risk to lives and properties, and to comply with the Bridge Inspection Report recommendation.	02-3376 SHOPP/11-12 \$3,860,000 0200000163 4 2C1124	2011-12 302-0042 SHA 302-0890 FTF 20.20.201.111	\$76,000 \$3,724,000
4 \$6,567,000 Alameda 04-Ala-580 9.5/R31.0	Near Mountain House, on Route 580 from Vasco Road Interchange to Route 238 at various locations; also on Route 238 from Route 580 to Route 880 at various locations (PM 14.4/16.1). <u>Outcome/Output:</u> Install ramp metering and traffic operating system elements at various locations to enhance safety, reduce accidents, maximize the efficient use of the highway system, improve travel times, provide traveler information, conserve fuel, and reduce pollutants. (FCO only to CMIA project, PPNO 0024.)	04-7965F SHOPP/11-12 \$7,615,000 0400020743 4 151134	2011-12 302-0890 FTF 20.20.201.315	\$6,567,000
5 \$406,000 Marin 04-Mar-1 11.0	Near Stinson Beach, at Webb Creek. <u>Outcome/Outputs:</u> Reconstruct cut slope, place rock slope protection, re-establish drainage system and construct a retaining wall at one location damaged by heavy rainfall.	04-0303H SHOPP/11-12 \$1,160,000 0400001246 4 4S5304	2011-12 302-0042 SHA 20.20.201.131	\$406,000
6 \$9,430,000 Santa Clara 04-SCI-680 M0.0/M9.9	Near San Jose, from Route 280 to Scott Creek Road Undercrossing at various locations. <u>Outcome/Output:</u> Install ramp metering and traffic operating system elements at various locations to enhance safety, reduce accidents, maximize the efficient use of the highway system, improve travel times, provide traveler information, conserve fuel, and reduce pollutants. (FCO only to CMIA project, PPNO 0024.)	04-0521F SHOPP/11-12 \$10,000,000 0400000426 4 153204	2011-12 302-0042 SHA 302-0890 FTF 20.20.201.315	\$189,000 \$9,241,000
7 \$732,000 Various 05-Mon-Var. Var.	On Routes 25 and 156 in San Benito County, and on Routes 68, 101 and 183 in Monterey County at various locations. <u>Outcome/Output:</u> Construct 42 curb ramps, 615 linear feet of sidewalk, and two pedestrian push buttons at various locations to provide accessibility and comply with the Americans with Disabilities Act (ADA) standards.	05-2233 SHOPP/11-12 \$795,000 0500000382 4 0R8404	2011-12 302-0042 SHA 20.20.201.361	\$732,000
8 \$365,000 San Bernardino 08-SBd-95 57.0/57.3	In Needles, from Safari Drive to east of Route 40. <u>Outcome/Output:</u> Construct 2,500 linear feet of sidewalk, curb, and gutter with 18 curb ramps that comply with Americans with Disabilities Act (ADA) standards.	08-0238M SHOPP/11-12 \$835,000 0800000493 4 0M6904	2011-12 302-0042 SHA 20.20.201.378	\$365,000

2.5 Highway Financial Matters

Project # Allocation Amount County Dist-Co-Rte Postmile	Location Project Description	PPNO Program/Year Prgm'd Amount Project ID Adv Phase EA	Budget Year Item # Fund Type Program Code	Amount by Fund Type
2.5b.(1) SHOPP Projects				
Resolution FP-11-62				
9 \$12,258,000 Riverside 08-Riv-215 43.9/45.3	In and near the city of Riverside, from Columbia Avenue to the San Bernardino County line; also in Colton and Grand Terrace from the county line to south of the Route 10 interchange . <u>Outcome/Outputs:</u> Rehabilitate 32.7 roadway lane miles to extend pavement service life and improve ride quality. Project will grind pavement and overlay with rubberized asphalt. (Combined with CMIA project EA 0M940 and project 0P510 for construction purposes.)	08-0252T SHOPP/11-12 \$15,392,000 0800000249 4 0H3304	2011-12 302-0042 SHA 302-0890 FTF 20.20.201.121	\$245,000 \$12,013,000
10 \$696,000 Imperial 11-Imp-86 60.5	Near Salton Sea Beach and Niland, at Tesla Wash Bridge (#58-0050L/R) and on Route 111 at Z Drain Bridge (#58-0153). <u>Outcome/Outputs:</u> Construct scour mitigation measures to preserve the integrity of two bridges.	11-0842 SHOPP/11-12 \$9,254,000 1100000356 4 289604	2011-12 302-0042 SHA 302-0890 FTF 20.20.201.111	\$14,000 \$682,000

Project # Allocation Amount County Dist-Co-Rte Postmile	Location Project Description	PPNO Program/Year Prgm'd Amount Project ID Adv Phase EA	Budget Year Item # Fund Type Program Code	Amount by Fund Type
2.5b.(1) Projects Amended into the SHOPP by Department Action				
Resolution FP-11-62				
11 \$725,000 Butte 03-But-99 26.0	Near Chico, at Neal Road intersection. <u>Outcome/Output:</u> : Install a three phase signal system at one location to reduce the potential for accidents by eliminating uncontrolled left turn movements.	03-2429 SHOPP/11-12 \$800,000 0300000732 4 4E9904	2011-12 302-0042 SHA 20.20.201.010	\$725,000
12 \$995,000 Yolo 03-Yol-80 2.5/2.9	In Davis, at Mace Boulevard. <u>Outcome/Output:</u> Reconstruct the embankment, sidewalk and bike path at one location to stabilize the slope damaged by heavy rainstorm.	03-8912 SHOPP/11-12 \$950,00 0300020742 4 2F7004	2011-12 302-0042 SHA 20.20.201.131	\$995,000
13 \$1,030,000 Placer 03-Pla-80 34.9	Near Colfax, from 1.4 miles east of Route 174 to 0.2 mile west of Long Ravine Bridge. <u>Outcome/Output:</u> Reconstruct the embankment and place anchor mesh cable system at one location to stabilize the cut slope damaged by heavy rainstorm.	03-5099 SHOPP/11-12 \$880,000 0300020580 4 2F2604	2011-12 302-0042 SHA 302-0890 FTF 20.20.201.131	\$21,000 \$1,009,000
14 \$16,400,000 Alameda 04-Ala-580 R8.4/R14.6	Near Livermore, from 0.1 mile west of Greenville Road to 0.2 mile west of San Ramon -Foothill Road. <u>Outcome/Output:</u> Rehabilitate 51 lane miles of roadway to improve the ride quality, prevent further deterioration of the road surface, minimize the costly roadway repairs and extend the pavement service life. (FCO only to CMIA project, PPNO 0112B.)	04-0045H SHOPP/11-12 \$16,400,000 0412000502 4 4G5704	2011-12 302-0042 SHA 302-0890 FTF 20.20.201.120	\$1,383,000 \$15,017,000
15 \$3,500,000 San Francisco 04-SF-1 6.0	In the city of San Francisco, at Presidio National Park. <u>Outcome/Output:</u> Stabilize embankment by installing stone columns along Mountain Lake to comply with the court order signed by the US District Judge.	04-1067A SHOPP/11-12 \$5,000,000 0412000107 4 1A9024	2011-12 302-0042 SHA 20.20.201.335	\$3,500,000

2.5 Highway Financial Matters

Project # Allocation Amount County Dist-Co-Rte Postmile	Location Project Description	PPNO Program/Year Prgm'd Amount Project ID Adv Phase EA	Budget Year Item # Fund Type Program Code	Amount by Fund Type
2.5b.(1) Projects Amended into the SHOPP by Department Action				
Resolution FP-11-62				
16 \$385,000 Solano 04-Sol-80 0.0/R28.4	Near Vallejo between the Contra Costa County line and the Route 80/505 Junction. <u>Outcome/Output</u> : : Install ramp metering and traffic operating system elements at various locations to enhance safety, reduce accidents, maximize the efficient use of the highway system, improve travel times, provide traveler information, conserve fuel, and reduce pollutants. (FCO only to CMIA project, PPNO 0024.)	04-0024G SHOPP/11-12 \$385,000 0400020739 4 153504	2011-12 302-0042 SHA 20.20.201.315	\$385,000
17 \$10,540,000 Monterey 05-Mon-1 59.9,58.3	Near Carmel, at 1.1 mile south of Bixby Creek Bridge, also at 0.1 mile south of Rocky Creek Bridge. <u>Outcome/Output</u> : Construct one 600-foot long by 36-foot wide side-hill viaduct as part of restoring and stabilizing this roadway section damaged by severe storms in March 2011. Additional location at PM 58.3 for mitigation planting.	05-2330 SHOPP/11-12 \$18,795,000 0512000008 4 1A6904	2011-12 302-0042 SHA 302-0890 FTF 20.20.201.131	\$1,209,000 \$9,331,000
18 \$190,000 Riverside 08-Riv-79 R34.2/40.1	In and near Beaumont, from 0.3 mile north of Gilman Springs Road to south of First Street. <u>Outcome/Output</u> : Install ground-in rumble strips on shoulders and place reflective markers on median barrier to improve safety by reducing the number of run-off-the road collisions.	08-0068J SHOPP/11-12 \$381,000 0800020089 4 0P9604	2011-12 302-0042 SHA	\$190,000
19 \$787,000 San Bernardino 08-SBd-10 R37.4/R38.3	In Yucaipa, from 0.4 mile east of Live Oak Canyon Road to 0.8 mile west of County Line Road. <u>Outcome/Output</u> : Construct a barrier on westbound outside shoulder to improve safety by reducing collisions with parallel frontage road traffic.	08-0164A SHOPP/11-12 \$762,000 0800000516 4 0N2404	2011-12 302-0042 SHA 302-0890 FTF 20.20.201.010	\$16,000 \$771,000
20 \$709,000 San Joaquin 10-SJ-99 32.0/32.6	Near Lodi, on northbound Route 99, from north of the Mokelumne River to the Woodbridge Road Overcrossing. <u>Outcome/Output</u> : Increase cross slope of northbound travel lanes to 2 percent and widen outside shoulders to reduce the severity and number of traffic collisions under wet conditions.	10-0289 SHOPP/11-12 \$998,000 1000020207 4 0S8604	2011-12 302-0042 SHA 302-0890 FTF 20.20.201.010	\$14,000 \$695,000
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
2.5c.(2b) Locally Administered STIP Transportation Enhancement Projects on the State Highway System				
Resolution FP-11-53				
1 \$800,000 City of Arvin KCOG Kern 06-Ker-223 19.8/22.2	Bear Mountain Boulevard Streetscape Project. In Arvin, from Comanche Road to Derby Street. Streetscape improvements. Final Project Development Adjustment: N/A Final Right of Way Share Adjustment: N/A (Contributions from other sources: \$284,000.) <u>Outcome/Output</u> : New landscaped medians and ADA compliant sidewalk and ramps resulting in .25 mile of increased aesthetics and ADA pedestrian access.	06-6553 RIP TE / 11-12 CONST \$800,000 0612000199 4CONL 0P6604	2011-12 301-0042 SHA 301-0890 FTF 20.20.075.600	\$16,000 \$784,000

2.5 Highway Financial Matters

Project # Allocation Amount Recipient RTPA/CTC District-County	Project Title Location Project Description	PPNO Program/Year Phase Prgm'd Amount Project ID	Budget Year Item # Fund Type Program Code	Amount by Fund Type
2.5c.(3) Locally Administered STIP Projects off the State Highway System				Resolution FP-11-54
1 \$198,000 Lake County LAPC 01-Lake	Countywide Rehabilitation. In Lake County at various locations. Rehabilitate roadway. <u>Outcome/Output:</u> This project will increase the safety of the road, reduce traveler delays, and improve trip quality.	01-3068 RIP / 11-12 PS&E \$190,000 ROW \$8,000 0100020450	2010-11 101-0890 FTF 20.30.600.621	\$198,000

Project # Allocation Amount Recipient RTPA/CTC District-County	Project Title Location Project Description	PPNO Program/Year Phase Prgm'd Amount Project ID	Budget Year Item # Fund Type Program Code	Amount by Fund Type
2.5c.(3) Locally Administered STIP Transportation Enhancement Projects off the State Highway System				Resolution FP-11-54
2 \$40,000 City of Eureka HCAOG 01-Humboldt	Eureka Waterfront Coastal Trail (PALCO). Construct a 1.38 mile section of Class I trail along the City waterfront. (Allocation funded from 2011-12 TE Reserve PPNO 01-0302.) <u>Outcome/Output:</u> This project will encourage an appreciation of the environment and historic uses of the area, improve public health, increase the safety of trail users and recover native habitat values where possible.	01-0302K RIP TE / 11-12 PA&ED \$40,000 0112000228	2010-11 101-0890 FTF 20.30.600.731	\$40,000
3 \$150,000 County of Humboldt HCAOG 01-Humboldt	Hammond Pedestrian and Bicyclist Bridge. Over the Mad River between McKinleyville and Arcata. Replace pedestrian and bicyclist bridge. (Allocation funded from 2011-12 TE Reserve PPNO 01-0302.) <u>Outcome/Output:</u> This project will fund the preliminary engineering and environmental studies to replace an aging 540-foot steel bridge that serves as pedestrian/bicyclist path over the Mad River. The bridge was originally constructed in 1941 and the steel support members are severely corroded due to its age and proximity to the Pacific Ocean.	01-0302J RIP TE / 11-12 PA&ED \$150,000 0112000235	2010-11 101-0890 FTF 20.30.600.731	\$150,000
4 \$2,294,000 Shasta County Shasta RTPA 02-Shasta	East Redding Bike Lanes Phase 2. Near Redding, at Simpson College, Shasta College, Columbia Elementary School, and Big Dreams Sports Complex thru the Old Oregon trail corridor. Construct bike route. <u>Outcome/Output:</u> Construction of this project will result in bicycle lane connectivity with Phase 1 improvements, Shasta Community College, Columbia Elementary School, and Redding School of Arts.	02-2490 RIP TE / 11-12 CONST \$2,294,000 0212000126	2010-11 101-0890 FTF 20.30.600.731	\$2,294,000
5 \$697,000 City of Gilroy MTC 04-Santa Clara	Gilroy School Crossings, Sidewalks, and Bike Lanes. At various locations in the city of Gilroy. Construct various school crossing improvements, build-up sidewalk gaps, and extend bike lanes. <u>Outcome/Output:</u> This project will increase safety for pedestrians and bicyclists near various schools in the City of Gilroy.	04-2255H RIP TE / 11-12 CONST \$697,000 0412000416	2010-11 101-0890 FTF 20.30.600.731	\$697,000

2.5 Highway Financial Matters

Project # Allocation Amount Recipient RTPA/CTC District-County	Project Title Location Project Description	PPNO Program/Year Phase Prgm'd Amount Project ID	Budget Year Item # Fund Type Program Code	Amount by Fund Type
2.5c.(3) Locally Administered STIP Transportation Enhancement Projects off the State Highway System				
Resolution FP-11-54				
6 \$800,000 City of Los Altos Hills MTC 04-Santa Clara	SR 2 Los Altos Hills School. Widen a 1.7 mile segment of West Fremont Road to construct a six-foot wide bike path in each direction, from Arastradero to West Edith. (Contributions from other sources: \$130,000.) <u>Outcome/Output:</u> This project will provide infrastructure improvements in the form of a bike path that will address safety concerns and serve as incentives for parents to encourage their schoolchildren to walk or bike to school, thereby reducing traffic, fuel consumption and air pollution in the vicinity of schools.	04-2255G RIP TE / 11-12 CONST \$800,000 0412000309	2010-11 101-0890 FTF 20.30.600.731	\$800,000
7 \$285,000 Monterey County TAMC 05-Monterey	Davis Road Class II Bike Lanes. Near Salinas, on Davis Road from Rossi Street to Blanco Road. Construct Class II bike lanes. <u>Outcome/Output:</u> The project designates bicycle lanes, alerts motorists of the presence of bicyclists, connects several bike routes and lanes, and provides a safe, convenient and scenic ride between cities of Central Monterey County.	05-2298 RIP TE / 11-12 PS&E \$285,000 0500020116	2010-11 101-0890 FTF 20.30.600.731	\$285,000
8 \$775,000 Kern County KCOG 06-Kern	Kernville Walkable Communities Pedestrian Improvements. In Kernville, at various locations. Sidewalk improvements. (Contributions from other sources: \$100,000.) <u>Outcome/Output:</u> This project completes Kernville Road and provides necessary multi-modal transportation opportunities for the residents and visitors of Kernville.	06-6556 RIP TE / 11-12 CONST \$775,000 0600020609	2010-11 101-0890 FTF 20.30.600.731	\$775,000
9 \$52,000 Ventura County Transportation Commission VCTC 07-Ventura	Landscape Improvements from 10 th Street to Santa Paula Street. Landscape/hardscape improvements, artistic elements, sidewalk/crossing safety improvements, and inclusion of bicycle path and storage area. (Allocation funded from 2011-12 TE Reserve PPNO 07-3565.) (Contributions from other sources: \$6,737.) <u>Outcome/Output:</u> This project is intended to improve pedestrian environment and safety by implementing streetscape elements that encourage pedestrian mobility, and provide connectivity with the 31-mile master planned Bicycle Trail connecting Ventura to Santa Clarita.	07-3565J RIP TE / 11-12 PA&ED \$52,000 0712000335	2010-11 101-0890 FTF 20.30.600.731	\$52,000
10 \$225,000 Mono County Mono LTC 09-Mono	School Street Plaza. In Bridgeport, on School Street from Route 395 to Emigrant Street. Construct pedestrian plaza. (A 12-month time extension for CON was approved at the August 2011 CTC meeting and expires on June 30, 2012.) <u>Outcome/Output:</u> This project will provide approximately 500 feet of pedestrian plaza improvements along School Street.	09-2523 RIP TE / 10-11 CONST \$225,000 0900020038	2010-11 101-0890 FTF 20.30.600.731	\$225,000
11 \$900,000 City of Stockton SJCOG 10-San Joaquin	Airport Way Streetscape/Beautification Project. Near Stockton, on Airport Way, from Tenth Street to Twelfth Street. Provide major landscaping, median pavers, integrated artwork, crosswalk paving, curb, gutter, sidewalks, and wheelchair ramps. (Contributions from other sources: \$565,000.) <u>Outcome/Output:</u> This project will provide sidewalks where they are lacking, and improve the appearance of Airport Way, a major north-south arterial street in south-central Stockton. This is expected to encourage business development and beautify the area for the benefit of local residents.	10-0205 RIP TE / 11-12 CONST \$900,000 1012000141	2010-11 101-0890 FTF 20.30.600.731	\$900,000

2.5 Highway Financial Matters

Project # Allocation Amount Recipient RTPA/CTC District-County	Project Title Location Project Description	PPNO Program/Year Phase Prgm'd Amount Project ID	Budget Year Item # Fund Type Program Code	Amount by Fund Type
2.5c.(3) Locally Administered STIP Transportation Enhancement Projects off the State Highway System				Resolution FP-11-54
12 \$234,000 San Diego Association of Governments SANDAG 11-San Diego	Coastal Rail Trail. Within the City of Encinitas, consisting of approximately 1.7 miles of Class I bike path from Chesterfield Drive northward to G Street. (Allocation funded from 2011-12 TE Reserve PPNO 11-7421.) <u>Outcome/Output:</u> This project will reduce greenhouse gas, create more opportunities for economic development, improve community quality of life, and increase safety through optimal design facilities.	11-7421Y RIP TE / 11-12 PA&ED \$234,000 1112000121	2010-11 101-0890 FTF 20.30.600.731	\$234,000
13 \$500,000 City of Dana Point OCTA 12-Orange	Pacific Coast Highway Median Enhancements, Phase III. Along the Pacific Coast Highway from Street of the Blue Lantern to Selva Road. Construct raised concrete landscaped median. (Contributions from other sources: \$225,000.) (Allocation funded from 2012-13 TE Reserve PPNO 12-2134.) <u>Outcome/Output:</u> This project will provide 0.5 mile of scenic improvements on the Pacific Coast Highway.	12-2135Z RIP TE / 12-13 CONST \$500,000 1212000061	2010-11 101-0890 FTF 20.30.600.731	\$500,000

Project # Allocation Amount Applicant RTPA/CTC Dst-County	Location Project Description	Program EA	Budget Year Item # Fund Type Program Code	Amount by Fund Type
2.5c.(7a) Locally Administered Environmental Enhancement and Mitigation Projects				Resolution FP-11-56
1 \$220,000 FireSafe Marin MTC 04-Marin	Highway 101 Restoration and Planting Project Plant 200 native, drought tolerant, deep pot oak trees, along the highway 101 corridor in the densest carbon emission area in the county. (Contribution from other sources: \$5,080)	EEM / 10-11 \$220,000 20-35	2010-11 101-0183 EEM 20.30.207.811	\$220,000
2 \$74,140 Lakesides River Park Conservancy SANDAG 11-San Diego	Bostonia House Research Field Station. Construct a research field station to support, encourage and enhance new and continuing research along the San Diego River and within MSCP lands within the eastern San Diego River watershed. (Contribution from other sources:\$356,260)	EEM / 10-11 \$74,140 20-36	2010-11 101-0183 EEM 20.30.207.811	\$74,140

2.5 Highway Financial Matters

Project # Allocation Amount Applicant RTPA/CTC Dst-County	Project Title Location Project Description	Program Program Amt. Project ID/EA	Budget Year Item # Fund Type Program Code	Amount by Fund Type
2.5c.(7b) Locally Administered Environmental Enhancement and Mitigation Projects				Resolution FP-11-57, Amending Resolution FP-10-27
2 \$220,000 County of El Dorado Department of Transportation El Dorado CTC 03-El Dorado	US 50/Missouri Flat Road Interchange. Plant 900 additional native trees within the right of way of the US 50/Missouri Flat Road interchange. There will also be hydro seeding of grasses over the total project area. The project will include irrigation with a new water system to provide water to the first three years of growth. Provides for additional native landscaping in the right of way area of a related Transportation Facility currently under construction. (Contributions from other sources: \$0)	EEM/10-11 \$220,000 20-34	2010-11 401-0183 EEM 20.30.207.811	\$220,000

Project # Allocation Amount Applicant RTPA/CTC Dst-County	Location Project Description	Program EA	Budget Year Item # Fund Type Program Code	Amount by Fund Type
2.5c.(7c) Locally Administered Environmental Enhancement and Mitigation Project				Resolution FP-11-58, Amending Resolution FP-10-35
4 \$74,140 The Trust for Public Land SLOCOG 05-San Luis-Obispo	Righetti Ranch Resource Lands Acquisition Project. Require a Conservation Easement on the 2,200 acre Righetti Ranch Resource Lands. The habitat and untouched lands will be converted to if agricultural land. Provides additional mitigation for oaks impacted by a road widening on nearby State Route 227. (Contribution from other sources: \$1,725,860.)	EEM/10-11 \$74,140 20-32	2010-11 401-0183 EEM 20.30.207.811	\$74,140

Project # Allocation Amount County Dist-Co-Rte Postmile	Location Project Description	PPNO Program/Year Prgm'd Amount Project ID Adv Phase EA	Budget Year Item # Fund Type Program Code	Amount by Fund Type
2.5d.(1) Allocations for Projects with Cost Increases Greater than 120 Percent				Resolution FP-11-59
1 \$11,500,000 Shasta 02-Sha-299 4.3/5.5	Near Redding, from 4.3 to 5.5 miles east of the Trinity County line. <u>Outcomes/Outputs:</u> Improve roadway geometrics, widen shoulder, improve super-elevation rates and transitions, increase stopping sight distance, and increase clear recovery zone.	02-3422 SHOPP/11-12 \$8,866,000 0200000216 4 2E5104	2011-12 302-0042 SHA 302-0890 FTF 20.20.201.010	\$230,000 \$11,270,000

Project # Allocation Amount County Dist-Co-Rte Postmile	Location Project Description	PPNO Program/Year Prgm'd Amount Project ID Adv Phase EA	Budget Year Item # Fund Type Program Code	Amount by Fund Type
2.5d.(2) Allocations for Projects with Cost Increases Greater than 120 Percent				Resolution FP-11-60
1 \$1,797,000 Santa Barbara 05-SB-101 55.0	Near Buellton, at Nojoqui Creek Bridge No.51-75 R/L. <u>Outcomes/Outputs:</u> Replace and upgrade damaged railings on both bridges. Also replace joint seals and approach slabs. The existing railing was partially destroyed by a truck collision on January 12, 2012.	05-2350 SHOPP/11-12 \$1,395,000 0512000046 4 1A9704	2011-12 302-0042 SHA 302-0890 FTF 20.20.201.131	\$36,000 \$1,761,000

2.5 Highway Financial Matters

Project# Amount County Dist-Co-Rte Postmile	Location Project Description Allocation History	PPNO Program/Year Project ID Adv. Phase EA	Budget Year Item # Fund Type Program Code	Amount by Fund Type
2.5f. Informational Report – Emergency G-11 Allocations (2.5f.(1))				
4 \$412,000 Del Norte 01-DN-199 24.67	Near Patricks Creek at 0.6 mile north of Middle Fork Smith River Bridge (Bridge #01-0015). Heavy rain in late March 2012 accelerated the rate of rock fall at this failing slope resulting in a drop at the edge of the paved roadway. This project is to construct a retaining structure to stabilize the roadway, reconstruct the roadway shoulder and guardrail, provide traffic control, and place erosion control measures. Initial G-11 Allocation 03/30/12: \$ 412,000 (Additional \$10,000 was allocated for right of way purposes).	01-1088 SHOPP/11-12 0112000233 4 0C1904 Emergency	2010-11 302-0042 SHA 20.20.201.130	\$412,000
5 \$300,000 Humboldt 01-Hum-101 71.8	Near Eureka, at 0.2 mile south of Orchard Street Undercrossing. Heavy rain in late March 2012 resulted in a slide that covered and closed the northbound shoulder. This project is to remove and dispose of slide debris, improve drainage, place rock slope protection, provide traffic control, and place erosion control measures. Initial G-11 Allocation 04/11/12: \$ 300,000 (Additional \$10,000 was allocated for right of way purposes).	01-2357 SHOPP/11-12 0112000245 4 0C2804 Emergency	2010-11 302-0042 SHA 20.20.201.130	\$300,000
6 \$540,000 Mendocino 01-Men-1 86.5	Near Hardy, north of Hardy Creek Bridge (Bridge # 10-141). Heavy rain in late March 2012 caused a slide to occur at this location. The slide covered and closed both highway lanes. This project is to remove and dispose of slide debris, repair drainage and dewater and stabilize the slope, provide traffic control, and place erosion control measures. Initial G-11 Allocation 04/06/12: \$ 540,000 (Additional \$10,000 was allocated for right of way purposes).	01-4569 SHOPP/11-12 0112000244 4 0C2704 Emergency	2010-11 302-0042 SHA 20.20.201.130	\$540,000
7 \$400,000 Mendocino 01-Men-101 29.28	Near Calpella, at 0.7 mile north of Pomo Undercrossing (Bridge #10-105). On March 27, 2012, debris slide material flowed across the two southbound lanes and covered a drainage inlet in the highway median. The drainage inlet was buried under substantial amount of soil. This project is to remove the slide debris and clear the roadway, stabilize the slope, repair drainage system, provide traffic control, and place erosion control measures. Initial G-11 Allocation 04/03/12: \$ 400,000 (Additional \$20,000 was allocated for right of way purposes).	01-4560 SHOPP/11-12 0112000237 4 0C2104 Emergency	2010-11 302-0042 SHA 20.20.201.130	\$400,000
8 \$1,500,000 Mendocino 01-Men-162 11.6	Near Covelo, 1.5 miles east of the Rodeo Creek Bridge (Bridge #10-237). On March 27, 2012, rainfall caused a slipout at this location causing the closure of the westbound lane. Temporary repairs were made but another failure occurred on March 30, 2012. This project is to provide traffic control, construct deep under drain, remove asphalt concrete overburden, reconstruct and stabilize roadway, and place erosion control measures. Initial G-11 Allocation 04/06/12: \$ 1,500,000 (Additional \$50,000 was allocated for right of way purposes).	01-4568 SHOPP/11-12 0112000240 4 0C2304 Emergency	2010-11 302-0042 SHA 20.20.201.130	\$1,500,000
9 \$600,000 Siskiyou 02-Sis-96 27.7	Near Happy Camp, at 0.8 mile west of Independence. Slide material at this location moved onto the roadway and began to impact the travel way. This project is to remove the slide material, loosen and remove unstable material from the face of the slope, restore a storage bench capacity, cut down trees within 20 feet of the slide and place erosion control measures. Initial G-11 Allocation 04/11/12: \$ 600,000 (Additional \$10,000 was allocated for right of way purposes).	02-3499 SHOPP/11-12 0212000137 4 4F4304 Emergency	2010-11 302-0042 SHA 20.20.201.130	\$600,000

2.5 Highway Financial Matters

Project# Amount County Dist-Co-Rte Postmile	Location Project Description Allocation History	PPNO Program/Year Project ID Adv. Phase EA	Budget Year Item # Fund Type Program Code	Amount by Fund Type
2.5f. Informational Report – Emergency G-11 Allocations (2.5f.(1))				
10 \$600,000 Monterey 05-Mon-1 21.0/21.3	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. Initial project was to reinstall the wire mesh and reinforce it with a cable net overlay. This supplemental is due to additional damage on March 28, 2012 caused by a slab of rock and debris coming down onto the highway causing its closure. Additional work includes rock drilling, blasting, loading and hauling of slide material, rock bolting, and repairing and extending the cable net drapery system. Initial G-11 Allocation 02/02/12: \$ 900,000 Supplemental G-11 Allocation 04/10/12: \$ 600,000 Revised Allocation: \$1,500,000	05-2349 SHOPP/11-12 0512000045 4 1A9604 Emergency	2010-11 302-0042 SHA 20.20.201.130	\$600,000
11 \$750,000 Kern 06-Ker-5 62.0/73.0	Near Bakersfield, from 10 miles north of Route 58 to Route 46. Storm events on March 17, 2012 accelerated the failure of more than 200 Portland cement concrete (PCC) pavement slabs which became destabilized, settled and broken resulting in loose debris and large potholes. The deterioration is faster than repairs can be made by normal maintenance. This project is to replace the worst damaged slabs as a temporary measure. This location is within the limits of a future roadway rehabilitation project expected to begin construction in 2015 (EA: 06-0P1401). Initial G-11 Allocation 03/28/12: \$ 750,000	06-6641 SHOPP/11-12 0612000267 4 0P4704 Emergency	2010-11 302-0042 SHA 20.20.201.130	\$750,000
12 \$1,100,000 Orange 12-Ora-73 10.0/11.4	In Laguna Niguel, near Cabot Road. A landslide at this location became active causing accelerated slope embankment slide and failure. This project is to construct asphalt concrete dike to channel water runoff away from the unpaved median, re-grade and re-compact the entire center median area to seal landslide cracks, construct a "V" ditch to direct flows to the drainage inlets, and install slotted horizontal drain pipes. Initial G-11 Allocation 04/03/12: \$ 1,100,000 (Additional \$100,000 was allocated for right of way purposes).	12-4015A SHOPP/11-12 1212000144 4 0M6604 Emergency	2010-11 302-0042 SHA 20.20.201.130	\$1,100,000

#	Dist	County	Route	Postmiles	Location/Description	EA	Program Code	Original Est. FM-10-05	Allocation
2.5f. Informational Report – Minor Construction Program – Resolution G-05-05 Delegated Allocations (2.5f.(4))									
1	03	ED	193	23.4	Repair embankment slope and place hot mix asphalt dikes to prevent embankment erosion from reoccurring.	1F6004	201.150	\$700,000	\$880,000
2	08	SBd	215	14.1	Install traffic signals and construct curb ramps in the City of San Bernardino from Route 215 northbound and southbound ramps to Palm Avenue and Kendall Drive.	0M4004	201.310	\$900,000	\$798,000
3	09	Mno	395	51.5	Construct mechanics facility with truck bay, parts room, restroom with shower and utility room at the Lee Vining Maintenance Station (L5710).	352304	201.352	\$1,000,000	\$927,000

2.5 Highway Financial Matters

Project #	Allocation Amount	Recipient	County	Dist-Co-Rte	Postmile	Project Title	Project Description	Project Funding	PPNO Program/Year	Phase	Prgm'd Amount	Budget Year	Item #	Fund Type	Program Code	Amount by Fund Type
2.5g.(1n) Proposition 1B – State-Administered Multi-Funded STIP/CMIA/SLPP Project on the State Highway System (Existing)																
1	\$81,977,000	Department of Transportation	MTC	Sonoma	04-Son-101	0.9/3.6	Route 101 Marin Sonoma Narrows - Petaluma Boulevard South Interchange and Petaluma River Bridge Replacement.	Near Petaluma, at Petaluma Boulevard South and Route 101. Construct new interchange, frontage roads, and equipment for ramp metering. Also construct a new bridge structure over the Petaluma River Bridge (TCRP 18) (Contract B2)	04-0360H	RIP / 10-11	\$7,395,000	2010-11	304-6058	TFA	20.20.075.600	\$7,395,000
							Final Project Development (IIP)	Support Estimate: \$4,500,000	CMIA/11-12	CON ENG	\$11,042,000		004-6055	CMIA		\$11,042,000
								Programmed Amount: <u>\$4,500,000</u>	CONST		\$61,675,000		2011-12	304-6055		\$61,675,000
								Adjustment: \$ 0								
							Final Right of Way (RIP)	Right of Way Estimate: \$15,024,000						CMIA	20.20.721.000	
								Programmed Amount: <u>\$10,810,000</u>								
								Adjustment: \$ 4,214,000 (Debit)								
							(Future Consideration of Funding – Resolution E-09-70, September 2009.)		SLPP/11-12	CONST	\$1,865,000		2011-12	304-6060		\$1,865,000
							(Project Scope is consistent with the baseline agreement approved under Resolution CMIA-P-1112-05B in October 2011.)		0412000195	SLPP				20.20.724.000		
							(A 12-month time extension for RIP funds for CON was approved at the August 2011 CTC meeting and expires on June 30, 2012.)		4							
							(Contributions from other sources: \$6,065,000.)		2640U4							
							<u>Outcome/Output:</u> When combined with other segments (PPNO 0360F and 0360J), the Marin Sonoma Narrows project will result in daily vehicle-hours of delay savings of about 10,368 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
2.5g.(1o) Proposition 1B – Locally Administered CMIA Projects on the State Highway System (New)			Resolution CMIA-A-1112-054	
1 \$15,500,000 El Dorado County EDCTC 03-ED-50 0.2/1.4	US Route 50 HOV Lanes Phase 0. In El Dorado Hills at El Dorado Hills/Latrobe Boulevard interchange. Interchange improvements. Construct new westbound off ramp undercrossing, improves westbound on/off ramps with dedicated HOV ramp metering. Final Project Development: N/A Final Right of Way: N/A (Concurrent CMIA Program Amendment / Baseline Agreement under Resolution CMIA-PA-1112-017 & CMIA-P-1112-018B; May 2012.) (Project CMIA funding is broken down as \$14,340,000 for CONST and \$1,160,000 for CON ENG.) (Future Consideration of Funding – Resolution E-08-13, September, 2008) <u>Outcome/Output:</u> Reconstruct two ramps. HOV bypass lane metering.	03-3270L CMIA/11-12 CONST \$15,500,000 0312000163 4CONL 2E5104	2012-13 304-6055 CMIA 20.20.721.000	\$15,500,000
CONTINGENT ON THE PASSAGE OF THE 2012 BUDGET ACT.				

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
2.5g.(1p) Proposition 1B – Locally Administered CMIA Projects on the State Highway System (New)			Resolution CMIA-A-1112-055	
1 \$6,000,000 City of Placerville EDCTC 03-ED-50 16.0/16.6	Western Placerville Interchange Phase 1A. In Placerville, between Placerville Drive and Ray Lawyer Drive. Construct westbound access ramp from Ray Lawyer Drive onto US 50 and auxiliary lane between westbound access ramp and the existing westbound off-ramp at Placerville Drive. Final Project Development: N/A Final Right of Way: N/A (Concurrent CMIA Program Amendment / Baseline Agreement under Resolution CMIA-PA-1112-017 & CMIA-P-1112-018B; May 2012.) (Project CMIA funding is broken down as \$5,250,000 for CONST and \$750,000 for CON ENG.) (Future Consideration of Funding – Resolution E-12-16, April 2012) <u>Outcome/Output:</u> Construct onramp and auxiliary lane. When completed, this project will have a daily vehicle hours of delay savings of about 88 hours and projected to be about 115 hours by 2020.	03-3256 CMIA/11-12 CONST \$6,000,000 0300000428 4CONL 372804	2012-13 304-6055 CMIA 20.20.721.000	\$6,000,000
CONTINGENT ON THE PASSAGE OF THE 2012 BUDGET ACT.				

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
2.5g.(1q) Proposition 1B – Locally Administered CMIA Projects on the State Highway System (New)		Resolution CMIA-A-1112-__		
1 \$44,000,000 Contra Costa County Transportation Authority MTC 04-CC-4 28.6/30.5	SR-4 E Widening between Somersville & SR-160 (#3B). In Antioch, on Route 4 East, from Hillcrest Avenue to SR 160. Widen from four to six lanes. Final Project Development: N/A Final Right of Way: N/A (Future Consideration of Funding – Resolution E-10-10, February 2010.) (All CMIA funding will be used for construction capital only.) (Contributions from other sources: \$54,934,000.) <u>Outcome/Output:</u> When combined with other segments (PPNOs 0192F, 0192H, 0192I, and 0192N), the overall State Route 4 East Widening project will have daily vehicle hours of delay savings of 8,561 hours.	04-0192L CMIA/11-12 CONST \$44,000,000 0400021104 4CONL 1G9414	2012-13 304-6055 CMIA 20.20.721.000	\$44,000,000
THIS REQUEST IS INCONSISTENT WITH THE CMIA PROGRAM GUIDELINES, ADOPTED ON NOVEMBER 8, 2006, REGARDING THE REPLACEMENT OF COMMITTED FUNDS.				

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
2.5g.(1r) Proposition 1B – State Administered CMIA Project on the State Highway System (New)		Resolution CMIA-A-1112-060		
1 \$3,088,000 Department of Transportation SANBAG 08-SBd-215 1.78	I-215 Newport Avenue Bridge Replacement Project. In the City of Grand Terrace at Newport Avenue overcrossing bridge. Remove and replace the existing OC structure at Newport Avenue in the City of Grand Terrace. Final Project Development: N/A Final Right of Way: N/A (CEQA – CE 10/27/2011) (NEPA – CE 10/27/2011) (Contributions from local sources: \$0) (For construction purposes, this contact will be combined with 08-0M840 and 08-0H330 under EA 08-0M94U). <u>Outcome/Outputs:</u> When combined with the I-215 Bi-County project (PPNO 041G), the overall project will result in daily vehicle-hours of delay savings of about 4,000 hours.	08-0243E CMIA/11-12 CONST \$3,088,000 0800020109 4 0P5104	2012-13 304-6055 CMIA 20.20.721.000	\$3,088,000
CONTINGENT ON THE PASSAGE OF THE 2012 BUDGET ACT.				

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
2.5g.(1v) Proposition 1B – Allocation Amendment - State Administered CMIA Project on the State Highway System			Resolution CMIA-A-1112-031 Amending Resolution CMIA-A-1112-009	
1 \$17,050,000 \$13,107,000 Department of Transportation MTC Alameda 04N-Ala-84 25.5/27.1	Route 84 Expressway Widening – Segment 1. In the city of Livermore, on State Route 84. Widen from 2 lanes to 4 lanes from north of Concannon Boulevard to Stanley Boulevard and to 6 lanes from Stanley Boulevard to Jack London Boulevard. Final Project Development Adjustment: N/A Final Right of Way Share Adjustment: N/A (Contributions from local sources: \$17,456,000.) (Future Consideration of Funding – Resolution E-11-52, June 2011.) (Construction Engineering totaling \$2,950,000, allocated under Resolution CMIA –A-1011-009; June 2011.) <u>Outcome/Output:</u> Once completed, the overall Route 84 Expressway Widening Project (PPNO 0081G and 0081H) will result in daily vehicle savings of about 5,682 hours. <u>Amend Resolution CMIA-A-1112-009 to de-allocate a total of \$3,943,000 CMIA CONST to reflect award savings.</u>	04-0081G CMIA/11-12 CONST \$17,050,000 \$13,107,000 0400020580 4 297614	2010-11 304-6055 CMIA 20.20.721.000	\$17,050,000 \$13,107,000

Project # Allocation Amount Recipient RTPA/CTC County 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
2.5g.(1w) Proposition 1B – Allocation Amendment - State Administered CMIA Projects on the State Highway System			Resolution CMIA-A-1112-032 Amending Resolution CMIA-A-1112-20	
1 \$37,947,000 \$18,785,000 Department of Transportation SANDAG San Diego 11S-SD-805 9.4/13.8	I-805 HOV/Managed Lanes – South (SR54 to SR94) In San Diego and National City from 0.6 mile north of Route 805/54 separation to 0.2 mile north of Federal Boulevard Undercrossing. Construct two HOV/express lanes. Final Project Development: N/A Final Right of Way: N/A (Project Baseline Amendment approved under Resolution CMIA-P-1011-07B; January 2012.) (Future Consideration of Funding – Resolution E-11-87, December 2011.) (Contributions from other sources: \$17,146,000) <u>Outcome/Output:</u> This project will construct two HOV/Express lanes in median, one in each direction. <u>Amend Resolution CMIA-A-1112-20 to de-allocate \$19,162,000 CMIA CONST to reflect award savings.</u>	11-0730A CMIA/11-12 CONST ENG \$2,000,000 CONST \$35,947,000 \$16,785,000 1100020049 4 2T1801	004-6055 CMIA 2011-12 304-6055 CMIA 20.20.721.000	\$2,000,000 \$35,947,000 \$16,785,000

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
2.5g.(1x) Proposition 1B – Allocation Amendment - State Administered CMIA Project on the State Highway System		Resolution CMIA-AA-1112-033 Amending Resolution CMIA-A-1112-016		
1 \$40,200,000 \$25,802,000 Department of Transportation SANDAG San Diego 11S-SD-15 M15.0/M16.4	Mira Mesa Direct Access Ramp. In San Diego from Carroll Canyon Road Overcrossing to 0.5 mile north of Mira Mesa Boulevard Undercrossing. Construct direct access ramp and transit station. Final Project Development: N/A Final Right of Way: N/A (Future Consideration of Funding – Resolution E-09-44, June 2009.) (Contributions from local sources: \$18,800,000.) <u>Outcome/Output:</u> This project will provide direct access to the Interstate 15 (I-15) Managed lanes facility for buses, HOV's, and FasTrak users, and facilitate transit operations along the I-15 corridor and within the Mira Mesa/Scripps Ranch community. <u>Amend Resolution CMIA-A-1112-016 to de-allocate \$14,398,000 CMIA CONST to reflect award savings.</u>	11-0661E CMIA/10-11 CONST ENG \$8,000,000 CONST \$32,200,000 \$17,802,000 1100000454 4 2T0951	004-6055 CMIA 2011-12 304-6055 CMIA 20.20.721.000	\$8,000,000 \$17,802,000

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
2.5g.(1y) Proposition 1B – Allocation Amendment - Locally Administered CMIA Project on the State Highway System		Resolution CMIA-AA-1112-034 Amending Resolution CMIA-A-1112-017		
1 \$9,500,000 \$6,294,000 El Dorado County Department of Transportation SACOG El Dorado 03N-ED-50 2.9/5.2	US 50 HOV Lanes Phase 2A Segment 1 - Bass Lake to Cambridge Road. In El Dorado County on Route 50 from Bass Lake Road to Cambridge Road. Construct HOV lanes. Final Project Development: N/A Final Right of Way: N/A (Project Scope is consistent with the concurrent baseline agreement approved under Resolution CMIA-P-1011-01B in August 2011.) (Future Consideration of Funding – Resolution E-08-12, September 2008.) (Contributions from local sources: \$10,600,000.) <u>Outcome/Output:</u> Once completed, this project will result in daily vehicle-hours of delay savings of about 1,246 hours. <u>Amend Resolution CMIA-A-1112-017 to de-allocate \$3,206,000 CMIA CONST to reflect award savings.</u>	03-3283B CMIA/11-12 CONST \$9,500,000 \$6,294,000 0300000451 4CONL 3A7124	2011-12 304-6055 CMIA 20.20.721.000	\$9,500,000 \$6,294,000

2.5 Highway Financial Matters

Project # Allocation Amount Recipient RTPA/CTC District-County	Project Title Location Project Description	PPNO Program/Year Phase Prgm'd Amount Project ID	Budget Year Item # Fund Type Program Code	Amount by Fund Type
2.5g.(5a) Proposition 1B – Locally Administered TCIF Projects off the State Highway System				
Resolution TCIF-A-1112-12				
1 \$37,638,000 Alameda Corridor East - Construction Authority LACMTA 07-Los Angeles	Baldwin Avenue Grade Separation. In El Monte, at Baldwin Avenue. Construct double-track railroad bridge over a four-lane depressed roadway. (TCIF #88) (Future Consideration of Funding – Resolution E-11-08; January 2011.) (TCIF baseline agreement approved under Resolution TCIF-P-1112-029B; April 2012.) (Contributions from other sources: \$43,832,000.) (The programmed TCIF funds are to be split: \$8,024,389 for construction engineering and \$29,613,611 for construction capital.) <u>Outcome/Output:</u> This project will eliminate the railroad crossing at Baldwin Avenue, which carries 25,336 vehicles per day and where passing trains blocked for 19.8 vehicle/hours per day, projected to increase to 61 vehicle/hours of delay by 2020; increased truck freight velocity by eliminating a bottleneck at a railroad crossing provides bridge abutments for future track expansion; eliminates the dangers of collisions between trains and vehicles; reduces pollution caused by idling cars and trucks; and eliminates train horns and crossing alarms with removal of the grade crossing.	07-TC88 TCIF/11-12 CONST \$37,638,000 0712000280	2010-11 104-6056 TCIF 20.30.210.300	\$37,638,000
2 \$7,200,000 Port of Stockton SJCOG 10-San Joaquin	San Francisco Bay to Stockton Channel Deepening. Between San Francisco Bay and the Port of Stockton. Deepen the ship channel from 35 feet to 37 feet from Pinole Shoal to New York Slough, and from 35 feet to 37 feet from New York Slough to the Port of Stockton. (TCIF #11) (CEQA – NE, 03/06/2012.) (TCIF baseline agreement amendment approved under Resolution TCIF-P-1112-30; April 2012.) (Contributions from other sources: \$7,800,000.) <u>Outcome/Output:</u> A savings in waterborne transportation costs, improved vessel time reliability, reduced highway congestion and annual truck/miles travels on freeways due to a shift in mode of commercial transportation from road to waterway, reduced truck emissions, and increase in highway safety due to reduced truck traffic.	10-TC11 TCIF/11-12 CONST \$17,500,000 \$7,200,000 1000020283	2010-11 104-6056 TCIF 20.30.210.300	\$7,200,000
3 \$48,020,000 Orange County Transportation Authority OCTA 12-Orange	Orangethorpe Avenue Grade Separation. In Placentia, at the Orangethorpe Avenue at-grade crossing. Construct roadway overpass, including structures at Chapman Avenue and Miller Street. (TCIF #37) (Future Consideration of Funding – Resolution E-10-74; August 2010.) (TCIF baseline agreement amendment approved under Resolution TCIF-P-1112-33; April 2012.) (Contributions from other sources: \$33,177,000.) (The programmed TCIF funds are to be split: \$4,590,000 for construction engineering and \$43,430,000 for construction capital.) <u>Outcome/Output:</u> Decrease in traffic congestion and travel time. The elimination of collision points will provide greater driver safety.	12-TC37 TCIF/11-12 CONST \$41,666,000 \$48,020,000 1200020231	2010-11 104-6056 TCIF 20.30.210.300	\$48,020,000

2.5 Highway Financial Matters

Project # Allocation Amount Recipient RTPA/CTC Dist-Co-Rte Postmile	Project Title Project Description	EA Program/Year Phase Prgm'd Amount	Budget Year Item # Fund Type Program Code	Amount by Fund Type
2.5g.(5b) Proposition 1B – Allocation Amendment - State Administered TCIF Projects		Resolution TCIF-AA-1112-05 Amending Resolution TCIF-A-0910-02		
1 \$47,949,000 \$43,122,000	Brawley Bypass – Route 78/111 Expressway; (Stage 3). In Imperial County near Brawley on Route 78 from Route 86 to 0.6 kilometers east of Hovely Road and on Route 86 from 0.1 kilometer north to 0.5 kilometer south of Fredricks Road. Construction of a new 4-lane divided expressway. (TCIF #77)	167891 11-0021G TCIF / 10-11	004-6056 TCIF	\$7,000,000
Department of Transportation ICTC Imperial 11N-Imp-78 R9.1/R11.7	Final Project Development: N/A Final Right of Way Right of Way Estimate: \$6,660,000 Programmed Amount: <u>\$6,660,000</u> Adjustment: \$ 0	CONST ENG \$7,200,000 \$7,000,000 CONST \$42,349,000 \$36,122,000	2009-10 304-6056 TCIF 20.20.723.000	\$40,949,000 \$36,122,000
(Contributions from other sources: \$908,000.)				
(Future Consideration of Funding – Resolution E-03-09, April 2003.)				
<u>Outcome/Output:</u> The performance measure will be 2.6 lane miles added and a peak period time savings of 25 minutes.				
<u>Amend Resolution TCIF-A-0910-02 to: de-allocate \$4,827,000 TCIF CONST to reflect award savings; and, document the remaining \$1,400,000 CONST and \$200,000 CONST ENG as savings at the time of allocation.</u>				

Project # Allocation Amount County Dist-Co-Rte Postmile	Location Project Description	PPNO Program/Year Prgm'd Amount Project ID Adv Phase EA	Budget Year Item # Fund Type Program Code	Amount by Fund Type
2.5g.(6) Proposition 1B – SHOPP Project Allocations		Resolution SHOP1B-A-1112-004		
1 \$5,000,000	Eastbound I-580 HOV Lane (Segment 3). In Livermore, Dublin and Pleasanton, from 0.2 mile east of Greenville Road Overhead to 0.3 mile west of Hacienda Drive Overcrossing . <u>Outcome/Output:</u> Rehabilitate 51 lane miles of roadway to improve the ride quality, prevent further deterioration of the road surface, minimize the costly roadway repairs and extend the pavement service life. (FCO only to CMIA project, PPNO 0112E.)	04-0832M SHOPP/11-12 \$5,000,000 0412000498 4 4G5304	2010-11 304-6064 HSRPA 20.20.201.120	\$5,000,000
Alameda 04-Ala-580 R7.8/R19.1				

2.5 Highway Financial Matters

Project # Allocation Amount Recipient RTPA/CTC District-County	Project Title Location Project Description	PPNO Program/Year Phase Prgm'd Amount Project ID Adv Phase EA	Budget Year Item # Fund Type Program Code	Amount by Fund Type
2.5g.(9a) Proposition 1B – Locally Administered Highway-Rail Crossing Safety Account (HRCSA) Projects			Resolution GS1B-A-1112-005	
1 \$7,156,000 City of Tulare TCAG 06-Tulare	Bardsley Avenue Grade Separation. Construct a grade-separated underpass at Bardsley Avenue and I Street, in the City of Tulare. (Original programming resolution GS1B-P-1011-01.) (CEQA – Categorically Exempt – CCR Sec. 15282(g).) (Contributions from other sources: \$10,799,000.) <u>Outcome/Output:</u> This project will increase safety for pedestrians and vehicles, improve emergency response time, air quality, regional circulation and public convenience.	75-Rail HRCSA/11-12 CONST \$7,156,000 0012000244 S H023BA	2010-11 104-6063 HRCSA 20.30.010.400	\$7,156,000
2 \$5,001,000 City of Los Angeles LACMTA 07-Los Angeles	North Spring Street Grade Separation. Widen North Springs Street to accommodate traffic lanes, including median, sidewalks and bike lanes in each direction and seismically retrofit the historic North Spring Street Bridge within the City of Los Angeles. (Original programming resolution GS1B-P-1011-01.) (Concurrent Future Consideration of Funding – Resolution E-12-27, May 2012.) (Contributions from other sources: \$43,318,000.) <u>Outcome/Output:</u> The bridge widening will relieve traffic overflow to the yet to be grade-separated North Main Street Bridge.	75-Rail HRCSA/11-12 CONST \$5,001,000 0012000245 S H011BA	2010-11 104-6063 HRCSA 20.30.010.400	\$5,001,000

Project # Allocation Amount Recipient RTPA/CTC District-County	Project Title Project Description	EA PPNO Program/Year Phase Prgm'd Amount	Budget Year Item # Fund Type Program Code	Amount by Fund Type
2.5g.(9b) Proposition 1B – Allocation Amendment - Locally Administered HRCSA Projects off the State Highway System			Resolution GS1B-AA-1112-004 Amending Resolution GS1B-A-0910-002	
1 \$9,926,000 \$7,556,000 County of Kern KCOG 75-Kern	7th Standard Road BNSF Grade at Santa Fe Way. Construct a grade separation in Kern County. (Future Consideration of Funding – Resolution E-09-38, June 2009.) <u>Outcome/Output:</u> Improve safety and increase capacity at the BNSF Railway 7th Standard Road. Construct a grade separation that will eliminate an at-grade railroad crossing, removing the conflict between trains, trucks and passenger vehicles. Amend Resolution GS1B-A-0910-002 to de-allocate \$2,370,000 HRCSA CONST to reflect project savings.	4C244 H002BA 06-8700 HRCSA/08-09 CONST \$9,926,000 \$7,556,000	2007-08 104-6063 HRCSA 20.30.010.400	\$9,926,000 \$7,556,000

2.5 Highway Financial Matters

Project # Allocation Amount Recipient RTPA/CTC District-County	Project Title Project Description	EA PPNO Program/Year Phase Prgm'd Amount	Budget Year Item # Fund Type Program Code	Amount by Fund Type
2.5g.(9c) Proposition 1B – Allocation Amendment - Locally Administered HRCSA Projects off the State Highway System		Resolution GS1B-AA-1112-005 Amending Resolution GS1B-A-0910-006		
1 \$17,650,000 \$15,293,000 County of Kern KCOG 06-Kern	Hageman Road/BNSF Grade Separation. In Kern County, on Hageman Road and Allen Road. Construct grade separation to re-establish a direct connection of Allen Road, eliminating circuitous routing to Hageman Road and continue to the north providing continuity to the traveling public. A railroad underpass on Hageman Road and Allen Road are both required to replace the current crossing. Replace an at-grade crossing. (CEQA-SE, July 2009) <u>Outcome/Output:</u> The project will eliminate public safety hazards; alleviate traffic congestion and degradation of air quality. <u>Amend Resolution GS1B-A-0910-006 to de-allocate \$2,357,000 HRCSA CONST to reflect project savings.</u>	H013BA HRCSA/09-10 CONST \$17,650,000 \$15,293,000	2007-08 104-6063 HRCSA 20.30.010.400	\$17,650,000 \$15,293,000
2 \$8,000,000 \$6,618,000 Orange County Transportation Authority OCTA 12-Orange	Sand Canyon Grade Separation Project. In the city of Irvine, at Sand Canyon Avenue and the Southern California Regional Rail Authority railroad tracks. Construct a grade crossing; replace existing at-grade crossing with an underpass and a double track railroad bridge. (CEQA-SE, April 2001; NEPA-CE, May 2003) <u>Outcome/Output:</u> The project would result in safety benefits due to elimination of conflicts and the significant reduction in potential for accidents between trains. The project would provide benefits to vehicle traffic by eliminating traffic congestion. <u>Amend Resolution GS1B-A-0910-006 to de-allocate \$1,382,000 HRCSA CONST to reflect project savings.</u>	H018BA HRCSA/09-10 CONST \$8,000,000 \$6,618,000	2007-08 104-6063 HRCSA 20.30.010.400	\$8,000,000 \$6,618,000

Project # Allocation Amount Recipient RTPA/CTC District-County	Project Title Project Description	EA PPNO Program/Year Phase Prgm'd Amount	Budget Year Item # Fund Type Program Code	Amount by Fund Type
2.5g.(9d) Proposition 1B – Allocation Amendment - Locally Administered HRCSA Projects off the State Highway System		Resolution GS1B-AA-1112-006 Amending Resolution GS1B-A-0910-005		
1 \$4,673,809 \$2,785,590 Peninsula Corridor Joint Powers Board MTC 04-San Francisco	Jerrold Avenue Bridge Grade Separation. In the city and County of San Francisco, provide the replacement of the existing Caltrain bridge structure over Jerrold Avenue. Structural safety. (CEQA – CE, 06/19/09; NEPA – CE, 09/11/09) <u>Outcome/Output:</u> Maintain the Caltrain railroad in a state of good repair. <u>Amend Resolution GS1B-A-0910-005 to de-allocate \$1,888,219 of HRCSA CONST to reflect project savings.</u>	H008BA HRCSA/09-10 CONST \$4,673,809 \$2,785,590	2008-09 104-6063 HRCSA 20.30.010.400	\$4,673,809 \$2,785,590

2.5 Highway Financial Matters

Project # Allocation Amount Recipient RTPA/CTC District-County	Project Title Project Description	EA PPNO Program/Year Phase Prgm'd Amount	Budget Year Item # Fund Type Program Code	Amount by Fund Type
2.5g.(9d) Proposition 1B – Allocation Amendment - Locally Administered HRCSA Projects off the State Highway System		Resolution GS1B-AA-1112-006 Amending Resolution GS1B-A-0910-005		
2 \$1,444,509 \$1,107,072 Peninsula Corridor Joint Powers Board MTC 04-San Mateo	San Mateo Bridges Grade Separation. In San Mateo, first phase of the planned replacement of the existing Caltrain railroad bridge structures at Poplar, Santa Inez, Monte Diablo and Tilton Avenues. (CEQA – CE, 06/11/08; NEPA – CE, 05/27/09) Outcome/Output: Rehabilitate the existing bridge foundations to meet current seismic safety standards and to maintain the Caltrain railroad in a state of good repair to ensure safe and reliable commuter rail service on the San Francisco Peninsula. <u>Amend Resolution GS1B-A-0910-005 to de-allocate \$337,437 of HRCSA CONST to reflect project savings.</u>	H010BA HRCSA/09-10 CONST \$1,444,509 \$1,107,072	2008-09 104-6063 HRCSA 20.30.010.400	\$1,444,509 \$1,107,072

Project # Allocation Amount Recipient RTPA/CTC District-County	Project Title Location Project Description	Program/Year Phase Prgm'd Amount Project ID	Budget Year Item # Fund Type Program Code	Amount by Fund Type
2.5g.(10a) Proposition 1B – Locally Administered State-Local Partnership Program (SLPP) Projects off the State Highway System		Resolution SLP1B-A-1112-26		
1 \$4,510,000 Orange County Transportation Authority OCTA 12-Orange	Tustin Ranch Road Extension. In the City of Tustin, from Warner Avenue to Walnut Avenue. Six lane extension. (Concurrent Future Consideration of Funding – Resolution E-12-29, May 2012.) (Contributions from other sources: \$14,877,965.) <u>Outcome/Output:</u> This project will close the gap in Tustin Ranch Road through the former Tustin Marine Corps Air Station and include a grade separation over the BNSF/SCRRRA Railroad tracks and an overcrossing of the Santa Ana-Santa Fe drainage channel.	SLPP/11-12 CONST \$4,510,000 1212000149	2011-12 104-6060 SLPP 20.30.210.200	\$4,510,000
2 \$1,275,000 Orange County Transportation Authority OCTA 12-Orange	Bridge Widening Project. On La Paz Road in the City of Mission Viejo from Muirlands Boulevard to Chrissanta Drive. Widen to three lanes. (Concurrent Future Consideration of Funding – Resolution E-12-28, May 2012.) (Contributions from local sources: \$4,273,000.) <u>Outcome/Output:</u> This project will widen to three lanes in each direction on the La Paz bridges over the BNSF Railroad tracks and allow for the addition of sidewalk and bicycle lanes.	SLPP/11-12 CONST \$1,275,000 1212000139	2011-12 104-6060 SLPP 20.30.210.200	\$1,275,000

2.5 Highway Financial Matters

Project # Allocation Amount Recipient <u>RTPA/CTC</u> County Dist-Co-Rte Postmile	Project Title Location Project Description	PPNO Program/Year Phase Prgm'd Amount Project ID Adv Phase EA	Budget Year Item # Fund Type Program Code	Amount by Fund Type
2.5g.(10b) Proposition 1B – Locally Administered State-Local Partnership Program (SLPP) Projects on the State Highway System			Resolution SLP1B-A-1112-27	
1 \$1,000,000 City of Moreno Valley <u>RCTC</u> Riverside 08-Riv-60 18.1/18.8	SR-60/Nason Street Overcrossing Improvements. In the City of Moreno Valley. Replace existing overcrossing at Nason Street. (Future Consideration of Funding – Resolution E-11-77, October 2011.) <u>Outcome/Output:</u> This project will replace the Nason Street Overcrossing on SR-60 in the City of Moreno Valley, and raise the Nason Street profile.	08-1143 SLPP/11-12 CONST \$1,000,000 0800000594 4CONL 323024	2011-12 304-6060 SLPP 20.20.724.000	\$1,000,000

2.6 Mass Transportation Financial Matters

Project #	Allocation Amount	Recipient	Project Title	Dist-PPNO Program / Year Programmed: Phase	Prgm'd Amount	Budget Year	Amount by
RTPA/CTC	District-County	Project Description	Project ID	Adv Phase	Fund Type	Item #	Fund Type
2.6a.(2) Locally Administered STIP Transit Projects (ADVANCEMENT)				Resolution MFP-11-13			
1	\$1,923,000	Bus Stop Improvements.	04-2128A		2010-11		
Marin County		Improve bus stops, including enhanced shelters, accessible pathways, bicycle racks, and other passenger amenities.	RIP/12-13		101-0046		\$1,923,000
Transit District			CONST		PTA		
MTC		<u>Outcome/Output:</u> Improve bus patron access and transfer points between different bus routes.	\$1,923,000		30.10.070.625		
04-Marin			0412000400				
			S				
			T250TB				

PUBLIC DISTRIBUTION

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Memorandum

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: May 23, 2012

Reference No.: 2.4a.
Action Item

From: NORMA ORTEGA
Chief Financial Officer

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

Subject: **RESOLUTION OF NECESSITY - APPEARANCE**

RECOMMENDATION:

The California Department of Transportation (Department) recommends the California Transportation Commission (Commission) adopt Resolution of Necessity (Resolution) C-20851 summarized on the following page. This Resolution is for reconstructing the interchange at the Interstate 10 Freeway and Tippecanoe Avenue in District 8 in the city of San Bernardino, county of San Bernardino.

ISSUE:

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

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

In this case, the property owner is contesting the Resolution and has requested a written appearance before the Commission. The property owner's objections to the Resolution have been submitted in writing to be made part of the official record of the Commission meeting, in lieu of a personal appearance before the Commission. The owner's objections are included as Attachment A. The Department's responses to the owner's objections are contained in Attachment B.

BACKGROUND:

Discussions have taken place with the owner, who has been offered the full amount of the Department's appraisal and, where applicable, advised of any relocation assistance benefits to which the owner may subsequently be entitled. Adoption of the Resolution will not interrupt the

Department's efforts to secure an equitable settlement. In accordance with statutory requirements, the owner has been advised that the Department is requesting the Resolution at the Commission's May 23, 2012 meeting. Adoption will assist the Department in the continuation of the orderly sequence of events required to meet construction schedules.

C-20851 - Allen L. Berry, Trustee, etc., et al.

08-SBd-10-PM 26.36 - Parcel 21765-1, 2, 3, 4, 5, 6 - EA 448129.

Right of Way Certification Date: 07/01/13; Ready to List Date: 08/01/13. Freeway - Reconstruct interchange at Interstate 10 and Tippecanoe Avenue. Authorizes condemnation of land in fee for a State highway, extinguishments of abutter's rights of access, temporary easements for construction purposes, and a permanent easement for public utilities purposes to be conveyed to the City of San Bernardino. Located in the city of San Bernardino at east of Tippecanoe Avenue, between Lee Street and Laurelwood Drive. Assessor's Parcel Numbers 0281-151-19, -21, -50, -75.

Attachments:

Attachment A - Owners Written Objections dated April 16, 2012

Attachment B - Department Response dated April 19, 2012

Attachment C - Fact Sheet

Exhibits A, B, C, and D - Maps

1 copy to Stephen Maller, to Right of Way 4-17-12

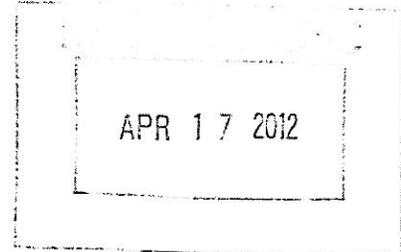
HUBBARD LAW FIRM

David F. Hubbard
3877 12th Street
Riverside, CA 92501

April 16, 2012

Phone (951) 686-2660
Fax (951) 686-5970
HubbardLawFirm@gmail.com

Executive Director, Cal. Transp. Comm'n
PO Box 942873
Mail Station 52
Sacramento, CA 94273-0001



Re: Berry Trust, Parcel 21765-1,2,3,4,5,6

Dear Executive Director:

I am attorney of record for the Berry Trust. This letter relates to your Notice of Intent to Adopt Resolution of Necessity to Acquire Certain Real Property or Interest in Real Property by Eminent Domain with respect to Project #0800020467 and the above-referenced parcels [your parcel numbers].

I have no intention of making the trip to Sacramento, but am submitting my observations concerning issues (A), (B), and (C) as identified in your letter, as well as the Government Code §7267.2 offer that must be made.

My observation is that I object to the offer that has been extended to my client. I do not believe a serious appraisal was performed. I reach that conclusion because of the absence of severance damages in the appraisal.

My client reserves the right to raise additional objections upon review of the state of the project, the takings and the deposit of probable compensation at the time the complaint is filed.

Sincerely,

A handwritten signature in black ink, appearing to read "David F. Hubbard". The signature is written in a cursive, flowing style.

David F. Hubbard for
HUBBARD LAW FIRM

Attachment A

DEPARTMENT OF TRANSPORTATION

DIVISION OF RIGHT OF WAY

DISTRICT 8

464 WEST FOURTH STREET, MS 1228

SAN BERNARDINO, CA 92401-1400

MAIN (909) 383-4561

DIRECT (909) 381-2903

FAX (909) 383-6877

TTY 711

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Be energy efficient!***VIA U.S. MAIL AND ELECTRONIC MAIL**

April 19, 2012

Mr. David F. Hubbard
Hubbard Law Firm
3877 12th Street
Riverside, CA 92501

WRITTEN APPEARANCE RESPONSE

File: 8 SBD SBD-10-26.36
E.A. 448129 Project ID: 0800020467
Parcel No. 21765-1,2,3,4,5,6
Grantor: Berry Trust

Dear Mr. Hubbard:

This letter is in response to your letter dated April 16, 2012 addressed to the Executive Director of the California Transportation Commission (the "Commission") for property located east of Tippecanoe Avenue, between Lee Street and Laurelwood Drive, also known as Assessor Parcel Numbers 0281-151-19, 0281-151-21, 0281-151-50, and 0281-151-75, in the city of San Bernardino (the "Property").

Your letter addressed your objections to the Commission's proposed action regarding the above reference parcel. Be advised, your letter will be submitted to the Commission in lieu of a personal appearance and will be part of the official record presented to the Commission at its May 23-24, 2012 meeting to be held in Sacramento, California.

The following is the State of California, Department of Transportation's ("Department") response to the objection set forth in your letter.

A serious appraisal was not performed because of the absence of severance damages in the appraisal.

The Department did consider and analyze severance damages in its appraisal. As noted in the appraisal:

"Severance damages refer to the loss in value of the remaining subject larger property after the acquisition and construction in the manner proposed. The subject larger parcel is an irregularly shaped parcel located along a busy thoroughfare with access and commercial development potential. In the after condition, the parcel is still irregular in shape and its highest and best use does not change. It will still be located along this busy thoroughfare and continue to have excellent

Attachment B

Mr. David F. Hubbard
April 19, 2012
Page 2

freeway influence. The remaining property will retain access on Lee Street and will have 90.20 linear feet of access along Tippecanoe Avenue. Based on the above analysis and the information obtained from the City of San Bernardino, it is estimated that there are no severance damages accruing to the remaining land by the construction in the manner proposed." The appraiser also states "Damages to the remainder have not been found. The subject larger parcel will continue to have the same highest and best use as in the before condition."

If you have any question, please feel free to contact John Tiller at (909) 383-5493.

Sincerely,



BRENDA MORRISON
Right of Way Project Delivery Manager
Right of Way
Department of Transportation
Caltrans - District 8

Resolution of Necessity Appearance Fact Sheet

PROJECT DATA	08-SBD-10-PM-26.0/27.3 Expenditure Authorization 448129
<u>Location:</u>	Interstate 10 (I-10) in San Bernardino County in the cities of Loma Linda and San Bernardino at Tippecanoe Avenue
<u>Limits:</u>	From 0.3 mile west of Tippecanoe Avenue to 1.02 miles east of Tippecanoe Avenue
<u>Contract Limits:</u>	From 0.3 mile west of Tippecanoe Avenue to 0.6 mile east of Tippecanoe Avenue
<u>Cost:</u>	Programmed construction capital cost: \$17,806,000.00 Current right of way capital cost estimate: \$32,165,000.00
<u>Funding Source:</u>	Safe, Accountable, Flexible and Efficient Transportation Equity Act: A Legacy For Users, Transportation Equity Act for the 21 st Century, Interstate Maintenance Discretionary, City and Measure
<u>Number of Lanes:</u>	Existing: Eight lanes Proposed: Eight lanes plus one auxiliary lane in the eastbound direction
<u>Proposed Major Features:</u>	Modify/Construct westbound ramps, widen Tippecanoe Avenue and Redlands Boulevard, construct new local Street (Laurelwood Drive), construct soundwalls, drainage and landscape improvements
<u>Traffic:</u>	Existing I-10 (year 2009): between Waterman and Tippecanoe Avenues: 232,900 Annual Daily Traffic (ADT); between Tippecanoe and Mountain View Avenues: 225,500 ADT Proposed I-10 (year 2035): between Waterman and Tippecanoe Avenues: 353,100 ADT; between Tippecanoe and Mountain View Avenues: 330,100
PARCEL DATA	
<u>Property Owner:</u>	Allen L. Berry and Greta N. Berry Trustees of the Berry Trust
<u>Parcel Location:</u>	East of Tippecanoe Avenue, between Lee Street and Laurelwood Drive, in the city of San Bernardino. Assessor's Parcel Numbers 0281-151-19, -21, -50, -75
<u>Present Use:</u>	Vacant Lots
<u>Area of Property:</u>	61,058 Square Feet (SF)
<u>Area Required:</u>	Parcel 21765-1 - 6,311 SF - Fee Parcel 21765-2 - 3,792 SF - Fee Parcel 21765-3 - 520 SF - Fee Parcel 21765-4 - 1,068 SF - Temporary Construction Easement (TCE) Parcel 21765-5 - 2,387 SF - Public Utility Easement Parcel 21765-6 - 50 SF - TCE

COUNTY OF SAN BERNARDINO
CITY OF SAN BERNARDINO

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
21765-4
(TCE)

HOSPITALITY LANE

PARCEL
21765-5
(PUE)

PARCEL
21765-1
(FEE)

COULSTON ST.

PARCEL
21765-3
(FEE)

HARRIMAN PLACE

AVE.

LAURELWOOD DR.

FERREE ST.

PARCEL
21765-2
(FEE)

TIPPECANOE

PARCEL
21765-6
(TCE)

(FEE)

ROUTE 10

TO REDLANDS

TO RTE. 215

ROSEWOOD DR.

REDLANDS BLVD.

CITY OF LOMA LINDA

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

**RIGHT OF WAY
RESOLUTION OF NECESSITY**

EXHIBIT "A"

NOT TO SCALE

DISTRICT	COUNTY	ROUTE	SHEET PM	SHEET NO.	TOTAL SHEETS
08	SBd	10	26.36	1	4

Exhibit A

COUNTY OF SAN BERNARDINO

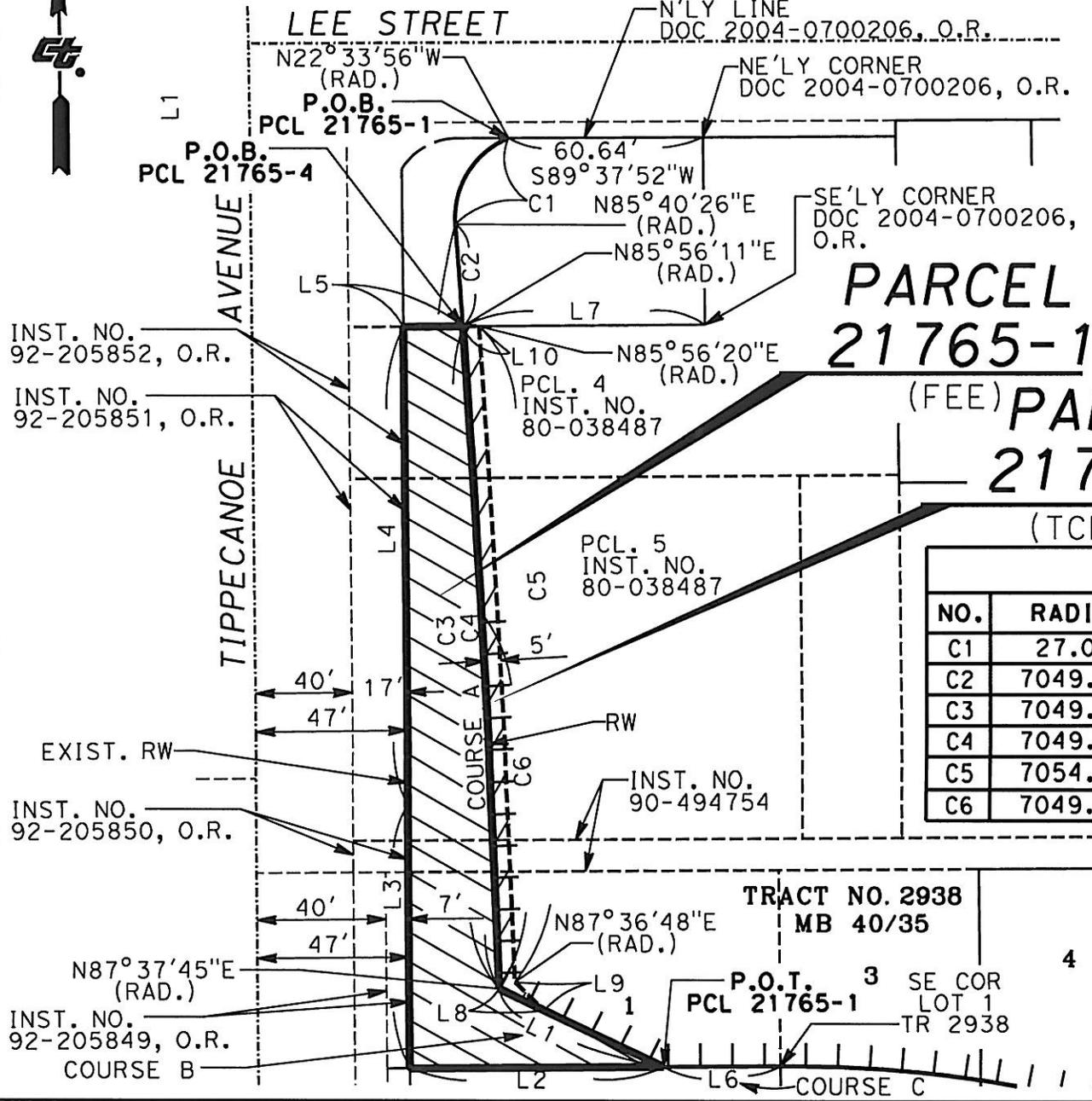
CITY OF SAN BERNARDINO

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.



LINE DATA TABLE		
NO.	DISTANCE	BEARING
L1	57.03'	S64°04'13"E
L2	79.09'	N89°34'15"E
L3	104.81'	N00°35'51"W
L4	128.53'	N00°35'45"W
L5	18.54'	N89°33'52"E
L6	36.44'	S89°34'15"W
L7	75.45'	S89°33'52"W
L8	15.69'	S64°04'13"E
L9	12.89'	N45°29'03"W
L10	5.01'	S89°33'52"W

CURVE DATA TABLE			
NO.	RADIUS	DELTA	LENGTH
C1	27.00'	71°45'38"	33.82'
C2	7049.00'	00°15'45"	32.29'
C3	7049.00'	01°57'19"	240.56'
C4	7049.00'	01°41'34"	208.26'
C5	7054.00'	01°40'27"	206.13'
C6	7049.00'	00°57'35"	118.06'



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

**RIGHT OF WAY
 RESOLUTION OF NECESSITY**

EXHIBIT "B"

NOT TO SCALE

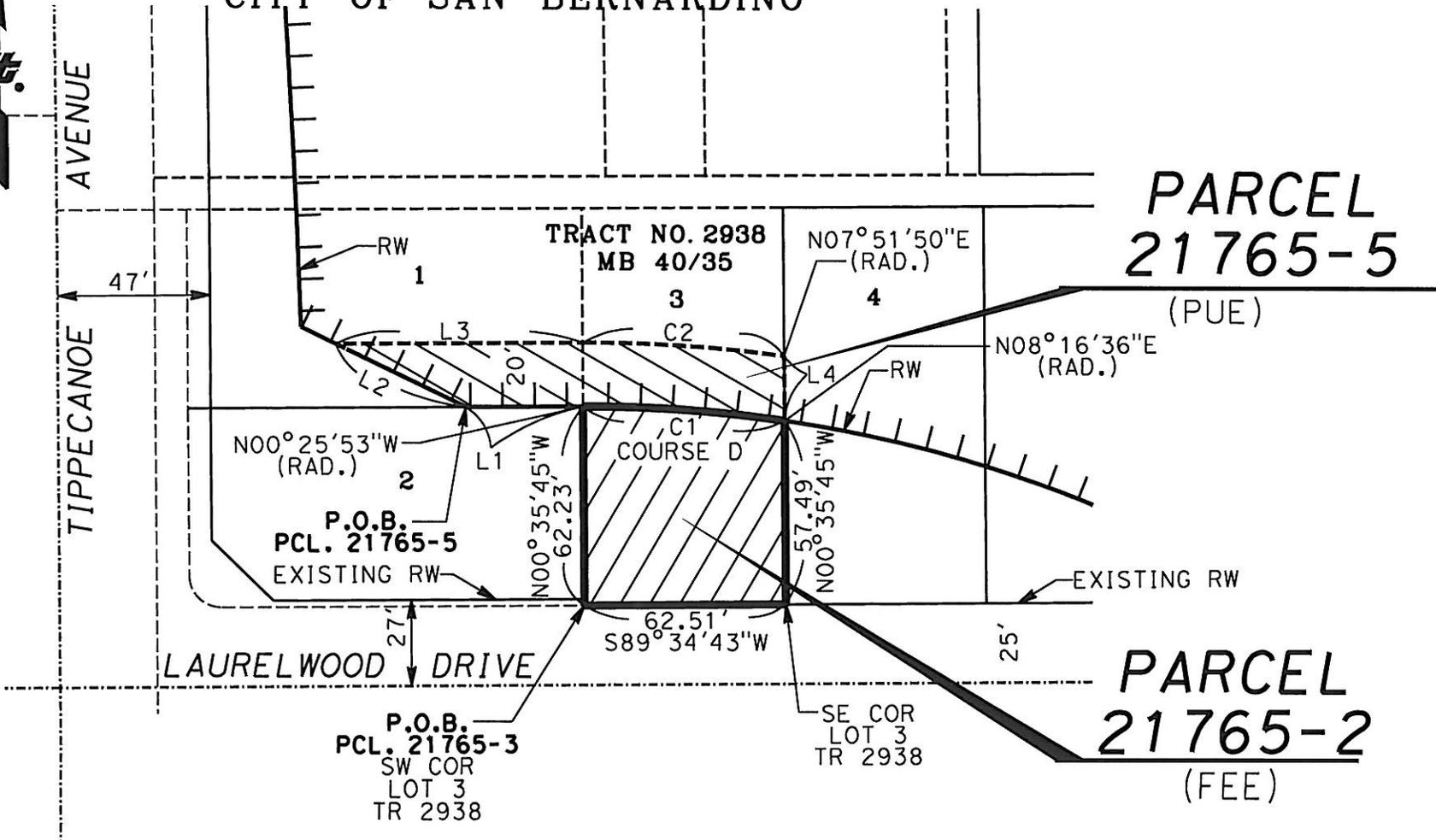
DISTRICT	COUNTY	ROUTE	SHEET PM	SHEET NO.	TOTAL SHEETS
08	58g	10	28.36	2	4

Exhibit B

Exhibit B

COUNTY OF SAN BERNARDINO
CITY OF SAN BERNARDINO

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.



LINE DATA TABLE

NO.	DISTANCE	BEARING
L1	36.44'	N89°34'15"E
L2	41.34'	N64°04'13"W
L3	76.80'	N89°34'15"E
L4	20.23'	N00°35'45"W

CURVE DATA TABLE

NO.	RADIUS	DELTA	LENGTH
C1	413.00'	08°42'29"	62.77'
C2	433.00'	08°17'43"	62.69'

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

RIGHT OF WAY
RESOLUTION OF NECESSITY

EXHIBIT "C"

NOT TO SCALE

DISTRICT	COUNTY	ROUTE	SHEET PM	SHEET NO.	TOTAL SHEETS
08	SBd	10	26.36	3	4

Exhibit C

Exhibit C

MINUTES

CALIFORNIA TRANSPORTATION COMMISSION

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

April 25-26, 2012

Irvine, California

Wednesday, April 25, 2012

1:00 p.m.

**Commission Meeting
Irvine City Hall
1 Civic Center Plaza
City Council Chambers
Irvine, CA**

1:00 pm	<u>GENERAL BUSINESS</u>
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1	Roll Call	1.1	Joseph Tavaglione	I	C
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CHAIR JOSEPH TAVAGLIONE	Present
COMMISSIONER BOB ALVARADO	Present
COMMISSIONER DARIUS ASSEMI	Present
COMMISSIONER YVONNE B. BURKE	Present
COMMISSIONER LUCETTA DUNN	Present
COMMISSIONER JIM EARP	Present
COMMISSIONER DARIO FROMMER	<i>Absent</i>
COMMISSIONER JIM GHIEMMETTI	Present
COMMISSIONER CARL GUARDINO	Present
COMMISSIONER FRAN INMAN	Present
COMMISSIONER JIM WARING	Present
TOTAL	Present: 10 Absent: 1
Senator Mark DeSaulnier, Ex-Officio	Absent
Assembly member Bonnie Lowenthal, Ex-Officio	Absent

	<u>Resolutions of Necessity</u>
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2	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.(4)	Stephen Maller Mike Miles	A	D
8 Ayes					

Recommendation: approval

Action Taken: approved

Motion: Ghielmetti

Second: Alvarado

<u>Tab # / Time</u>	<u>Item Description</u>	<u>Ref. #</u>	<u>Presenter</u>	<u>Status*</u>	
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Vote result: 10-0
Absent: Frommer

3 8 Ayes	Resolution of Necessity – Appearance --Chevron U.S.A. Inc., a Pennsylvania Corporation 12-Ora-5/74-PM 9.7/0.1 Resolution C-20799	2.4a.(5)	Stephen Maller Cindy Quon	A	D
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Recommendation: items 3 and 4: approval
Action Taken: both approved
Motion: Ghielmetti
Second: Dunn
Vote result: 10-0
Absent: Frommer

4 8 Ayes	Resolution of Necessity – Appearance --Chevron U.S.A. Inc., a Pennsylvania Corporation 12-Ora-5/74-PM 9.7/0.0 Resolution C-20801	2.4a.(6)	Stephen Maller Cindy Quon	A	D
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Recommendation: items 3 and 4: approval
Action Taken: both approved
Motion: Ghielmetti
Second: Dunn
Vote result: 10-0
Absent: Frommer

5 8 Ayes	Resolution of Necessity – Appearance --Norwalk United Methodist Church 07-LA-5-PM 4.4 Resolution C-20817	2.4a.(1)	Stephen Maller Mike Miles	A	D
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Recommendation: approval
Action Taken: approved
Motion: Earp
Second: Inman
Vote result: 10-0
Absent: Frommer

6 8 Ayes	Resolution of Necessity – Appearance --Gregory S. Jones, Trustee of the Gregory S. Jones Revocable Trust, dated October 11, 2001 07-LA-5-PM 3.6 Resolution C-20816	2.4a.(3)	Stephen Maller Mike Miles	A	D
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Recommendation: approval
Action Taken: approved
Motion: Alvarado
Second: Inman
Vote result: 10-0
Absent: Frommer

Changes to this item were listed on the pink “Changes to CTC Agenda” handout as follows:
 Resolution of Necessity – Appearance, Gregory S. Jones, Trustee of the Gregory S. Jones **PINK SUPPLEMENTAL HANDOUT**

<u>Tab # / Time</u>	<u>Item Description</u>	<u>Ref. #</u>	<u>Presenter</u>	<u>Status*</u>	
7 8 Ayes	Resolution of Necessity – Appearance --Northridge Properties, LLC, a California limited liability company 07-LA-5-PM 29.4 Resolution C-20815	2.4a.(2)	Stephen Maller Mike Miles	A	D

Recommendation: approval

Action Taken: approved

Motion: Alvarado

Second: Dunn

Vote result: 10-0

Absent: Frommer

<u>General Business</u>					
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8	Approval of Minutes for March 28-29, 2012	1.2	Joseph Tavaglione	A	C
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Recommendation: approval

Action Taken: approved

Motion: Guardino

Second: Burke

Vote result: 10-0

Absent: Frommer

9	Executive Director's Report	1.3	Bimla Rhinehart	A	C
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Executive Director Rhinehart discussed the four statewide needs assessment workshops that will begin in May. She also requested the Commissioners approve the upcoming meeting location changes as follows:

- September meeting will be held in Burlingame
- October meeting will be held in Napa.

Commissioner Assemi requested the 2013 meeting schedule be moved from the current two days to one day.

Recommendation: approval of meeting location changes

Action Taken: approved

Motion: Earp

Second: Assemi

Vote result: 10-0

Absent: Frommer

10	Commission Reports	1.4	Joseph Tavaglione	A	C
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Commissioner Ghielmetti briefly discussed his testimony at the Little Hoover Commission.

Commissioner Guardino reported on the success of the BART groundbreaking event in San Jose.

Chair Tavaglione introduced and welcomed Commissioner Jim Waring.

Commissioner Assemi thanked those involved in the town hall meeting in Visalia.

Commissioner Dunn also thanked those involved in the town hall meeting in Visalia. She also attended the April 23 Metro Express Lanes rollout with Commissioner Burke.

Commissioner Inman announced that she attended the West Coast Corridor meeting with Executive Director Rhinehart and CTC Deputy Director Maura Twomey.

<u>Tab # / Time</u>	<u>Item Description</u>	<u>Ref. #</u>	<u>Presenter</u>	<u>Status*</u>	
11	Commissioners' Meetings for Compensation	1.5	Joseph Tavaglione	A	C

Recommendation: approval

Action Taken: approved

Motion: Earp

Second: Ghielmetti

Vote result: 10-0

Absent: Frommer

12	Welcome to the Region	1.12	Paul Glaab	I	R
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Paul Glaab and Will Kempton from the Orange County Transportation Authority welcomed the Commissioners and staff to Irvine and Orange County and presented a PowerPoint presentation.

<u>BUSINESS, TRANSPORTATION & HOUSING AGENCY REPORT</u>					
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13	Report by Agency Secretary and/or Deputy Secretary	1.6	Brian Kelly	I	B
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As Acting Secretary Brian Kelly was absent, no report was presented.

<u>CALTRANS REPORT</u>					
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14	Report by Caltrans' Director and/or Deputy Director	1.7	Malcolm Dougherty	I	D
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Caltrans Acting Director Dougherty gave an update on the Doyle Drive project. He encouraged everyone to attend the May 9th Caltrans Workers Memorial to be held at the Capitol. He also discussed HR 4348 (Surface Transportation Extension) and congratulated Judy Gish for being named Communicator of the Year.

<u>LOCAL REPORTS</u>					
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15	Report by Regional Agencies Moderator	1.8	Jose Nuncio	I	R
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Jose Nuncio reported on the RTPA meeting, which focused on funds stating that regional agencies are further ahead than they were in previous years. He briefly discussed AB 3090 and the proposed CMIA savings policy focusing on Ready to Allocate strategy and maintenance agreements.

16	Report by Rural Counties Task Force Chair	1.9	Lisa Davey-Bates	I	R
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Lisa Davey-Bates briefly discussed the RCTF activities.

17	Report by Self-Help Counties Coalition Chair	1.10	Andy Chesley	I	R
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Dianne Steinhauer, Executive Director, Transportation Authority of Marin, gave an update on the Self-Help Counties Coalition. The Coalition is monitoring the Governor's reorganization plan and regional transportation plan. She also announced the Focus on the Future Conference scheduled for November 11-13, 2012.

<u>FEDERAL HIGHWAY ADMINISTRATION (FHWA) REPORT</u>					
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18	Report by FHWA Division Administrator	1.11	Vincent Mammano	I	R
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Vincent Mammano discussed the Federal Transportation Act extension through June 30, 2012. He also discussed the TIFIA (Transportation Infrastructure Finance and Innovation Act) and the new Special Experimental Project 15 (SEP 15).

<u>POLICY MATTERS</u>					
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<u>Tab # / Time</u>	<u>Item Description</u>	<u>Ref. #</u>	<u>Presenter</u>	<u>Status*</u>	
19	State and Federal Legislative Matters	4.1	Annette Gilbertson	A	C

CTC Associate Deputy Director Annette Gilbertson gave an update on current legislation. She added that the following letters were submitted per the Commissioners direction.

- AB 1102 – letter of support
- AB 441 – letter of concerns
- SB 1645 – letter of opposition

20	Budget and Allocation Capacity Update	4.2	Mitchell Weiss Steven Keck	I	D
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Caltrans, Division of Budgets, Office Chief of Capital and Finance Athena Gliddon gave an update on the Budget and Allocation capacity via PowerPoint.

21	Proposition 1A Updated Guidelines	4.10	Laurel Janssen	I	C
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CTC Associate Deputy Director Laurel Janssen gave a brief update on the Proposition 1A guidelines.

22	Technical Adjustment to the 2012 State Transportation Improvement Program (STIP) Resolution G-12-06, Amending Resolution G-12-05	4.9	Mitchell Weiss	I	C
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This Item was withdrawn.

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

Technical Adjustment to the 2012 State Transportation Program

Withdrawn prior to CTC Meeting

23	Adoption of Policy for the Programming of Corridor Mobility Improvement Account Project Cost Savings Resolution CMIA-P-1112-16	4.15	Maura Twomey	A	C
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Recommendation: approval

Action Taken: approved

Motion: Dunn

Second: Assemi

Vote result: 10-0

Absent: Frommer

24	Adoption of Amendment to the Corridor Mobility Improvement Account Program Resolution CMIA-P-1112-13	4.4	Maura Twomey	A	C
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Recommendation: approval with the exception of San Bernardino 215 project

Action Taken: approved as recommended

Motion: Dunn

Second: Assemi

Vote result: 10-0

Absent: Frommer

Public speakers:

Shirley Medina, Riverside County Transportation Commission

Todd Muck, Transportation Agency for Monterey County

Doug Failing, Los Angeles Metro

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

Adoption of Amendment to the CMIA Program

YELLOW HANDOUT

<u>Tab # / Time</u>	<u>Item Description</u>	<u>Ref. #</u>	<u>Presenter</u>	<u>Status*</u>	
25	Corridor Mobility Improvement Account Project Baseline Agreements Resolution CMIA-P-1112-14B	4.5	Maura Twomey	A	C

Recommendation: approval with the exception of the San Bernardino 215 project

Action Taken: approved as recommended

Motion: Inman

Second: Assemi

Vote result: 10-0

Absent: Frommer

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

CMIA Project Baseline Agreements

YELLOW HANDOUT

26	Corridor Mobility Improvement Account Project Baseline Agreement Amendments Resolution CMIA-P-1112-15B	4.6	Maura Twomey	A	C
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Recommendation: approval

Action Taken: approved

Motion: Dunn

Second: Earp

Vote result: 10-0

Absent: Frommer

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

CMIA Project Baseline Agreement Amendments

YELLOW HANDOUT

27	Adoption of an Amendment to the Trade Corridors Improvement Fund Program Resolution TCIF-P-1112-028	4.7	Maura Twomey	A	C
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Recommendation: approval

Action Taken: approved

Motion: Dunn

Second: Assemi

Vote result: 10-0

Absent: Frommer

28	Trade Corridors Improvement Fund Project Baseline Agreements 1. Baldwin Grade Separation Project 2. Solano 80/680/12 Connector Project Resolution TCIF-P-1112-029B	4.8	Maura Twomey	A	C
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Recommendation: approval with Project 2 withdrawn

Action Taken: approved as recommended

Motion: Ghielmetti

Second: Burke

Vote result: 10-0

Absent: Frommer

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

Trade Corridors Improvement Fund Project Baseline Agreements

1. Baldwin Grade Separation Project

Tab # / Time	Item Description	Ref. #	Presenter	Status*	
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2. Solano 80/680/12 Connector Project *Withdrawn prior to CTC Meeting.*

<u>Environmental Matters – Approval of Projects for Future Consideration of Funding, Route Adoption or New Public Road Connection (Final Negative Declaration or EIR)</u>					
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29	Approval of Project for Future Consideration of Funding: 03 – Sacramento County Construct multi-modal improvements at US Highway 50 and Watt Avenue interchange in the County of Sacramento. (FEIR) (SLPP) (STIP) (PPNO 0127A) Resolution E-12-15 <i>(Related Items under Tabs 72 & 83.)</i>	2.2c.(4)	Kandra Hester-Del Bianco	A	C
----	---	----------	--------------------------	---	---

Recommendation: accept the FEIR and approve for future consideration of funding

Action Taken: approved as recommended

Motion: Earp

Second: Dunn

Vote result: 10-0

Absent: Frommer

<u>INFORMATION CALENDAR</u>			Stephen Maller		
------------------------------------	--	--	----------------	--	--

CTC Deputy Director Stephen Maller presented the Information Calendar. There were no questions or comments.

30	<u>Informational Reports on Allocations Under Delegated Authority</u> -- Emergency G-11 Allocations (2.5f.(1)): \$900,000 for one project. -- SHOPP Safety G-03-10 Allocations (2.5f. (3)): \$1,217,000 for one project. -- Minor G-05-05 Allocations (2.5f.(4)): \$10,915,000 for 14 District minor projects.	2.5f.		I	D
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This item was presented as part of the Information Calendar.

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

32	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 as part of the Information Calendar.

33	Monthly Status of Construction Contract Award for Local Assistance STIP Projects, Resolution G-06-08	3.2b		I	D
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This item was presented as part of the Information Calendar.

34	Update on Implementation of the Recovery Act of 2009	3.3		I	D
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This item was presented as part of the Information Calendar.

35	Review of Rate for State Matching of Federal Airport Improvement Program (AIP) Grants	4.12		I	D
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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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This item was presented as part of the Information Calendar.

	CONSENT CALENDAR		Stephen Maller	
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Recommendation: approval of Items 36-53 with changes as noted

Action Taken: approved as recommended

Motion: Ghielmetti

Second: Inman

Vote result: 10-0

Absent: Frommer

36	Approval of Project for Future Consideration of Funding: 03 – El Dorado County Signalize and improve the intersection of Pleasant Valley Road (SR 49) and Patterson Drive in El Dorado County. (MND) (SLPP) (SHOPP) Resolution E-12-18 <i>(Related Item under Tab 82.)</i>	2.2c.(1)		A	C
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This item was presented and approved as part of the Consent Calendar.

37	Approval of Project for Future Consideration of Funding: 12 – Orange County Moulton Parkway Super Street Project - Moulton Parkway Smart Street Segment 3 Phase II Project. (FEIR) (SLPP) Resolution E-12-19	2.2c.(2)		A	C
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This item was presented and approved as part of the Consent Calendar.

38	Approval of Project for Future Consideration of Funding: 12 – Orange County Construct a u-channel section under the Pacific Coast Highway Bridge in the City of Dana Point. (MND) (PPNO 2134) (STIP) Resolution E-12-20 <i>(Related Item under Tab 89.)</i>	2.2c.(3)		A	C
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This item was presented and approved as part of the Consent Calendar.

39	Approval of Project for Future Consideration of a New Public Road Connection and Future Consideration of Funding: 03 – El Dorado County Modify and improve eastbound and westbound U.S. Highway 50 ramps at Forni Road and Placerville Drive, add ramps at Ray Lawyer Drive Overcrossing and improve Forni Road, Fair Lane, Placerville Drive and Ray Lawyer Drive in the City of Placerville. (FEIR) (STIP) (PPNO 3256) Resolution E-12-16	2.2c.(5)		A	C
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This item was presented and approved as part of the Consent Calendar.

Tab # / Time	Item Description	Ref. #	Presenter	Status*	
40	Approval of Three Projects for Future Consideration of Funding: 06-Ker-14, PM 45.9/62.3 Freeman Gulch Four-Lane Project (MND) (PPNO 8042) (STIP) Resolution E-12-21 <i>(Related Item under Tab 43.)</i> 08-Riv-60, PM 17.9/19.8 State Route 60/ Moreno Beach Drive Interchange and Nason Street Overcrossing Improvements Project. (MND) (PPNO 1143) (SLPP) Resolution E-12-22 10-SJ-26, PM 18.5/19.0 Sandstone Creek Curve Correction Project. (MND) (PPNO 0264) (SHOPP) Resolution E-12-23	2.2c.(6)		A	D

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

41	Approval of Project for Future Consideration of Funding: 11-SD-76, PM 12.1/17.7, 11-SD-15, PM 46.1/47.3 State Route 76 South Mission Road to Interstate 15 Highway Improvement Project. (FEIR) (EA 25711) (Federal/Local) Resolution E-12-17	2.2c.(7)		A	D
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This item was presented and approved as part of the Consent Calendar.

42	Approval of Project for Future Consideration of Funding: 02 – Shasta County Construct a new off-ramp from Interstate 5 to Deschutes Road and a roundabout at the intersection of Deschutes Road and Locust Road in Shasta County. (MND) (SLPP) (SHOPP) (STIP) (PPNO 3488) Resolution E-12-24 <i>(Related Item under Tab 82.)</i>	2.2c.(8)		A	C
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This item was presented and approved as part of the Consent Calendar.

43	One Route Adoption as a controlled access highway at -- 06-Ker-14 PM 57.8/62.0 Route 14 from 0.1 mile north of Route 178 West junction to 1.4 miles north of Route 178 East junction, in Kern County. Resolution HRA 12-04 <i>(Related Items under Tabs 40 & 73.)</i>	2.3a.(1)		A	D
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This item was presented and approved as part of the Consent Calendar.

Tab # / Time	Item Description	Ref. #	Presenter	Status*	
44	Four Relinquishment Resolutions - 10-SJ-99-PM 14.7 Right of way along Route 99 on 99 Frontage Road (Kingsley Road), north of Arch Road, in the city of Stockton. Resolution R-3834 -- 10-Sta-99-PM R11.8/R12.2 Right of way along Route 99 near the Whitmore Avenue Overcrossing, in the city of Ceres. Resolution R-3835 -- 10-Cal-4-PM R21.56 Right of way along Route 4 at Easy Street (formerly First and A Streets), in the city of Angels. Resolution R-3836 -- 06-Fre-180-PM 63.90/66.06 Right of way on and along Route 180 between S. Clovis Avenue and Locan Avenue, in the county of Fresno. Resolution R-3837	2.3c.		A	D

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

45 8 Ayes	70 Resolutions of Necessity --Resolutions C-20766, C-20767, C-20769 through C-20775, C-20779, C-20780, C-20782 through C-20792, C-20794 through C-20796, C-20800, C-20802 through C-20807, C-20809 through C-20814, and C-20818, C-20819, C-20821 through C-20850	2.4b.		A	D
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This item was presented and approved as part of the Consent Calendar.

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

- ~~70~~ **63** Resolutions of Necessity
 Resolutions C-20766, C-20767, C-20769 through ~~C-20775~~, **C-20772 through C-20774**, C-20779, C-20780, C-20782 through C-20792, C-20794 through C-20796, C-20800, C-20802 through C-20807, C-20809 through C-20814, ~~and C-20818, C-20819, C-20821 through C-20824, C-20826 through C-20832, C-28034 through C-20841, and C-20844~~ through C-20850
- Resolution C-20770 (Joan L. Riley, Trustee, Parcel 86529-1, 2, EA 471009) **Withdrawn prior to CTC Meeting.**
 - Resolution C-20771 (Robert S. Bray, Jr., Trustee, et ux, Parcel 86530-1, 2, 3, EA 471009) **Withdrawn prior to CTC Meeting.**
 - Resolution C-20775 (Golden Doaba Enterprises, LLC, Parcel 86545-1, EA 471009) **Withdrawn prior to CTC Meeting.**
 - Resolution C-20825 (Michael A. Givens, et al., Parcel 79993-1, 2, 01-01, EA 215959) **Withdrawn at the CTC Meeting.**
 - Resolution C-20833 (Amusement Industry-Commercial Properties Partnership No. 4, a California General Partnership, Parcel 21760-1,2,3,4, EA 448109) **Withdrawn prior to CTC Meeting.**
 - Resolution C-20842 (Deutsche Bank National Trust Company, Parcel 11653-1, EA 0S1109) **Withdrawn at the CTC Meeting.**
 - Resolution C-20843 (Pedro & Catalina Rodriguez, Parcel 16463-1, 2, EA 0S1109) **Withdrawn at the CTC Meeting.**

46	Director's Deeds --Items 1 through 17 Excess Lands – Return to State: \$ 1,590,886 Return to Others: \$0	2.4d.		A	D
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This item was presented and approved as part of the Consent Calendar.

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

- Director's Deeds
 --Items 1 through **12 and Items 14 through 17**
 Excess Lands – Return to State: \$ 1,590,886

Tab # / Time	Item Description	Ref. #	Presenter	Status*	
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Return to Others: \$0

> Item 13 (04-SF-80 PM 8.0 DK 000513-X1-X1, City and County of San Francisco) **Withdrawn at the CTC Meeting.**

47	Financial Allocation Amendment: Reduce the original CMIA allocation for Construction by \$37,007,000, from \$136,600,000 to \$99,953,000, from the HOV Lane Gap Closure project (PPNO 0092A) in Riverside County to reflect contract award savings. Resolution CMIA-AA-1112-027, Amending Resolution CMIA-A-1112-009	2.5g.(1j)		A	D
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This item was presented and approved as part of the Consent Calendar.

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

Financial Allocation Amendment: Reduce the original CMIA allocation for Construction by \$37,007,000 from \$136,600,000 to ~~\$99,953,000~~ **\$99,593,000**, from the HOV Lane Gap Closure project (PPNO 0092A) in Riverside County to reflect contract award savings.

--Revise Agenda to correct amount. Book Item, Attachment, and Vote List are correct.

48	Financial Allocation Amendment: Reduce the original CMIA allocation for Construction by \$4,726,000, from \$7,776,000 to \$3,050,000, from the Plaza Drive Interchange/Auxiliary Lanes project (PPNO 0105) in Tulare County and allocate \$3,617,000 in CMIA for construction support. Resolution CMIA-AA-1112-028, Amending Resolution CMIA-A-1112-004 Resolution STIP1B-AA-1112-006, Amending Resolution STIP1B-A-1112-001	2.5g.(1l)		A	D
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This item was presented and approved as part of the Consent Calendar.

49	Financial Allocation Amendment: Reduce the original CMIA allocation for Construction by \$5,107,000, from \$16,190,000 to \$11,083,000, from the Highway 1 Soquel to Morrissey Auxiliary Lanes project (PPNO 6500) in Santa Cruz County, and allocate \$2,700,000 in CMIA for construction support. Resolution CMIA-AA-1112-029, Amending Resolution CMIA-A-1112-008 Resolution STIP1B-AA-1112-007, Amending Resolution STIP1B-A-1112-003	2.5g.(1m)		A	D
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This item was presented and approved as part of the Consent Calendar.

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

Financial Allocation Amendment for the CMIA/STIP Highway 1 Soquel to Morrissey Auxiliary Lanes project (PPNO 6500) **YELLOW REPLACEMENT ITEM**

--Revise Yellow Replacement Item and Vote List; delete all information related to Construction Engineering: ~~CON ENG \$0.4CELO.~~

50	Financial Allocation Amendment: Reduce the original SR 99 Corridor Bond Program allocation for Construction by \$13,356,000, from \$45,000,000 to \$31,644,000, from the SR99 Widening in Manteca and San Joaquin project (PPNO 7634A) in San Joaquin County. Resolution R99-AA-1112-005, Amending Resolution R99-A-1112-003	2.5g.(2b)		A	D
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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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This item was presented and approved as part of the Consent Calendar.

51	Financial Allocation: \$1,067,000 of FY 11-12 California Aid to Airports Program (CAAP) program funds for 11 projects from the 2010 Aeronautics Program. Resolution FDOA-2011-05	2.7		A	D
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This item was presented and approved as part of the Consent Calendar.

52	Technical Correction for Resolution CMIA-PA-1112-023, originally approved on January 25, 2012, which amended the CMIA baseline agreement for Segment 1 and Segment 2 of the I-580 Westbound HOV Lane Project in Alameda County. A technical correction is needed to correct the Resolution number on page three of the book item.	2.9a.		A	D
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This item was presented and approved as part of the Consent Calendar.

53	Technical Correction for Resolution GS1B-A-1112-002, originally approved on February 23, 2012, which allocated \$3,738,367 for the HRCSA Broadway-Brazil Grade Crossing project in Los Angeles County. A technical correction is needed to correct the Resolution number on the book item attachment.	2.9b.		A	D
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This item was presented and approved as part of the Consent Calendar.

<u>PROGRAM STATUS</u>					
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54	Status Update on Corridor Mobility Improvement Account (CMIA) Projects	3.5	Maura Twomey Kurt Scherzinger	A	D/R
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Acting Caltrans Division Chief of Programming Kurt Scherzinger gave a status update on Corridor Mobility Improvement Account (CMIA) projects. There was no action taken.

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

Status Update on Corridor Mobility Improvement Account Projects

YELLOW HANDOUT

55	Status Update on State Route 99 (SR 99) Projects	3.6	Maura Twomey Kurt Scherzinger	A	D/R
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Acting Caltrans Division Chief of Programming Kurt Scherzinger gave a status update on the State Route 99 projects. There was no action taken.

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

Status Update on State Route 99 Projects

YELLOW HANDOUT

<u>POLICY MATTERS</u>					
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56	Update on I-5 Carpool Lane and Widening Projects - Orange County Line to I-605 Project and I-5 Carpool Lane from Route 134 to Route 170 Project	4.3	Mike Miles	I	D
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Caltrans District 7 Director, Mike Miles, gave an update on the I-5 projects via PowerPoint.

<u>Financial Allocation Amendments for Proposition 1B CMIA Projects</u>					
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Tab # / Time	Item Description	Ref. #	Presenter	Status*	
57	Financial Allocation Amendment: Reduce the original CMIA allocation for Construction by \$20,308,000, from \$65,555,000 to \$45,247,000, from the I-5 Carpool Lane - Orange CL to I-605 (Segment 1) project (PPNO 4153) in Los Angeles County to reflect contract award savings. Resolution CMIA-AA-1112-030, Amending Resolution CMIA-A-1011-005 <i>(Related Items under Tabs 58 & 59.)</i>	2.5g.(1k)	Maura Twomey Kurt Scherzinger	A	D

Recommendation: approval

Action Taken: approved

Motion: Dunn

Second: Assemi

Vote result: 10-0

Absent: Frommer

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

Financial Allocation Amendment: Reduce the original CMIA allocation for Construction by \$20,308,000, from \$65,555,000 to \$45,247,000, from the I-5 Carpool Lane – Orange CL to I-605 (Segment 1) project (PPNO 4153)

Resolution CMIA-AA-1112-030, Amending Resolution ~~CMIA-A-1011-005~~ **CMIA-A-1112-005**

--Revise Agenda Language and Book Item to correct Amending Resolution. Attachment and Vote List are correct.

Proposition 1B CMIA Project Amendments for Action

58	The Department and the Los Angeles County Metropolitan Transportation Authority propose to amend the CMIA baseline agreement for the I-5 Carpool Lane – Orange CL to I-605 (Segment 4) project (PPNO 4155) to transfer \$20,308,000 in CMIA award savings from the I-5 Carpool Lane – Orange CL to I-605 (Segment 1) project (PPNO 4153) to construction; and, to add \$69,571,000 in local funds to cover a cost increase in Right of Way (R/W). Resolution CMIA-PA-1112-032, Amending Resolution CMIA-PA-1011-015 <i>(Related Items under Tabs 57 & 59.)</i>	2.1c.(1c)	Maura Twomey Kurt Scherzinger	A	D
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Recommendation: approval

Action Taken: approved

Motion: Burke

Second: Dunn

Vote result: 10-0

Absent: Frommer

Financial Allocations for Proposition 1B CMIA Projects

59	Financial Allocation: \$335,017,000 for the state administered CMIA Segment 3 (PPNO 4154) and Segment 4 (PPNO 4155) I-5 Carpool Lane – Orange County Line to I-605 projects on the State Highway System. Contributions from other sources: \$150,520,000. Resolution CMIA-A-1112-030 <i>(Related Items under Tabs 57 & 58.)</i>	2.5g.(1d)	Maura Twomey Kurt Scherzinger	A	D
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Recommendation: approval

Action Taken: approved

Motion: Dunn

Tab # / Time	Item Description	Ref. #	Presenter	Status*	
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Second: Inman
Vote result: 10-0
Absent: Frommer

Proposition 1B CMIA Project Amendments for Action					
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60	The Department, the San Bernardino Associated Governments and the Riverside County Transportation Commission propose to amend the CMIA baseline agreement for the I-215 HOV Bi-County HOV Gap Closure project (PPNO 0041G) to update the project funding plan and the delivery schedule. Resolution CMIA-PA-1112-033, Amending Resolution CMIA-PA-1011-021 <i>(Related Item under Tab 94.)</i>	2.1c.(1a)	Maura Twomey Kurt Scherzinger	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:

CMIA Project Amendment for the I-215 HOV Bi-County HOV Gap Closure project (PPNO 0041G)

Withdrawn at the CTC Meeting

61	The Department and the City of Chico propose to amend the CMIA baseline agreement for the State Route 32 Widen Phase 1 project (PPNO 2107) in Butte County to revise the project schedule. Resolution CMIA-PA-1112-034, Amending Resolution CMIA-PA-1011-027	2.1c.(1b)	Maura Twomey Kurt Scherzinger	A	D
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Recommendation: approval of Items 61 and 62

Action Taken: approved

Motion: Ghielmetti

Second: Guardino

Vote result: 10-0

Absent: Frommer

62	The Department and the Orange County Transportation Commission propose to amend the CMIA baseline agreement for the I-5/Route 74 Interchange Improvement project (PPNO 4102) to revise the project schedule and funding plan. Resolution CMIA-PA-1112-035, Amending Resolution CMIA-P-1112-07B <i>(Related Items under Tab 89.)</i>	2.1c.(1d)	Maura Twomey Kurt Scherzinger	A	D
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Recommendation: approval of Items 61 and 62

Action Taken: approved

Motion: Ghielmetti

Second: Guardino

Vote result: 10-0

Absent: Frommer

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

CMIA project amendment for the I-5/Route 74 Interchange Improvement project (PPNO 4102)

--Correct Agenda as follows: *(Related Items under Tab ~~89~~ 86.)*

Proposition 1B Route 99 Project Amendments for Action					
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<u>Tab # / Time</u>	<u>Item Description</u>	<u>Ref. #</u>	<u>Presenter</u>	<u>Status*</u>	
63	The Department proposes to amend the State Route 99 Corridor baseline agreement for the Island Park 6-Lane project (PPNO 6274) to revise the project funding plan and increase the project limits. Resolution R99-PA-1112-007 <i>(Related Items under Tab 93.)</i>	2.1c.(2a)	Maura Twomey Kurt Scherzinger	A	D

Recommendation: approval

Action Taken: approved

Motion: Guardino

Second: Alvarado

Vote result: 9-0-1

Absent: Frommer

Recused: Assemi

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

State Route 99 Project Amendment for the Island Park 6-Lane project (PPNO 6274)

YELLOW REPLACEMENT ITEM

64	The Department proposes to amend the Goshen to Kingsburg Landscape Project (PPNO 6480Y) in Tulare and Fresno Counties to revise the project limits and funding plan. Resolution R99-PA-1112-008	2.1c.(2b)	Maura Twomey Kurt Scherzinger	A	D
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Recommendation: approval

Action Taken: approved

Motion: Dunn

Second: Burke

Vote result: 10-0

Absent: Frommer

Proposition 1B TCIF Project Amendments for Action					
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65	The Port of Stockton proposes to amend the TCIF baseline agreement for Project 11 (San Francisco Bay to Stockton Ship Channel Deepening [PPNO TC11]) to down-scope the project due to a loss of federal funding; and to revise the delivery schedule, cost, and funding plan. Resolution TCIF-P-1112-30, Amending Resolutions TCIF-P-1011-19 and TCIF-P-0809-01B <i>(Related Item under Tab 96.)</i>	2.1c.(5a)	Maura Twomey Ryan Chamberlain	A	D
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Recommendation: approval

Action Taken: approved

Motion: Earp

Second: Assemi

Vote result: 10-0

Absent: Frommer

66	The Orange County Transportation Authority proposes to amend the TCIF baseline agreement for Project 35 (State College Boulevard Grade Separation [PPNO TC35]) to update the project delivery schedule, cost, and funding plan. Resolution TCIF-P-1112-31, Amending Resolutions TCIF-P-1011-25 and TCIF-P-0809-04B <i>(Related Item under Tab 27.)</i>	2.1c.(5b)	Maura Twomey Ryan Chamberlain	A	D
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Recommendation: approval

Tab # / Time	Item Description	Ref. #	Presenter	Status*	
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Action Taken: approved
Motion: Dunn
Second: Ghielmetti
Vote result: 10-0
Absent: Frommer

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

TCIF Project amendment for the State College Boulevard Grade Separation (PPNO TC35) **YELLOW REPLACEMENT ITEM**

67	The Orange County Transportation Authority proposes to amend the TCIF baseline agreement for Project 36 (Placentia Avenue Undercrossing [PPNO TC36]) to update the project cost and funding plan. Resolution TCIF-P-1112-32, Amending Resolutions TCIF-P-1011-21, TCIF-P-1011-08, and TCIF-P-0809-04B	2.1c.(5c)	Maura Twomey Ryan Chamberlain	A	D
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Recommendation: approval
Action Taken: approved
Motion: Assemi
Second: Dunn
Vote result: 10-0
Absent: Frommer

68	The Orange County Transportation Authority proposes to amend the TCIF baseline agreement for Project 37 (Orangethorpe Avenue Grade Separation [PPNO TC37]) to update the project delivery schedule, cost, and funding plan. Resolution TCIF-P-1112-33, Amending Resolutions TCIF-P-1011-26 and TCIF-P-0809-04B <i>(Related Items under Tabs 27 & 96.)</i>	2.1c.(5d)	Maura Twomey Ryan Chamberlain	A	D
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Recommendation: approval
Action Taken: approved
Motion: Alvarado
Second: Ghielmetti
Vote result: 10-0
Absent: Frommer

69	The Orange County Transportation Authority proposes to amend the TCIF baseline agreement for Project 40 (Lakeview Avenue Overcrossing [PPNO TC40]) to update the project delivery schedule, cost, and funding plan. Resolution TCIF-P-1112-34, Amending Resolutions TCIF-P-1011-26 and TCIF-P-0809-04B	2.1c.(5e)	Maura Twomey Ryan Chamberlain	A	D
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Recommendation: approval
Action Taken: approved
Motion: Alvarado
Second: Dunn
Vote result: 10-0
Absent: Frommer

<u>Tab # / Time</u>	<u>Item Description</u>	<u>Ref. #</u>	<u>Presenter</u>	<u>Status*</u>	
70	The Orange County Transportation Authority proposes to amend the TCIF baseline agreement for Project 41 (Tustin Avenue / Rose Drive Overcrossing [PPNO TC41]) to update the project delivery schedule, cost, and funding plan. Resolution TCIF-P-1112-35, Amending Resolutions TCIF-P-1011-26 and TCIF-P-0809-04B <i>(Related Item under Tab 27.)</i>	2.1c.(5f)	Maura Twomey Ryan Chamberlain	A	D

Recommendation: approval

Action Taken: approved

Motion: Alvarado

Second: Dunn

Vote result: 10-0

Absent: Frommer

71	The Riverside County Transportation Commission and the City of Riverside propose to amend the TCIF baseline agreement for Project 45 (Iowa Avenue Grade Separation [PPNO]) to update the project delivery schedule. Resolution TCIF-P-1112-36, Amending Resolutions TCIF-P-1112-11 and TCIF-P-0809-04B	2.1c.(5g)	Maura Twomey Ryan Chamberlain	A	D
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Recommendation: approval

Action Taken: approved

Motion: Tavaglione

Second: Assemi

Vote result: 10-0

Absent: Frommer

Amendments for Action - TCRP					
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72	The Department and the Sacramento Area Council of Governments propose to amend TCRP Project 126 – Watt Avenue Overcrossing at Route 50 Interchange Improvements project (PPNO 0127A) to program \$6,280,000 to the construction phase in FY 2011-2012. Resolution TAA-11-07, Amending Resolution TA-01-09 <i>(Related Items under Tabs 29 & 83.)</i>	2.1a.	Juan Guzman Kurt Scherzinger	A	D
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Recommendation: approval

Action Taken: approved

Motion: Earp

Second: Dunn

Vote result: 10-0

Absent: Frommer

5:00 pm	Adjourn
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Chair Tavaglione adjourned the meeting at 4:00 p.m.

Tab # / Time	Item Description	Ref. #	Presenter	Status*
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Thursday, April 26, 2012

9:00 a.m.

Commission Meeting
Irvine City Hall
1 Civic Center Plaza
City Council Chambers
Irvine, CA

9:00 am	GENERAL BUSINESS			
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	Roll Call	1.1	Joseph Tavaglione	I	C
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CHAIR JOSEPH TAVAGLIONE	Present
COMMISSIONER BOB ALVARADO	Present
COMMISSIONER DARIUS ASSEMI	Absent (Arrived at 9:12 AM)
COMMISSIONER YVONNE B. BURKE	Present
COMMISSIONER LUCETTA DUNN	Present
COMMISSIONER JIM EARP	Absent
COMMISSIONER DARIO FROMMER	Absent
COMMISSIONER JIM GHIEMMETTI	Absent
COMMISSIONER CARL GUARDINO	Absent (Arrived at 9:12 AM)
COMMISSIONER FRAN INMAN	Present
COMMISSIONER JIM WARING	Present
TOTAL	Present: 8
	Absent: 3
Senator Mark DeSaulnier, Ex-Officio	Absent
Assembly member Bonnie Lowenthal, Ex-Officio	Absent

	POLICY MATTERS			
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73	Approval of Route 108 State Highway Alternative Project in Stanislaus County <i>(Related Item under Tab 74.)</i>	4.11	Stephen Maller Carrie Bowen	A	D
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This Item was approved on Wednesday, April 25.

Recommendation: approval of request

Action Taken: approved as recommended

Motion: Alvarado

Second: Assemi

Vote result: 10-0

Absent: Frommer

	Route Adoptions			
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74	One Notice of Intention -- Notice of Intention to Consider Rescinding Freeway Adoption in the county of Stanislaus. 10-STA-120 PM 3.0/R13.3 Resolution NIU 12-01 <i>(Related Item under Tab 73.)</i>	2.3a.(2)	Stephen Maller Terry Abbott	A	D
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This Item was approved on Wednesday, April 25.

Tab # / Time	Item Description	Ref. #	Presenter	Status*	
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Recommendation: approval
Action Taken: approved
Motion: Assemi
Second: Alvarado
Vote result: 10-0
Absent: Frommer

<u>Vacation Resolutions</u>					
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75	One Vacation Resolution -- 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.	Stephen Maller Terry Abbott	A	D
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Recommendation: approval
Action Taken: approved
Motion: Alvarado
Second: Waring
Vote result: 6-0
Absent: Assemi, Earp, Frommer, Ghielmetti, Guardino

Public speakers:
 Heather Riley, Palomar Community College
 Joe Newmeyer, Palomar Community College
 Thomas Steinke, Pardee Homes
 Jimmy Ayala, Pardee Homes

Changes to this item were listed on the pink "Changes to CTC Agenda" handout as follows:
 One Vacation Resolution, 11-SD-76-PM 17.9/18.7
 -- Correct Book Item; under "Recommendation", delete the first sentence, as follows: ~~Submitted for transmittal to the California Transportation Commission (Commission) is the Route Vacation Resolution A888.~~

<u>Financial Allocations for SHOPP Projects</u>					
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76	Financial Allocation: \$52,011,000 for 14 SHOPP projects, as follows: --\$22,500,000 for six SHOPP projects. --\$29,511,000 for eight projects amended into the SHOPP by Departmental action. Resolution FP-11-48	2.5b.(1)	Juan Guzman Kurt Scherzinger	A	D
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This Item was approved on Wednesday, April 25.
Recommendation: approval with changes as noted
Action Taken: approved as recommended
Motion: Earp
Second: Assemi
Vote result: 10-0
Absent: Frommer

Changes to this item were listed on the pink "Changes to CTC Agenda" handout as follows:
 Financial Allocation: ~~\$52,011,000~~ **\$39,117,000** for 44 **11** SHOPP projects, as follows:
~~\$22,500,000~~ **\$9,606,000** for six **three** SHOPP projects.
 \$29,511,000 for eight projects amended into the SHOPP by Departmental action.
 > Project 3 (PPNO 08-0252T) **Withdrawn at the CTC Meeting.**
 > Project 4 (PPNO 08-0238M) **Withdrawn prior to CTC Meeting.**
 > Project 5 (PPNO 08-0044K) **Withdrawn prior to CTC Meeting.**

Tab # / Time	Item Description	Ref. #	Presenter	Status*	
Financial Allocations for STIP Projects					
77	Financial Allocation: \$1,000,000 for the locally administered I-10 HOV Lane Extension from Haven Avenue to Ford Street (PPNO 0134K) STIP project in San Bernardino County on the State Highway System. Contributions from other sources: \$10,560,000. Resolution FP-11-49	2.5c.(2a)	Mitchell Weiss Kurt Scherzinger	A	D

Recommendation: approval

Action Taken: approved

Motion: Dunn

Second: Burke

Vote result: 6-0

Absent: Assemi, Earp, Frommer, Ghielmetti, Guardino

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

Financial Allocation: \$1,000,000 for the I-10 HOV Lane Extension from Haven Avenue to Ford Street (PPNO 0134K) STIP project
--Correct Attachment and Vote List to show the Adv Phase as **4PAED** not **4PSEL**.

78	Advance Financial Allocation: \$373,000 for the state administered Castella Vista Point (PPNO 3369) STIP TE project in Shasta county, programmed in FY 2012-13, on the State Highway System. Resolution FP-11-52	2.5c.(2b)	Mitchell Weiss Kurt Scherzinger	A	D
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This Item was approved on Wednesday, April 25.

Recommendation: approval

Action Taken: approved

Motion: Assemi

Second: Dunn

Vote result: 10-0

Absent: Frommer

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

Advance Financial Allocation: \$373,000 for Castella Vista Point (PPNO 3369) STIP TE project

--Correct Attachment and Vote List as follows:

→ CONST ENG ~~\$7,000~~ \$0, CONST ~~\$366,000~~ **\$373,000**

→ Add the following statement: (Construction increase of \$3,000 to come from Interregional Share balance.)

79	Financial Allocations: \$2,801,000 for eight locally administered STIP projects off the State Highway, as follows: --\$254,000 for one STIP project. --\$2,053,000 for five STIP Transportation Enhancement projects. -- \$494,000 for two STIP Planning, Programming, and Monitoring projects. Contributions from other sources: \$518,000. Resolution FP-11-50	2.5c.(3)	Mitchell Weiss Kurt Scherzinger	A	D
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This Item was approved on Wednesday, April 25.

Recommendation: approval

Action Taken: approved

Motion: Alvarado

Second: Guardino

Vote result: 10-0

Absent: Frommer

<u>Tab # / Time</u>	<u>Item Description</u>	<u>Ref. #</u>	<u>Presenter</u>	<u>Status*</u>	
80	Advance Financial Allocation: \$2,362,000 for three locally administered STIP TE projects off the State Highway System programmed in FY 2012-13 and 2014-15. Contributions from other sources: \$359,000. Resolution FP-11-51	2.5c.(4)	Mitchell Weiss Kurt Scherzinger	A	D

This Item was approved on Wednesday, April 25.

Recommendation: approval

Action Taken: approved

Motion: Assemi

Second: Alvarado

Vote result: 10-0

Absent: Frommer

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

Advance Financial Allocation: \$2,362,000 for three locally administered STIP TE projects off the SHS
 --Project 1 - correct and Vote List as follows: Program/Year ~~14-15~~ 12-13

Financial Allocations for Proposition 1B CMIA Projects					
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81	Financial Allocation: \$3,700,000 for the locally administered San Mateo Smart Corridors (PPNO 2140V) CMIA project off the State Highway System. Resolution CMIA-A-1112-027 <i>(Related Item under Tab 25.)</i>	2.5g.(1a)	Maura Twomey Kurt Scherzinger	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:

Financial Allocation: \$3,700,000 for the San Mateo Smart Corridors (PPNO 2140V) **Withdrawn prior to CTC Meeting**

82	Financial Allocation: \$31,500,000 for three locally administered CMIA projects on the State Highway System. Contributions from other sources: \$27,943,000. Resolution CMIA-A-1112-028 <i>(Related Items under Tabs 25, 36 & 42.)</i>	2.5g.(1b)	Maura Twomey Kurt Scherzinger	A	D
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This Item was approved on Wednesday, April 25.

Recommendation: approval

Action Taken: approved

Motion: Dunn

Second: Assemi

Vote result: 10-0

Absent: Frommer

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

Financial Allocation ~~\$31,500,000~~ **\$16,000,000** for three ~~two~~ locally administered CMIA **YELLOW REPLACEMENT ITEM**
 projects on the SHS **(Attachment only)**

➢ Project 2 (PPNO 03-3270L)) **Withdrawn at the CTC Meeting**

--Project 1 (PPNO 02-3488) – Revise Yellow Replacement Item and Vote List as follows:

→ Delete all information related to Construction Engineering: ~~CON ENG \$900,000 4CELO 2011-12-304-6055 CMIA 20.20.721.000, \$900,000.~~

→ Revise both "Prgm'd Amount" and "Amount by Fund Type" for Construction as ~~\$5,100,000~~ **\$6,000,000.**

→ Add the following statements: (Project CMIA funding is broken down as \$5,350,000 for construction and \$650,000 for construction support.) (Programmed at the March 28-29 Commission meeting, RIP funding of \$3,000,000 for construction is now to be returned to county regional shares and SLPP funding of \$1,000,000 for construction to be unprogrammed.)

Tab # / Time	Item Description	Ref. #	Presenter	Status*	
83	Financial Allocation: \$25,886,000 for the locally administered CMIA/SLPP Watt Avenue at Route 50 Interchange Improvements (PPNO 0127A) project on the State Highway System. Contributions from other sources: \$16,188,000. Resolution CMIA-A-1112-031 Resolution SLP1B-A-1112-17 <i>(Related Items under Tabs 25, 29, 72 & 83.)</i>	2.5g.(1e)	Maura Twomey Kurt Scherzinger	A	D

This Item was approved on Wednesday, April 25.

Recommendation: approval

Action Taken: approved

Motion: Earp

Second: Dunn

Vote result: 10-0

Absent: Frommer

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

Financial Allocation: \$25,886,000 for the CMIA/SLPP Watt Avenue at Route 50 Interchange Improvements (PPNO 0127A) project

YELLOW REPLACEMENT ITEM

(Attachment only)

-- Revise Yellow Replacement Item and Vote List; for SLPP, Budget Year should be **2012-13** not 2011-12.

84	Financial Allocation: \$44,012,000 for three state administered CMIA projects on the State Highway System. Contributions from other sources: \$6,098,000. Resolution CMIA-A-1112-38 <i>(Related Item under Tab 25.)</i>	2.5g.(1n)	Maura Twomey Kurt Scherzinger	A	D
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This Item was approved on Wednesday, April 25.

Recommendation: approval with Project 2 withdrawn

Action Taken: approved as recommended

Motion: Ghielmetti

Second: Assemi

Vote result: 10-0

Absent: Frommer

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

Financial Allocation: ~~\$44,012,000~~ **\$40,924,000** for three ~~two~~ state administered CMIA projects on the SHS

YELLOW REPLACEMENT ITEM

(Attachment only)

> Project 2 (PPNO 08-0243E) **Withdrawn at the CTC Meeting**

85	Financial Allocation: \$30,825,000 for the state administered CMIA/STIP San Juan Road Interchange (PPNO 0058E) project in Monterey County on the State Highway System. Contributions from other sources: \$17,875,000. Resolution CMIA-A-1112-39 Resolution STIP1B-A-1112-011 <i>(Related Item under Tab 25.)</i>	2.5g.(1o)	Maura Twomey Kurt Scherzinger	A	D
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This Item was approved on Wednesday, April 25.

Recommendation: approval

Action Taken: approved

Motion: Tavaglione

Second: Burke

Vote result: 10-0

Absent: Frommer

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

Financial Allocation: \$30,825,000 for the CMIA/STIP San Juan Road

YELLOW REPLACEMENT ITEM

Tab # / Time	Item Description	Ref. #	Presenter	Status*	
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Interchange (PPNO 0058E)

(Attachment only)

86	Financial Allocation: \$33,740,000 for the state administered CMIA/STIP Reconstruct I-5/SR 74 Interchange (PPNO 4102) project in Orange County on the State Highway System. Contributions from other sources: \$4,074,000. Resolution CMIA-A-1112-40 Resolution STIP1B-A-1112-012 (Related Item under Tab 91.)	2.5g.(1p)	Maura Twomey Kurt Scherzinger	A	D
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This Item was approved on Wednesday, April 25.

Recommendation: approval

Action Taken: approved

Motion: Earp

Second: Assemi

Vote result: 10-0

Absent: Frommer

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

Financial Allocation: \$33,740,000 for the CMIA/STIP Reconstruct I-5/SR 74 Interchange (PPNO 4102)

--Correct Agenda as follows: (Related Item under Tab ~~91~~ 62.)

YELLOW HANDOUT

(Attachment only)

87	Financial Allocation: \$147,242,000 for five state administered CMIA projects on the State Highway System. Contributions from other sources: \$15,860,000. Resolution CMIA-A-1112-029	2.5g.(1c)	Maura Twomey Kurt Scherzinger	A	D
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This Item was approved on Wednesday, April 25.

Recommendation: approval with Project 1 withdrawn

Action Taken: approved as recommended

Motion: Earp

Second: Assemi

Vote result: 10-0

Absent: Frommer

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

Financial Allocation: ~~\$147,242,000~~ **\$118,273,000** for ~~five~~ **four** CMIA/SLPP projects on the SHS

> Project 1 (PPNO 04-0062E) *Withdrawn prior to CTC Meeting.*

88	Financial Allocation: \$24,108,000 for the state administered CMIA/SLPP North B –Sonoma Highway 101 Airport Interchange (PPNO 0749D) project on the State Highway System. Contributions from other sources: \$10,392,000. Resolution CMIA-A-1112-032 Resolution SLP1B-A-1112-18	2.5g.(1f)	Maura Twomey Kurt Scherzinger	A	D
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This Item was approved on Wednesday, April 25.

Recommendation: approval

Action Taken: approved

Motion: Alvarado

Second: Guardino

Vote result: 10-0

Absent: Frommer

<u>Tab # / Time</u>	<u>Item Description</u>	<u>Ref. #</u>	<u>Presenter</u>	<u>Status*</u>	
89	Financial Allocation: \$29,664,000 for the state administered CMIA/STIP Route 101 Marin-Sonoma Narrows – Southerly Interchange at Redwood Landfill Road (Contract B1) (PPNO 0360J) project on the State Highway System. Resolution CMIA-A-1112-033 Resolution STIP1B-A-1112-006	2.5g.(1g)	Maura Twomey Kurt Scherzinger	A	D

This Item was deferred.

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

Financial Allocation: \$29,664,000 for the CMIA/STIP Route 101 Marin-Sonoma Narrows – Southerly Interchange at Redwood Landfill Road (Contract B1) (PPNO 0360H)

--Correct Book Item Header as follows: CTC Meeting: April 25-26, 2011 **2012**

90	Financial Allocation: \$81,977,000 for the state administered multi-funded CMIA/STIP/SLPP Route 101 Marin Sonoma Narrows – Petaluma Boulevard South Interchange and Petaluma River Bridge Replacement (Contract B2) (PPNO 0360H) project on the State Highway System. Contributions from other sources: \$6,065,000. Resolution CMIA-A-1112-034 Resolution STIP1B-A-1112-007 Resolution SLP1B-A-1112-19	2.5g.(1h)	Maura Twomey Kurt Scherzinger	A	D
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This Item was deferred.

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

Financial Allocation: \$33,740,000 for the CMIA/STIP Reconstruct I-5/SR 74 Interchange (PPNO 4102)

--Correct Book Item Header as follows: CTC Meeting: April 25-26, 2011 **2012**

91	Financial Allocation: \$33,740,000 for the state administered CMIA/STIP Reconstruct I-5/SR 74 Interchange (PPNO 4102) project in Orange County on the State Highway System. Contributions from other sources: \$4,074,000. Resolution CMIA-A-1112-37 Resolution STIP1B-A-1112-010 (Related Item under Tab 86.)	2.5g.(1q)	Maura Twomey Kurt Scherzinger	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:

Financial Allocation: \$33,740,000 for the CMIA/STIP Reconstruct I-5/SR 74 Interchange (PPNO 4102) project

Withdrawn at the CTC Meeting

<u>Financial Allocation Amendments for Proposition 1B CMIA Projects</u>					
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92	The Department proposes to amend the CMIA baseline agreement for the State Route 24 Caldecott Tunnel Fourth Bore project (PPNO 0057A) in Alameda and Contra Costa Counties to revise the funding plan and to allocate \$11,034,000 in CMIA funds from the project contingency reserve. Resolution CMIA-PA-1112-036, Amending Resolution CMIA-PA-0809-009 Resolution CMIA-A-1112-035	2.1c.(1e)/ 2.5g.(1i)	Maura Twomey Kurt Scherzinger	A	D
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This Item was approved on Wednesday, April 25.

Tab # / Time	Item Description	Ref. #	Presenter	Status*
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Recommendation: approval with change as noted
Action Taken: approved as amended
Motion: Alvarado
Second: Dunn
Vote result: 10-0
Absent: Frommer

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

The Department proposes to amend the CMIA baseline agreement for the State Route 24 Caldecott Tunnel Fourth Bore project (PPNO 0057A) in Alameda and Contra Costa Counties to revise the funding plan and to allocate ~~\$11,034,000~~ **\$11,043,000** in CMIA funds from the project contingency reserve.
 --Revise Agenda to correct amount. Book Item, Attachment, and Vote List are correct.

Financial Allocations for Proposition 1B RTE 99 Projects				
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93	Financial Allocation: \$58,100,000 for state administered Island Park 6-Lane (PPNO 6274) State Route 99 project in Fresno and Madera Counties on the State Highway System. Resolution R99-A-1112-008 <i>(Related Items under Tab 63.)</i>	2.5g.(2a)	Maura Twomey Kurt Scherzinger	A	D
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This Item was approved on Wednesday, April 25.

Recommendation: approval
Action Taken: approved
Motion: Alvarado
Second: Earp
Vote result: 9-0-1
Absent: Frommer
Recused: Assemi

Financial Allocations for Proposition 1B STIP Projects				
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94	Financial Allocation: \$81,941,000 for the state administered STIP/CMIA I-215 HOV Bi County HOV Gap Closure (PPNO 0041G) project in Riverside and San Bernardino Counties. Contributions from other sources: \$68,345,000. Resolution STIP1B-A-1112-008 Resolution CMIA-A-1112-036 <i>(Related Item under Tab 60.)</i>	2.5g.(3a)	Mitchell Weiss Kurt Scherzinger	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:

Financial Allocation: \$81,941,000 for the STIP/CMIA I-215 HOV Bi-County HOV Gap Closure project (PPNO 0041G) **Withdrawn at the CTC Meeting**

95	Financial Allocation: \$21,226,000 for the state administered 19 th Avenue Interchange (PPNO 4330) STIP project in Kings County on the State Highway System. Resolution STIP1B-A-1112-009	2.5g.(3b)	Mitchell Weiss Kurt Scherzinger	A	D
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Recommendation: approval
Action Taken: approved
Motion: Assemi
Second: Dunn
Vote result: 8-0
Absent: Earp, Frommer, Ghielmetti

<u>Tab # / Time</u>	<u>Item Description</u>	<u>Ref. #</u>	<u>Presenter</u>	<u>Status*</u>	
Financial Allocations for Proposition 1B TCIF Projects					
96	Financial Allocation: \$55,220,000 for two locally administered TCIF Projects. Contributions from other sources: \$74,163,000. Resolution TCIF-A-1112-10 <i>(Related Item under Tabs 65 & 68.)</i>	2.5g.(5)	Maura Twomey Kurt Scherzinger	A	D

This Item was withdrawn.

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

Financial Allocation: \$55,220,000 for two locally administered TCIF Projects **Withdrawn prior to CTC Meeting**

Financial Allocations for Proposition 1B SHOPP Projects					
97	Financial Allocation: \$53,892,000 for the Route 80 Roadway SHOPP project in Solano County. Resolution SHOP1B-A-1112-003	2.5g.(6)	Juan Guzman Kurt Scherzinger	A	D

Recommendation: approval

Action Taken: approved

Motion: Dunn

Second: Alvarado

Vote result: 8-0

Absent: Earp, Frommer, Ghielmetti

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

Financial Allocation: \$53,892,000 for the Route 80 Roadway SHOPP project

--Revise Attachment and Vote List as follows:

→ Add allocation of **\$6,267,000** for FY 2010-11.

→ Revise Allocation of ~~\$53,892,000~~ to **\$47,625,000** for FY 2011-12.

Financial Allocations for Proposition 1B HRCSA Projects					
98	Financial Allocation: \$25,600,000 for the locally administered Nogales Street Grade Separation HRCSA project in Los Angeles County. Contributions from other sources: \$68,336,000. Resolution GS1B-A-1112-004	2.5g.(9)	Teresa Favila Bill Bronte	A	D

Recommendation: approval

Action Taken: approved

Motion: Alvarado

Second: Dunn

Vote result: 7-0-1

Absent: Earp, Frommer, Ghielmetti

Recused: Inman

Financial Allocations for Proposition 1B SLPP Projects					
99	Financial Allocation: \$3,800,000 for the locally administered I-5/French Camp Interchange (PPNO 7239) SLPP project in San Joaquin County. Resolution SLP1B-A-1112-21	2.5g.(10b)	Laurel Janssen Denix Anbiah	A	D

Recommendation: approval

Action Taken: approved

Tab # / Time	Item Description	Ref. #	Presenter	Status*
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Motion: Guardino
Second: Assemi
Vote result: 8-0
Absent: Earp, Frommer, Ghielmetti

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

Financial Allocation: \$3,800,000 for the I-5/French Camp Interchange (PPNO 7239) SLPP project
 --Project 1 (PPNO10-7239) – Revise Attachment and Vote List as follows:
 → Delete all information related to Construction Engineering: ~~CON ENG \$156,000 4CELO 2011-12 304-6060 SLPP 20.20.724.000, \$156,000.~~
 → Revise both "Prgm'd Amount" and "Amount by Fund Type" for Construction as ~~\$3,644,000~~ **\$3,800,000.**
 → Add the following statement: (Project SLPP funding is broken down as \$3,644,000 for construction and \$156,000 for construction support.)

<u>Letters of No Prejudice (LONP) for Proposition 1B Projects</u>				
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100	Proposition 1B Letter of No Prejudice for the BART Vehicles project in Santa Clara County. (SLPP) Resolution LONP1B-A-1112-14	2.1c.(10)	Laurel Janssen Jane Perez	A	D
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Recommendation: approval
Action Taken: approved
Motion: Guardino
Second: Dunn
Vote result: 8-0
Absent: Earp, Frommer, Ghielmetti

<u>Financial Allocations for STIP Projects</u>				
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101	Financial Allocation: \$18,540,000 for the locally administered Capitol LRT Extension to Eastridge Transit Center and Bus Improvements (PPNO 2174B) STIP Transit Project. Resolution MFP-11-10	2.6a.(1)	Juan Guzman Bill Bronte	A	D
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Recommendation: approval
Action Taken: approved
Motion: Guardino
Second: Assemi
Vote result: 8-0
Absent: Earp, Frommer, Ghielmetti

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

Financial Allocation: \$18,540,000 for the Capitol LRT Extension to Eastridge Transit Center and Bus Improvements STIP Transit project (PPNO 2174B)
 --Revise Attachment and Vote List as follows:
 → Budget Year ~~2010-11~~ **2011-12**, Item # ~~401-0046~~ **101-0890**, Fund Type ~~PTA~~ **FTF**
 → Below the Outcome/Output information, add the following statement: **CONTINGENT ON APPROVAL OF A BUDGET REVISION BY THE DEPARTMENT OF FINANCE.**

102	Financial Allocation: \$28,520,000 for four state administered STIP Rail Projects. Contributions from other sources: \$87,632,000 Resolution MFP-11-11	2.6a.(2)	Juan Guzman Bill Bronte	A	D
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Recommendation: approval
Action Taken: approved
Motion: Dunn

Tab # / Time	Item Description	Ref. #	Presenter	Status*
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Second: Assemi
Vote result: 8-0
Absent: Earp, Frommer, Ghielmetti

Request to Extend the Period of Project Allocation

103	Request to extend the period of project allocation for the locally- administered Golden Gate Moveable Median Barrier STIP project in San Francisco County, per STIP Guidelines. Waiver 12-13	2.8a.	Juan Guzman Kurt Scherzinger	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:

Request to extend the period of project allocation for the Golden Gate Moveable Median Barrier STIP project in San Francisco County **Withdrawn prior to CTC Meeting**

Proj #	PPNO	County	Agency	Extension Request	Recommendations		Notes
					Caltrans	CTC Staff	
1	04-2014U	ALA, SF	GGBHTD	18 months	18 months	Withdrawn	prior to meeting

Request to Extend the Period of Contract Award

104	Request to extend the period of contract award for the Bullard/Locan project in City of Clovis for \$315,000, per SLPP Guidelines. Waiver 12-15	2.8b.(1)	Juan Guzman Denix Anbiah	A	D
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Recommendation: approval of Items 104-108
Action Taken: all approved
Motion: Guardino
Second: Burke
Vote result: 8-0
Absent: Earp, Frommer, Ghielmetti

Proj #	PPNO	County	Agency	Extension Request	Recommendations		Notes
					Caltrans	CTC Staff	
1	06-xxxx	FRE	Clovis	12 months	12 months	12 months	Delay with developer contribution

105	Request to extend the period of contract award for the Tustin Ave and La Palma Avenue project for \$1,000,000 in City of Anaheim, per SLPP Guidelines. Waiver 12-16	2.8b.(2)	Juan Guzman Denix Anbiah	A	D
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Recommendation: approval of Items 104-108
Action Taken: all approved
Motion: Guardino
Second: Burke
Vote result: 8-0
Absent: Earp, Frommer, Ghielmetti

<u>Tab # / Time</u>	<u>Item Description</u>				<u>Ref. #</u>	<u>Presenter</u>	<u>Status*</u>	
PPNO	County	Agency	Request	Caltrans	CTC Staff	Notes		
12-xxxx	ORA	Anaheim	12 months	12 months	12 months	Delayed by use of eminent domain		
106	Request to extend the period of contract award for the locally administered SR-104/Prospect Drive Realignment SLPP project in the City of Sutter Creek for \$885,000, per SLPP Guidelines. Waiver-12-17				2.8b.(3)	Juan Guzman Kurt Scherzinger	A	D

Recommendation: approval of Items 104-108

Action Taken: all approved

Motion: Guardino

Second: Burke

Vote result: 8-0

Absent: Earp, Frommer, Ghielmetti

PPNO	County	Agency	Extension Request	Caltrans	CTC Staff	Notes
10-xxxx	AMA-104	Sutter Creek	3 months	3 months	3 months	Delayed by need for blasting plan

<u>Request to Extend the Project Development Expenditures</u>							
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107	Request to extend the period of project development expenditures for the locally-administered I-880 Landscape Enhancements project in Alameda County, per STIP Guidelines. Waiver 12-14				2.8d.	Juan Guzman Kurt Scherzinger	A	D
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Recommendation: approval of Items 104-108

Action Taken: all approved

Motion: Guardino

Second: Burke

Vote result: 8-0

Absent: Earp, Frommer, Ghielmetti

Proj #	PPNO	County	Agency	Extension Request	Caltrans	CTC Staff	Notes
1	04-2110K	ALA	ACCMA	12 months	12 months	12 months	PS&E delayed by adjoining project

<u>Request to Extend the Project Reimbursement Period</u>							
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108	Request to extend the period of project reimbursement for the Glendale Grade Separation project in Los Angeles County, per Resolution G-99-25 Guidelines for Allocating, Monitoring and Auditing of Funds for Local Assistance Projects. Waiver-12-18				2.8f.	Juan Guzman Jane Perez	A	D
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Recommendation: approval of Items 104-108

Action Taken: all approved

Motion: Guardino

Second: Burke

<u>Tab # / Time</u>	<u>Item Description</u>	<u>Ref. #</u>	<u>Presenter</u>	<u>Status*</u>
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Vote result: 8-0

Absent: Earp, Frommer, Ghielmetti

PPNO	County	Agency	Extension	Recommendations		Notes
			Request	Caltrans	CTC Staff	
07-2448	LA	Glendale	5 months	5 months	5 months	To allow time for final invoice

<u>OTHER MATTERS / PUBLIC COMMENT</u>
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No comments were made.

12:00 pm	<u>Adjourn</u>
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Chair Tavaglione adjourned the meeting at 9:18 am.

Original signed 5/8/12

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: May 23, 2012

Reference No.: 1.5
Action


From: BIMLA G. RHINEHART
Executive Director

Subject: **Meetings for Compensation for April 2012 (April 2 – April 30.)**

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

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

Regular Commission Meeting Activities:

- April 25 Commission Meeting in Irvine (Commissioner Dario Frommer absent).
- April 26 Commissioner Meeting in Irvine (Commissioner's Dario Frommer, James Earp and James Ghielmetti absent).

Additional Meetings:

Bob Alvarado:

- April 12 BART to San Jose groundbreaking event. San Jose
- April 30 OHIT Meeting with CTC Executive Director Bimla Rhinehart and staff, CTC Commissioner Jim Ghielmetti and California Capital and Investing Managing General Partner Oakland Developer Phil Tagami regarding funding and material needs from Port of Oakland. Oakland

Darius Assemi:

- No additional meetings reported.

Yvonne Burke:

- April 9 CTC Town Hall Meeting. Visalia
- April 10 CTC Town Hall Meeting. Visalia
- April 16 Teleconference with Metro staff Mike Miller and Steve Mueller regarding I-15, review of RON's and CTC agenda items. Los Angeles
- April 18 Teleconference with LA Metro Consultant Bob Naylor, Metro Executive Director of Highways Doug Failing, Metro Deputy Executive Officer for Regional Planning David Yale regarding upcoming CTC agenda items, CMIA, Prop 1A and pending legislation. Los Angeles
- April 23 Teleconference with CTC Staff regarding upcoming CTC Meeting agenda. Los Angeles
- April 23 Fixing Angeleno's Stuck in Traffic (FAST) Metro Express Lanes Business Roundtable with FAST Executive Director Hilary Norton and Commissioner Lucy Dunn speaking. Los Angeles

Lucy Dunn:

- April 2 Teleconference briefing regarding High Speed Rail 2012 Revised Plan. Irvine
- April 4 OC Moves OCBC Meeting with US Chamber of Commerce Transportation & Infrastructure Executive Director Janet Kavinoky. Irvine
- April 5 SCAG 2012 Regional Transportation Plan General Assembly with SCAG Executive Director Hasan Ikhata. Los Angeles
- April 5 Panel member at SCAG Conference – Infrastructure as Key to Region's Global Competitiveness. Los Angeles
- April 9 CTC Town Hall Meeting. Visalia
- April 10 CTC Town Hall Meeting. Visalia
- April 18 Teleconference regarding Transportation Funding with Commissioner Fran Inman, OCBC Chief Economic Advisor Wallace Walrod, AAA Government Affairs and Public Policy Manager Steve Finnegan and AAA Public Affairs Senior Vice President Alice Bisno. Irvine
- April 20 Teleconference Mobility 21 Board Meeting with Executive Director Marnie Primmer. Irvine

Lucy Dunn continued:

- April 20 Meeting regarding ARTIC and High Speed Rail for Anaheim with former Anaheim Mayor now Curt Pringle Associates Lobbyist Curt Pringle. Irvine
- April 23 Speaker at Fixing Angeleno's Stuck in Traffic (FAST) Metro Express Lanes Business Roundtable with FAST Executive Director Hilary Norton. Los Angeles
- April 23 Teleconference with CTC Staff for upcoming CTC meeting. Irvine
- April 23 CTC Briefing with Caltrans District Director Cindy Quon and OCTA (Adriann Cardoso and Kurt Brotke). Irvine

James Earp:

- April 4 Speaker at Jamison Canyon SR 12 Project Groundbreaking. Napa County
- April 9 CTC Town Hall Meeting Visalia
- April 10 CTC Town Hall Meeting. Visalia
- April 18 Teleconference with CTC staff regarding CMIA cost savings. Sacramento
- April 23 Teleconference with CTC Staff regarding upcoming CTC Meeting agenda. Sacramento

Dario Frommer:

- No additional meetings reported for this period.

James Ghielmetti:

- April 2 Measure B meeting with Alameda County Transportation Authority Executive Director Art Dao. Pleasanton
- April 10 Meeting with Commissioner Carl Guardino regarding Land Use. Santa Clara
- April 11 Teleconference call with CTC Executive Director Bimla Rhinehart, Chief Deputy Director Andre Boutros regarding Little Hoover testimony. Pleasanton.
- April 12 BART to Silicon Valley Groundbreaking event with Senator Diane Feinstein. Santa Clara

James Ghielmetti continued:

- April 16 Teleconference call with CTC Executive Director Bimla Rhinehart, Commission Chair Joe Tavaglione and Commissioner Dario Frommer regarding Little Hoover Testimony. Pleasanton
- April 18 Teleconference with CTC staff regarding CMIA cost savings. Pleasanton
- April 23 Teleconference with Transportation for Monterey County Executive Director Debbie Hale regarding CMIA Bond Allocation. Pleasanton
- April 23 Little Hoover Commission Hearing. Sacramento
- April 24 Teleconference with CTC Staff regarding upcoming CTC Meeting agenda. Pleasanton
- April 30 OHIT Meeting with CTC Executive Director Bimla Rhinehart and staff, CTC Commissioner Jim Ghielmetti and California Capital and Investing Managing General Partner Oakland Developer Phil Tagami regarding funding and material needs from Port of Oakland. Oakland

Carl Guardino:

- April 4 Monthly MTC/VTA, Santa Clara County and San Jose regarding regional transportation priorities. San Jose
- April 5 Meeting with MTC Commissioner and San Francisco County Supervisor Scott Wiener regarding Caltrain and High Speed Rail. San Francisco
- April 12 Speaker at BART to Silicon Valley Groundbreaking event with Senator Diane Feinstein. Santa Clara
- April 23 Teleconference with CTC Staff regarding upcoming CTC Meeting agenda. San Jose
- April 24 Teleconference with Monterey County Transportation Authority Executive Director Debbie Hale regarding CMIA funds. San Jose
- April 27 Meeting with MTC Commissioner Sam Liccardo regarding BART funding for Segment 2. Los Gatos
- April 30 Teleconference with MTC Commissioner Sam Liccardo regarding BART funding for Segment 2. San Jose

Fran Inman:

- April 9 CTC Town Hall Meeting. Visalia

Fran Inman continued:

- April 10 CTC Town Hall Meeting. Visalia
- April 11 Attend PMSA Annual Luncheon. San Pedro
- April 17 Meeting with Caltrans District 7 Director Michael Miles regarding 1-5 briefing. City of Industry
- April 18 Teleconference regarding Transportation Funding with Commissioner Lucy Dunn, OCBC Chief Economic Advisor Wallace Walrod, AAA Government Affairs and Public Policy Manager Steve Finnegan and AAA Public Affairs Senior Vice President Alice Bisno. City of Industry
- April 23 Teleconference call with Metro Consultant Robert Naylor regarding METRO issues – CMIA Policy. City of Industry
- April 23 Teleconference with SCAG Community and Government Relations Director Paul Hubler regarding agenda items for the April CTC Meeting. City of Industry
- April 23 Teleconference with CTC Staff regarding upcoming CTC Meeting agenda. City of Industry
- April 27 Teleconference with Port of Los Angeles Senior Director David Libatique regarding TRAPAC project. City of Industry

Joe Tavaglione:

- No additional meetings reported for this period

Jim Waring:

- April 13 Initial in-depth CTC briefing with SANDAG Executive Director Gary Gallegos, SANDAG Transnet and Legislative Affairs Program Director Kim Kawada and SANDAG Senior Transportation Engineer Jose Nuncio. San Diego
- April 16 Breakfast Meeting with CTC Executive Director Bimla Rhinehart and CTC Deputy Director Annette Gilbertson. San Diego
- April 24 Monthly CTC Briefing with SANDAG Executive Director Gary Gallegos, SANDAG Transnet and Legislative Affairs Program Director Kim Kawada and SANDAG Senior Transportation Engineer Jose Nuncio. San Diego

Memorandum

AMENDED

To: CHAIR AND COMMISSIONERS

CTC Meeting: May 23, 2012

Reference No: 1.5
ACTION

From: 
BIMLA G. RHINEHART
Executive Director

Subject: **\$100 PER DAY ATTENDANCE ALLOWANCE MARCH (March 1 – March 30)**
MEETINGS FOR COMPENSATION

In accordance with the in-house procedure adopted for identifying Commission activities eligible for compensation pursuant to SB 2168, the following list of meetings is being submitted for Commission approval (Commissioners are allowed to be reimbursed for up to eight meetings per month):

Additional Meetings:

Bob Alvarado:

- March 9 Highway 4 Groundbreaking event. Oakley

James Earp:

- March 6 Meeting with Contra Costa Transportation Authority (CCTA) Director Randy Iwasaki, CCTA Deputy Director Ross Chittenden and CCTA Commission Chair Don Tatzin regarding CMIA funding. Caldecott Tunnel
- March 12 Meeting with Assemblymember Jose Solorio regarding transportation funding, P3. Sacramento
- March 15 Meeting with Solano County Transportation Authority (CCTA) Executive Director Daryl Halls, CCTA Deputy Executive Director Janet Adams and Solano County Supervisor Jim Spring, regarding I-80/680/12 project. Sacramento

Carl Guardino:

- March 1 Monthly meeting with MTC/VTA/Santa Clara County and City of San Jose to discuss regional transportation priorities. San Jose
- March 10 Speaker at the Full Funding Grant Agreement Celebration for the San Jose BART extension.

Carl Guardino continued:

- March 13 Teleconference with California Strategies Consultant and Partner D.J. Smith regarding Hydrogen Fuel Cell demo. San Jose
- March 14 Meeting with State Senator Ted Lieu. Sacramento
- March 21 Teleconference with Santa Cruz County Supervisor Mark Stone on Santa Cruz transportation priorities. San Jose
- March 26 Teleconference with CTC staff regarding upcoming March CTC Meeting. San Jose
- March 27 Capitol-101 Interchange discussion with Santa Clara Valley Transportation Authority (VTA) Chief Congestion Management Officer John Ristow. San Jose

Memorandum

AMENDED

To: CHAIR AND COMMISSIONERS

CTC Meeting: May 23, 2012

Reference No.: 1.5
Action



From: BIMLA G. RHINEHART
Executive Director

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

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:

James Earp:

- Feb 8 Northern California STIP hearing. Sacramento
- Feb 14 Teleconference call with CTC staff regarding CMIA cost savings. Sacramento
- Feb 16 Teleconference call with MTC Executive Director Steve Heminger and staff, Caltrans Director Malcolm Dougherty and CTC staff regarding Presidio Parkway P3. Sacramento
- Feb 21 Teleconference with CTC staff regarding upcoming February CTC Meeting. Sacramento

Memorandum

AMENDED

To: CHAIR AND COMMISSIONERS

CTC Meeting: May 23, 2012

Reference No.: 1.5
Action


From: BIMLA G. RHINEHART
Executive Director

Subject: **Meetings for Compensation for January (January 2 – January 31, 2012)**

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:

James Earp:

- Jan 5 Meeting with Downtown Rail Yards Project Manager Fran Halbakken, Inland Investments Project Executive Dean Stermer and California Strategies Board of Directors President Jared Ficker regarding Rail Yard Project. Sacramento
- Jan 9 Meeting with Caltrans District 3 Director Jody Jones regarding 99 Feather River Bridge Project. Sacramento
- Jan 19 Meeting with El Dorado Department of Transportation Project Engineer Jim Ware and El Dorado County Supervisor Jack Sweeney regarding El Dorado County Projects. Sacramento
- Jan 20 Teleconference with Barbara O'Keefe regarding Highway 99 project in Trinity County. Sacramento
- Jan 23 Teleconference with CTC staff regarding upcoming January CTC meeting. Sacramento
- Jan 24 Senate Transportation and Housing Needs Assessment Hearing. Sacramento
- Jan 31 Meeting with Metro CEO Art Leahy regarding LA transportation projects. Sacramento

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 FHWA DIVISION ADMINISTRATOR

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

Memorandum

To: CHAIR AND COMMISSIONERS

CTC Meeting: May 23, 2012

Reference No.: 4.1
Action

From: BIMLA G. RHINEHART
Executive Director

Subject: **STATE AND FEDERAL LEGISLATION**

ISSUE:

Should the California Transportation Commission (Commission) adopt a support position on Assembly Constitutional Amendment (ACA) 23 by Assembly Member Perea that would provide that the imposition, extension, or increase of a special tax by a local government for the purpose of providing funding for local transportation projects would require the approval of 55% of its voters?

Should the Commission adopt an oppose position on Senate Bill (SB) 1396 by Senator Dutton that would require the State Board of Equalization (BOE) to reduce, but not increase, certain excise tax rates on gasoline and diesel fuels to maintain revenue neutrality?

Attachment A provides the status of bills that staff is monitoring as of May 4, 2012.

RECOMMENDATION:

Staff recommends that the Commission adopt the following positions:

ACA 23 – Support
SB 1396 - Oppose

SUMMARY:

ACA 23 (Perea) – Local government transportation projects: special taxes: voter approval

This measure would provide that the imposition, extension, or increase of a special tax by a local government for the purpose of providing funding for local transportation projects requires the approval of 55% of its voters voting on the proposition. The measure would also make conforming and technical, nonsubstantive changes.

Bill Status: Read first time in Assembly February 23, 2012. Not yet in Committee.

Several counties are giving serious consideration to new transportation sales tax measures to help fund critical transportation needs, but prospects for success are slim in the face of a two-thirds voter approval requirement. Many small counties have won majority votes for local transportation improvement sales taxes, but were unable to make the two-thirds requirement. ACA 23 gives

counties majorities to establish their own measures to address transportation needs that are best understood at the local level, and as a result local-initiated funding would remain strong resulting in reduced highway congestion and quality public transportation, and assist in keeping pace with the critical transportation needs of the state. The loss of local sales tax as a viable revenue source for transportation purposes will only increase the funding burden on the state.

A draft letter for the Commission Chair's signature is provided in Attachment B, along with a copy of the constitutional amendment.

SB 1396 (Dutton) – Sales and Use Taxes: Excise Taxes: Fuel (Urgency)

The Sales and Use Tax Law imposes a tax on retailers measured by the gross receipts from the sale of tangible personal property sold at retail in this state, or a tax, measured by the sales price, on the storage, use, or other consumption of tangible personal property in this state.” That law defines the terms “gross receipts” and “sales price.” This bill would exclude from the terms “gross receipts” and “sales price” the amount charged at retail for gasoline and diesel fuels in excess of \$3.88 or \$3.52 per gallon, respectively, as provided. Existing law imposes a sales and use tax and an excise tax on gasoline and diesel fuels and requires BOE to annually modify both the gasoline and diesel excise tax rates on a going-forward basis so that the taxes imposed on gasoline and diesel fuels, as described above, are revenue neutral. This bill would require BOE to reduce, but not increase, certain excise tax rates on gasoline and diesel fuels to maintain revenue neutrality.

Bill Status: Hearing scheduled May 8, 2012 in Senate Transportation and Housing Committee.

This bill undoes major portions of the 2010 gas tax swap, and thus would decrease transportation revenues beginning on July 1, when it would stop the BOE from adjusting the gasoline excise tax rate from 35.7 cents per gallon to 36 cents per gallon. The bill would also limit BOE's ability to adjust the excise tax rates over coming years to "true up" transportation revenues to reflect how much revenue would have resulted if the swap had never occurred. Over time, as the price of gasoline increases, the 35.7-cent cap that this bill imposes would ratchet transportation revenues down, limiting funds available to state and local governments for highway, street and road maintenance and improvements.

A draft letter for the Commission Chair's signature is provided in Attachment C, along with a copy of the bill.

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
 May 23, 2012 Commission Meeting

FUNDING/FINANCING

Bill #	Author	Bill Title	Subject	Status
AB 1229	Feuer	California Transportation Financing Authority Fund: subsidies: 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.	<p>Last Action In Senate Committee on Appropriations Held in Committee August 25, 2011</p> <p>Current Location Senate Committee on Appropriations</p>
<u>AB 1770</u>	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>(Urgency)</i>	<p>Last Action In Assembly Read third time Urgency clause adopted Passed to Senate May 3, 2012</p> <p>Current Location Senate</p>
<u>ACA 23</u>	Perea	Local government transportation projects: special taxes: voter approval	This measure would provide that the imposition, extension, or increase of a special tax by a local government for the purpose of providing funding for local transportation projects requires the approval of 55% of its voters voting on the proposition. The measure would also make conforming and technical, nonsubstantive changes.	<p>Last Action In Assembly Read first time February 23, 2012</p> <p>Current Location Not yet in Committee</p>
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.	<p>Last Action In Assembly Committee on Local Government Failed Passage Reconsideration granted June 29, 2011</p> <p>Current Location Assembly Committee on Local Government</p>
<u>SB 633</u>	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.	<p>Last Action In Assembly To Committee April 26, 2012</p> <p>Current Location Assembly Committee on Business, Professions and Consumer Protection</p>

CALIFORNIA TRANSPORTATION COMMISSION
 Status of State Legislation
 May 23, 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.	<p>Last Action In Senate Read third time Passed to Assembly June 1, 2011</p> <p>Current Location Assembly Committee on Jobs, Economic Development and the Economy</p>
<u>SB 1102</u>	DeSaulnier	State Transportation Improvement Program	<p>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.</p> <p>Similar Bill: SB 1499 (Anderson, 2012) – See below</p> <p>Action Item: March 28-29, 2012 – Send letter expressing the Commission’s support – Completed</p>	<p>Last Action In Senate Read third time Passed to Assembly May 3, 29012</p> <p>Current Location Assembly</p>
<u>SB 1189</u>	Hancock	The Safe, Reliable High-Speed Passenger Train Bond Act for the 21 st Century: project funding	<p>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. Existing law requires the Commission to allocate those funds to eligible recipients, as defined, and to develop guidelines to implement those provisions. This bill would appropriate \$523,400,000 from the High-Speed Passenger Train Bond Fund to the Department of Transportation for allocation by the Commission as provided for in specified guidelines adopted by the Commission.</p>	<p>Last Action In Senate In Senate Committee on Transportation and Housing Passed and re-referred April 30, 2012</p> <p>Current Location Senate Committee on Appropriations Placed on Suspense File</p>
<u>SB 1396</u>	Dutton	Sales and Use Taxes: excise taxes: fuel	Would require the State Board of Equalization to reduce, but not increase, certain excise tax rates on gasoline and diesel fuels to maintain revenue neutrality.	<p>Last Action In Senate Read second time and amended Re-referred to Committee April 11, 2012</p> <p>Current Location Senate Committee on Transportation and Housing Hearing Scheduled May 8, 2012</p>

CALIFORNIA TRANSPORTATION COMMISSION
Status of State Legislation
May 23, 2012 Commission Meeting

FUNDING/FINANCING (Continued)

Bill #	Author	Bill Title	Subject	Status
<u>SB 1499</u>	Anderson	California Transportation Commission: review of expenditures	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	<i>Last Action</i> Senate Committee on Transportation and Housing Hearing cancelled at the request of author April 17, 2012 <i>Current Location</i> Senate Committee on Transportation and Housing

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	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, <i>would require the department to submit a report, as specified, no later than July 1 of each year during which any project using the Construction Manager/General Contractor method is underway and no later than July 1 of the year after any project using the Construction Manager/General Contractor method has been completed</i> , 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 Assembly Read second time and amended Re-referred to Committee May 1, 2012 <i>Current Location</i> Assembly Committee on Appropriations

CALIFORNIA TRANSPORTATION COMMISSION
Status of State Legislation
May 23, 2012 Commission Meeting

PROJECT DELIVERY (Continued)

Bill #	Author	Bill Title	Subject	Status
<u>SB 1549</u>	Vargas	Transportation projects: construction Manager/General Contractor alternative project method. <i>delivery methods</i>	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. This bill would allow the San Diego Association of Governments to utilize alternative project delivery methods, as defined, for public transit projects within its jurisdiction. The bill would require a transportation entity, as defined, the San Diego Association of Governments 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, upon completion of a project, 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. San Diego Association of Governments to its governing board and would require the report to be made available on its Internet Web site. 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. Similar Bill: AB 2498 (Gordon, 2012) – See above	<p>Last Action In Senate Committee on Transportation and Housing Passed as amended Re-referred to Committee April 30, 2012</p> <p>Current Location Senate Committee on Appropriations Hearing Scheduled May 14, 2012</p>

DIRECT IMPACT TO COMMISSION

Bill #	Author	Bill Title	Subject	Status
AB 441	Monning	State Planning	This bill would require that the Commission to, by no later than 2014, include health issues, as specified, voluntary health and health equity factors, strategies, goals, and objectives in the guidelines promulgated by the Commission for the preparation of regional transportation plans. Action Item: March 28-29, 2012 – Send letter expressing the Commission’s concerns – Completed	<p>Last Action In Senate Committee on Rules Assigned to Committee February 16, 2012</p> <p>Current Location Senate Committee on Transportation and Housing</p>
AB 845	Ma	Transportation: Bond Funds	Requires the guidelines adopted by the 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.	<p>Last Action In Senate Ordered to third reading To inactive file August 22, 2011</p> <p>Current Location Senate</p>

CALIFORNIA TRANSPORTATION COMMISSION
 Status of State Legislation
 May 23, 2012 Commission Meeting

DIRECT IMPACT TO COMMISSION (Continued)

Bill #	Author	Bill Title	Subject	Status
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 Commission. Action Item: March 28-29, 2012 – Send letter expressing the Commission’s opposition – Completed	Last Action Assembly Committee on Transportation Failed Passage 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.	Last Action In Assembly Committee on Appropriations Held in Committee August 25, 2011 Current Location Assembly Committee on Appropriations
<u>SB 749</u>	Steinberg	California Transportation Commission: guidelines	Establishes specified procedures that the 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) – Vetoed by Governor on September 30, 2010 SB 126 (Steinberg, 2011) – Amended to relate to agriculture labor relations	Last Action In Assembly Referred to Committee April 23, 2012 Current Location Assembly Committee on Transportation
<u>SB 1117</u>	DeSaulnier	Statewide Passenger Rail Transportation Plan	Would require the Commission to prepare a statewide passenger rail transportation plan relative to conventional and high-speed intercity passenger rail, commuter rail, and urban rail transit containing various elements. <i>The bill would require the Department of Transportation to assist the commission, as specified.</i> The bill would require the Commission to adopt the plan by September 2014, and update the plan every 4 years thereafter. Requires the plan to contain goals for integrated passenger rail services and facilities, and to adopt policies and guidelines to be used by the department, the authority, and regional transportation agencies in the development of their plans, and would prohibit those agencies from taking inconsistent actions. Requires regional transportation planning agencies to submit their plans for commuter rail and urban rail transit to the Commission by December 31, 2013. This bill would also impose certain requirements on the High-Speed Rail Authority with regard to the high-speed rail element of the plan and implementation of projects on an incremental basis by the authority, including preparation of an incremental high-speed rail development program, as specified, by December 31, 2013, which would be incorporated into the authority’s business plan.	Last Action In Senate Senate Committee on Transportation and Housing Passed as amended April 24, 2012 Current Location Senate Committee on Appropriations Hearing Scheduled May 14, 2012

CALIFORNIA TRANSPORTATION COMMISSION
 Status of State Legislation
 May 23, 2012 Commission Meeting

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 Commission to allocate funds to the Stanislaus Council of Governments or any agency designated by that entity to deliver the North County Corridor project.	Last Action In Senate Order to third reading To inactive file September 6, 2011 Current Location Senate
<u>AB 1780</u>	Bonilla	Department of Transportation: Project Study Reports	Would revise provisions to authorize the department to prepare project study reports or equivalent planning documents for any projects on the state highway system, limited by the resources available to the department. Require the department to pay for the costs of its review and approval of project study reports or equivalent planning documents that are prepared by other entities for projects that are in an adopted regional transportation plan, a voter-approved county sales tax measure expenditure plan, or other voter-approved transportation program. In other cases, the bill would require the cost of the department's review and approval to be paid by the entity preparing the project study report or equivalent planning document. Delete the provisions relating to the guidelines adopted by the Commission and would instead require open and continuous communications between the parties during the development of project study reports or equivalent planning documents.	Last Action In Assembly Committee on Transportation Passed April 23, 2012 Current Location Assembly Committee on Appropriations Suspense File

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.	Last Action In Senate To inactive file September 9, 2011 Current Location Senate
<u>AB 41</u>	Hill	High-Speed Rail Authority: Conflicts of Interest: Disqualification	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. <i>This bill would provide that each employee of a contractor or subcontractor of the High-Speed Rail Authority who serves in a peer review capacity to the authority shall be deemed to be a designated employee of the authority, thereby making those persons subject to the provisions of the authority's conflict-of-interest code and to the various other restrictions that apply to the designated employees of a state agency.</i> (Urgency)	Last Action In Senate Read second time and amended April 30, 2012 Current Location Senate Third Reading

CALIFORNIA TRANSPORTATION COMMISSION
 Status of State Legislation
 May 23, 2012 Commission Meeting

RELATED TO RAIL

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.	<p><i>Last Action</i> In Senate Committee on Appropriations Held in Committee August 25, 2011</p> <p><i>Current Location</i> Senate Committee on Appropriations</p>
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.	<p><i>Last Action</i> In Senate To inactive file August 30, 2011</p> <p><i>Current Location</i> Senate</p>
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.	<p><i>Last Action</i> In Senate Read second time and amended Referred to Committee on Rules June 27, 2011</p> <p><i>Current Location</i> Senate Committee on Rules</p>
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, th0065 project budget, expenditures to date, a comparison of the current and project work schedule and the baseline schedule.	<p><i>Last Action</i> In Senate Read first time To Committee for assignment June 2, 2011</p> <p><i>Current Location</i> Senate Committee on Rules</p>
<u>AB 1455</u>	Harkey	High-Speed Rail	This bill would reduce 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 January 1, 2013.	<p><i>Last Action</i> In Assembly Committee on Transportation Hearing cancelled at the request of the author April 12, 2012</p> <p><i>Current Location</i> Assembly Committee on Transportation</p>

CALIFORNIA TRANSPORTATION COMMISSION
 Status of State Legislation
 May 23, 2012 Commission Meeting

RELATED TO RAIL (Continued)

Bill #	Author	Bill Title	Subject	Status
<u>AB 1574</u>	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. Would continue the High-Speed Rail Authority in existence with limited responsibilities and would place the authority within BT&H 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. 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. 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.	<p style="text-align: center;"><i>Last Action</i> In Assembly Committee on Transportation Hearing cancelled at the request of the author April 23, 2012</p> <p style="text-align: center;"><i>Current Location</i> Assembly Committee on Transportation</p>
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.	<p style="text-align: center;"><i>Last Action</i> In Assembly Committee on Appropriations Held in Committee August 25, 2011</p> <p style="text-align: center;"><i>Current Location</i> Assembly Committee on Appropriations</p>
<u>SB 985</u>	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 st 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 incurrent from the issuance and sale of those outstanding bonds.	<p style="text-align: center;"><i>Last Action</i> In Senate Committee on Transportation and Housing Heard; remains in Committee</p> <p style="text-align: center;"><i>Current Location</i> Senate Committee on Transportation and Housing</p>

JOSEPH TAVAGLIONE, Chair
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STATE OF CALIFORNIA

ATTACHMENT B
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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DRAFT

The Honorable Henry T. Perea
Member of the Assembly
State Capitol, Room 4112
Sacramento, CA 95814

Re: Support Assembly Constitutional Amendment (ACA) 23

Dear Assembly Member Perea:

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, at its May 23, 2012 meeting, adopted a support position on ACA 23. The Commission applauds your leadership on this issue in light of our dwindling resources and growing transportation system demands.

The useful life of the existing system, which represents decades of major investments, is placed at risk due to the lack of necessary funding to meet basic maintenance, operation and rehabilitation needs. In addition, congestion in urban areas, safety and unexpected delays in rural areas, and growing challenges of freight movement are only a few examples of the compelling issues facing California's transportation agencies. Public sources of reliable revenues meant to provide an efficient transportation system have not kept pace with California's growing transportation needs. Our existing transportation system continues to deteriorate while demand increases, adversely affecting mobility, commerce, quality of life, the environment and the operational efficiency of key transportation assets.

Ongoing state funds are raised primarily from a state excise tax on gasoline and diesel fuels, weight fees, and the equivalent of most of the state sales tax on motor fuels, which is now translated into a higher excise tax. Additional sources of state funding can include revenues from the sale of bonds and specific appropriations from the General Fund. State revenues provide about 22 percent (\$53.1 billion) of the total funds projected to be available for transportation infrastructure over the next ten years.

Nineteen of California's 58 counties have passed local sales tax measures to pay for transportation projects; approximately 80 percent of all Californians live in counties where voters have passed local sales tax measures to pay for this infrastructure. This local investment has brought with it a history of high expectations and accountability. Local funds for transportation are raised from a variety of public revenue sources. These include (but are not limited to) a statewide 0.25 percent tax on the sale of all goods and services, additional local sales taxes, property taxes, and transit fares. Local funds account for about 65 percent (\$158.4 billion) of all revenues projected to be available for transportation infrastructure over the next ten years.

Several counties are giving serious consideration to new transportation sales tax measures to help fund critical transportation needs, but prospects for success are slim in the face of a two-thirds voter approval requirement. Many small counties have won majority votes for local transportation improvement sales taxes, but were unable to make the two-thirds requirement. ACA 23 gives counties majorities to establish their own measures to address transportation needs that are best understood at the local level, and as a result local-initiated funding would remain strong resulting in reduced highway congestion and quality public transportation, and assist in keeping pace with the critical transportation needs of the state. The loss of local sales tax as a viable revenue source for transportation purposes will only increase the funding burden on the state.

If you have any questions, please call the Commission's Executive Director, Ms. Bimla Rhinehart, at 916-654-4245.

Sincerely,

JOSEPH TAVAGLIONE
Chair

c: The Honorable Bonnie Lowenthal, Assembly Transportation Committee Chair
The Honorable Mark DeSaulnier, Senate Transportation and Housing Committee Chair
California Transportation Commissioners

Assembly Constitutional Amendment

No. 23

Introduced by Assembly Member Perea

February 23, 2012

Assembly Constitutional Amendment No. 23—A resolution to propose to the people of the State of California an amendment to the Constitution of the State, by amending Section 4 of Article XIII A thereof, and by amending Section 2 of Article XIII C thereof, relating to taxation.

LEGISLATIVE COUNSEL'S DIGEST

ACA 23, as introduced, Perea. Local government transportation projects: special taxes: voter approval.

The California Constitution conditions the imposition of a special tax by a city, county, or special district upon the approval of $\frac{2}{3}$ of the voters of the city, county, or special district voting on that tax, except that certain school entities may levy an ad valorem property tax for specified purposes with the approval of 55% of the voters within the jurisdiction of these entities.

This measure would provide that the imposition, extension, or increase of a special tax by a local government for the purpose of providing funding for local transportation projects requires the approval of 55% of its voters voting on the proposition. The measure would also make conforming and technical, nonsubstantive changes.

Vote: $\frac{2}{3}$. Appropriation: no. Fiscal committee: no.
State-mandated local program: no.

- 1 *Resolved by the Assembly, the Senate concurring,* That the
- 2 Legislature of the State of California at its 2011–12 Regular

1 Session commencing on the sixth day of December 2010,
2 two-thirds of the membership of each house concurring, hereby
3 proposes to the people of the State of California that the
4 Constitution of the State be amended as follows:

5 First—That Section 4 of Article XIII A thereof is amended to
6 read:

7 Section 4. ~~Cities, Counties and special districts, Except as~~
8 ~~otherwise provided by Section 2 of Article XIII C, a city, county,~~
9 ~~or special district, by a two-thirds vote of the qualified electors of~~
10 ~~such district its voters voting on the proposition, may impose~~
11 ~~special taxes on such district a special tax within that city, county,~~
12 ~~or special district, except an ad valorem taxes tax on real property~~
13 ~~or a transaction transactions tax or sales tax on the sale of real~~
14 ~~property within such City, County that city, county, or special~~
15 ~~district.~~

16 Second—That Section 2 of Article XIII C thereof is amended
17 to read:

18 SEC. 2. ~~Local Government Tax Limitation.~~ Notwithstanding
19 any other provision of this Constitution:

20 (a) ~~All taxes—A tax~~ imposed by any local government ~~shall be~~
21 ~~deemed to be~~ is either a general taxes tax or a special taxes. Special
22 ~~purpose districts tax. A special district or agencies agency,~~
23 ~~including a school districts, shall have district, has no power~~
24 ~~authority to levy a general taxes tax.~~

25 (b) ~~No—A~~ local government ~~may shall not~~ impose, extend, or
26 increase any general tax unless and until that tax is submitted to
27 the electorate and approved by a majority vote. A general tax ~~shall~~
28 ~~is not be~~ deemed to have been increased if it is imposed at a rate
29 not higher than the maximum rate so approved. The election
30 required by this subdivision shall be consolidated with a regularly
31 scheduled general election for members of the governing body of
32 the local government, except in cases of emergency declared by
33 a unanimous vote of the governing body.

34 (c) Any general tax imposed, extended, or increased, without
35 voter approval, by any local government on or after January 1,
36 1995, and prior to the effective date of this article, ~~shall may~~
37 continue to be imposed only if ~~that general tax is~~ approved by a
38 majority vote of the voters voting in an election on the issue of the
39 imposition, which election ~~shall be is~~ held within two years of the

1 ~~effective date of this article no later than November 6, 1998, and~~
2 in compliance with subdivision (b).

3 (d) ~~No (1) Except as otherwise provided in paragraph (2), a~~
4 local government ~~may~~ shall not impose, extend, or increase any
5 special tax unless and until that tax is submitted to the electorate
6 and approved by a two-thirds vote of the voters voting on the
7 proposition. A special tax shall is not be deemed to have been
8 increased if it is imposed at a rate not higher than the maximum
9 rate so approved.

10 (2) *The imposition, extension, or increase of a special tax by a*
11 *local government for the purpose of providing funding for local*
12 *transportation projects under its jurisdiction, as may otherwise*
13 *be authorized by law, requires the approval of 55 percent of the*
14 *voters voting on the proposition. A special tax for the purpose of*
15 *providing funding for local transportation projects is not deemed*
16 *to have been increased if it is imposed at a rate not higher than*
17 *the maximum rate previously approved in the manner required by*
18 *law. The Legislature shall define local transportation projects for*
19 *purposes of this paragraph.*

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

STATE OF CALIFORNIA



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

BIMLA G. RHINEHART, Executive Director

CALIFORNIA TRANSPORTATION COMMISSION

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DRAFT

The Honorable Robert Dutton
California State Senate
State Capitol, Room 5097
Sacramento, CA 95814

Re: Oppose Senate Bill 1396 - Sales and Use Taxes: Excise Taxes: Fuel

Dear Senator Dutton:

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, at its May 23, 2012 meeting, adopted an oppose position on SB 1396.

The useful life of the existing system, which represents decades of major investments, is placed at risk due to the lack of necessary funding to meet basic maintenance, operation and rehabilitation needs. In addition, congestion in urban areas, safety and unexpected delays in rural areas, and growing challenges of freight movement are only a few examples of the compelling issues facing California's transportation agencies. Public sources of reliable revenues meant to provide an efficient transportation system have not kept pace with California's growing transportation needs. Our existing transportation system continues to deteriorate while demand increases, adversely affecting mobility, commerce, quality of life, the environment and the operational efficiency of key transportation assets.

SB 1396 would cap the state excise tax on gasoline at 35.7-cents and limit the sales tax to the first \$4.00 per gallon of gasoline. Diesel taxes would also be capped at their current rate. California's transportation network is crumbling and in severe need of significant repair, rehabilitation, and maintenance. The Commission's 2011 Statewide Transportation System Needs Assessment found that over the next ten-year period, for all modes of transportation, there is a shortfall of \$298 billion for system preservation, management, and expansion. The 2010

California Statewide Local Streets and Roads Needs Assessment Report found an \$8 billion annual shortfall for maintenance and rehabilitation needs on just the local system alone.

If transportation infrastructure needs continue to go unaddressed, the negative economic, environmental, and social consequences will continue to plague our state. Not only is the multiplier effect of investing in transportation projects critical to our economic growth to rebound from the Great Recession, the cost of rebuilding our transportation system increases exponentially the longer the repairs are delayed. According to the Board of Equalization's draft analysis of SB 1396, the measure would result in a loss of \$439 million for critical state highway, streets and roads, and transit projects. As such, SB 1396 reduces revenues at a time when the exact opposite outcome is needed.

Additionally, when the Legislature adopted the Transportation Tax Swap (Swap) in March 2010, and reaffirmed the Swap in March 2011, all stakeholders were in agreement that the replacement gasoline excise tax rate must be adjusted annually to achieve revenue neutrality with what the sales tax on gasoline would have otherwise generated. The annual adjustment must reflect both increases and decreases in order to achieve this mutually agreed upon goal. SB 1396 is contrary to the agreement made under the Swap. If the excise tax rate is not allowed to increase to keep pace with what the sales tax would have generated, investment in our transportation network will continue to be deferred. The economic consequences of this policy choice cannot be overstated. Every Californian, whether they drive a personal vehicle, carpool, take mass transit, ride their bike, or walk to work, school, and essential services, will feel the negative ramifications of a continued underinvestment in transportation.

If you need additional information regarding the Commission's position on this bill, please call the Commission's Executive Director, Ms. Bimla Rhinehart, at 916-654-4245.

Sincerely,

JOSEPH TAVAGLIONE
Chair

c: The Honorable Bonnie Lowenthal, Assembly Transportation Committee Chair
The Honorable Mark DeSaulnier, Senate Transportation and Housing Committee Chair
California Transportation Commissioners

AMENDED IN SENATE APRIL 11, 2012

SENATE BILL

No. 1396

Introduced by Senator Dutton

(Principal coauthor: Assembly Member Beth Gaines)

February 24, 2012

An act to amend Sections ~~18152 and 18152.5~~ 6011, 6012, 7360, and 60050 of the Revenue and Taxation Code, relating to taxation, and declaring the urgency thereof, to take effect immediately.

LEGISLATIVE COUNSEL'S DIGEST

SB 1396, as amended, Dutton. ~~Income taxes: gross income. Sales and use taxes: excise taxes: fuel.~~

The Sales and Use Tax Law imposes a tax on retailers measured by the gross receipts from the sale of tangible personal property sold at retail in this state, or a tax, measured by the sales price, on the storage, use, or other consumption of tangible personal property in this state." That law defines the terms "gross receipts" and "sales price."

This bill would exclude from the terms "gross receipts" and "sales price" the amount charged at retail for gasoline and diesel fuels in excess of \$3.88 or \$3.52 per gallon, respectively, as provided.

Existing law imposes a sales and use tax and an excise tax on gasoline and diesel fuels and requires the State Board of Equalization to annually modify both the gasoline and diesel excise tax rates on a going-forward basis so that the taxes imposed on gasoline and diesel fuels, as described above, are revenue neutral.

This bill would require the State Board of Equalization to reduce, but not increase, certain excise tax rates on gasoline and diesel fuels to maintain revenue neutrality.

This bill would declare that it is to take effect immediately as an urgency statute.

~~The Personal Income Tax Law in modified conformity with federal income tax laws provides that gross income does not include 50% of any gain from the sale or exchange of qualified small business stock, as defined, held for more than 5 years, as provided.~~

Vote: ~~majority~~^{2/3}. Appropriation: no. Fiscal committee: ~~no~~^{yes}. State-mandated local program: no.

The people of the State of California do enact as follows:

- 1 SECTION 1. Section 6011 of the Revenue and Taxation Code
2 is amended to read:
3 6011. (a) "Sales price" means the total amount for which
4 tangible personal property is sold or leased or rented, as the case
5 may be, valued in money, whether paid in money or otherwise,
6 without any deduction on account of any of the following:
7 (1) The cost of the property sold.
8 (2) The cost of materials used, labor or service cost, interest
9 charged, losses, or any other expenses.
10 (3) The cost of transportation of the property, except as excluded
11 by other provisions of this section.
12 (b) The total amount for which the property is sold or leased or
13 rented includes all of the following:
14 (1) Any services that are a part of the sale.
15 (2) Any amount for which credit is given to the purchaser by
16 the seller.
17 (3) The amount of any tax imposed by the United States upon
18 producers and importers of gasoline and the amount of any tax
19 imposed pursuant to Part 2 (commencing with Section 7301) of
20 this division.
21 (c) "Sales price" does not include any of the following:
22 (1) Cash discounts allowed and taken on sales.
23 (2) The amount charged for property returned by customers
24 when that entire amount is refunded either in cash or credit, but
25 this exclusion shall not apply in any instance when the customer,
26 in order to obtain the refund, is required to purchase other property
27 at a price greater than the amount charged for the property that is
28 returned. For the purpose of this section, refund or credit of the
29 entire amount shall be deemed to be given when the purchase price

1 less rehandling and restocking costs are refunded or credited to
2 the customer. The amount withheld for rehandling and restocking
3 costs may be a percentage of the sales price determined by the
4 average cost of rehandling and restocking returned merchandise
5 during the previous accounting cycle.

6 (3) The amount charged for labor or services rendered in
7 installing or applying the property sold.

8 (4) (A) The amount of any tax (not including, however, any
9 manufacturers' or importers' excise tax, except as provided in
10 subparagraph (B)) imposed by the United States upon or with
11 respect to retail sales whether imposed upon the retailer or the
12 consumer.

13 (B) The amount of manufacturers' or importers' excise tax
14 imposed pursuant to Section 4081 or 4091 of the Internal Revenue
15 Code for which the purchaser certifies that he or she is entitled to
16 either a direct refund or credit against his or her income tax for
17 the federal excise tax paid or for which the purchaser issues a
18 certificate pursuant to Section 6245.5.

19 (5) The amount of any tax imposed by any city, county, city
20 and county, or rapid transit district within the State of California
21 upon or with respect to retail sales of tangible personal property,
22 measured by a stated percentage of sales price or gross receipts,
23 whether imposed upon the retailer or the consumer.

24 (6) The amount of any tax imposed by any city, county, city
25 and county, or rapid transit district within the State of California
26 with respect to the storage, use or other consumption in that city,
27 county, city and county, or rapid transit district of tangible personal
28 property measured by a stated percentage of sales price or purchase
29 price, whether the tax is imposed upon the retailer or the consumer.

30 (7) Separately stated charges for transportation from the
31 retailer's place of business or other point from which shipment is
32 made directly to the purchaser, but the exclusion shall not exceed
33 a reasonable charge for transportation by facilities of the retailer
34 or the cost to the retailer of transportation by other than facilities
35 of the retailer. However, if the transportation is by facilities of the
36 retailer, or the property is sold for a delivered price, this exclusion
37 shall be applicable solely with respect to transportation which
38 occurs after the purchase of the property is made.

39 (8) Charges for transporting landfill from an excavation site to
40 a site specified by the purchaser, either if the charge is separately

1 stated and does not exceed a reasonable charge or if the entire
2 consideration consists of payment for transportation.

3 (9) The amount of any motor vehicle, mobilehome, or
4 commercial coach fee or tax imposed by and paid the State of
5 California that has been added to or is measured by a stated
6 percentage of the sales or purchase price of a motor vehicle,
7 mobilehome, or commercial coach.

8 (10) (A) The amount charged for intangible personal property
9 transferred with tangible personal property in any technology
10 transfer agreement, if the technology transfer agreement separately
11 states a reasonable price for the tangible personal property.

12 (B) If the technology transfer agreement does not separately
13 state a price for the tangible personal property, and the tangible
14 personal property or like tangible personal property has been
15 previously sold or leased, or offered for sale or lease, to third
16 parties at a separate price, the price at which the tangible personal
17 property was sold, leased, or offered to third parties shall be used
18 to establish the retail fair market value of the tangible personal
19 property subject to tax. The remaining amount charged under the
20 technology transfer agreement is for the intangible personal
21 property transferred.

22 (C) If the technology transfer agreement does not separately
23 state a price for the tangible personal property, and the tangible
24 personal property or like tangible personal property has not been
25 previously sold or leased, or offered for sale or lease, to third
26 parties at a separate price, the retail fair market value shall be equal
27 to 200 percent of the cost of materials and labor used to produce
28 the tangible personal property subject to tax. The remaining amount
29 charged under the technology transfer agreement is for the
30 intangible personal property transferred.

31 (D) For purposes of this paragraph, "technology transfer
32 agreement" means any agreement under which a person who holds
33 a patent or copyright interest assigns or licenses to another person
34 the right to make and sell a product or to use a process that is
35 subject to the patent or copyright interest.

36 (11) The amount of any tax imposed upon diesel fuel pursuant
37 to Part 31 (commencing with Section 60001).

38 (12) (A) The amount of tax imposed by any Indian tribe within
39 the State of California with respect to a retail sale of tangible
40 personal property measured by a stated percentage of the sales or

1 purchase price, whether the tax is imposed upon the retailer or the
2 consumer.

3 (B) The exclusion authorized by subparagraph (A) shall only
4 apply to those retailers who are in substantial compliance with this
5 part.

6 (13) (A) *The amount charged at the retail level for gasoline,*
7 *including federally imposed and state-imposed excise taxes, but*
8 *excluding state-imposed sales and use taxes, in excess of three*
9 *dollars and eighty-eight cents (\$3.88) per gallon.*

10 (B) *The amount charged at the retail level for diesel fuel,*
11 *including federally imposed excise taxes, but excluding*
12 *state-imposed excise, sales, and use taxes, in excess of three dollars*
13 *and fifty-two cents (\$3.52) per gallon.*

14 *SEC. 2. Section 6012 of the Revenue and Taxation Code is*
15 *amended to read:*

16 6012. (a) "Gross receipts" mean the total amount of the sale
17 or lease or rental price, as the case may be, of the retail sales of
18 retailers, valued in money, whether received in money or otherwise,
19 without any deduction on account of any of the following:

20 (1) The cost of the property sold. However, in accordance with
21 any rules and regulations as the board may prescribe, a deduction
22 may be taken if the retailer has purchased property for some other
23 purpose than resale, has reimbursed his or her vendor for tax which
24 the vendor is required to pay to the state or has paid the use tax
25 with respect to the property, and has resold the property prior to
26 making any use of the property other than retention, demonstration,
27 or display while holding it for sale in the regular course of business.
28 If that deduction is taken by the retailer, no refund or credit will
29 be allowed to his or her vendor with respect to the sale of the
30 property.

31 (2) The cost of the materials used, labor or service cost, interest
32 paid, losses, or any other expense.

33 (3) The cost of transportation of the property, except as excluded
34 by other provisions of this section.

35 (4) The amount of any tax imposed by the United States upon
36 producers and importers of gasoline and the amount of any tax
37 imposed pursuant to Part 2 (commencing with Section 7301) of
38 this division.

39 (b) The total amount of the sale or lease or rental price includes
40 all of the following:

- 1 (1) Any services that are a part of the sale.
- 2 (2) All receipts, cash, credits and property of any kind.
- 3 (3) Any amount for which credit is allowed by the seller to the
- 4 purchaser.
- 5 (c) "Gross receipts" do not include any of the following:
- 6 (1) Cash discounts allowed and taken on sales.
- 7 (2) Sale price of property returned by customers when that entire
- 8 amount is refunded either in cash or credit, but this exclusion shall
- 9 not apply in any instance when the customer, in order to obtain
- 10 the refund, is required to purchase other property at a price greater
- 11 than the amount charged for the property that is returned. For the
- 12 purpose of this section, refund or credit of the entire amount shall
- 13 be deemed to be given when the purchase price less rehandling
- 14 and restocking costs are refunded or credited to the customer. The
- 15 amount withheld for rehandling and restocking costs may be a
- 16 percentage of the sales price determined by the average cost of
- 17 rehandling and restocking returned merchandise during the
- 18 previous accounting cycle.
- 19 (3) The price received for labor or services used in installing or
- 20 applying the property sold.
- 21 (4) (A) The amount of any tax (not including, however, any
- 22 manufacturers' or importers' excise tax, except as provided in
- 23 subparagraph (B)) imposed by the United States upon or with
- 24 respect to retail sales whether imposed upon the retailer or the
- 25 consumer.
- 26 (B) The amount of manufacturers' or importers' excise tax
- 27 imposed pursuant to Section 4081 or 4091 of the Internal Revenue
- 28 Code for which the purchaser certifies that he or she is entitled to
- 29 either a direct refund or credit against his or her income tax for
- 30 the federal excise tax paid or for which the purchaser issues a
- 31 certificate pursuant to Section 6245.5.
- 32 (5) The amount of any tax imposed by any city, county, city
- 33 and county, or rapid transit district within the State of California
- 34 upon or with respect to retail sales of tangible personal property
- 35 measured by a stated percentage of sales price or gross receipts
- 36 whether imposed upon the retailer or the consumer.
- 37 (6) The amount of any tax imposed by any city, county, city
- 38 and county, or rapid transit district within the State of California
- 39 with respect to the storage, use or other consumption in that city,
- 40 county, city and county, or rapid transit district of tangible personal

1 property measured by a stated percentage of sales price or purchase
2 price, whether the tax is imposed upon the retailer or the consumer.

3 (7) Separately stated charges for transportation from the
4 retailer's place of business or other point from which shipment is
5 made directly to the purchaser, but the exclusion shall not exceed
6 a reasonable charge for transportation by facilities of the retailer
7 or the cost to the retailer of transportation by other than facilities
8 of the retailer. However, if the transportation is by facilities of the
9 retailer, or the property is sold for a delivered price, this exclusion
10 shall be applicable solely with respect to transportation which
11 occurs after the sale of the property is made to the purchaser.

12 (8) Charges for transporting landfill from an excavation site to
13 a site specified by the purchaser, either if the charge is separately
14 stated and does not exceed a reasonable charge or if the entire
15 consideration consists of payment for transportation.

16 (9) The amount of any motor vehicle, mobilehome, or
17 commercial coach fee or tax imposed by and paid to the State of
18 California that has been added to or is measured by a stated
19 percentage of the sales or purchase price of a motor vehicle,
20 mobilehome, or commercial coach.

21 (10) (A) The amount charged for intangible personal property
22 transferred with tangible personal property in any technology
23 transfer agreement, if the technology transfer agreement separately
24 states a reasonable price for the tangible personal property.

25 (B) If the technology transfer agreement does not separately
26 state a price for the tangible personal property, and the tangible
27 personal property or like tangible personal property has been
28 previously sold or leased, or offered for sale or lease, to third
29 parties at a separate price, the price at which the tangible personal
30 property was sold, leased, or offered to third parties shall be used
31 to establish the retail fair market value of the tangible personal
32 property subject to tax. The remaining amount charged under the
33 technology transfer agreement is for the intangible personal
34 property transferred.

35 (C) If the technology transfer agreement does not separately
36 state a price for the tangible personal property, and the tangible
37 personal property or like tangible personal property has not been
38 previously sold or leased, or offered for sale or lease, to third
39 parties at a separate price, the retail fair market value shall be equal
40 to 200 percent of the cost of materials and labor used to produce

1 the tangible personal property subject to tax. The remaining amount
2 charged under the technology transfer agreement is for the
3 intangible personal property transferred.

4 (D) For purposes of this paragraph, “technology transfer
5 agreement” means any agreement under which a person who holds
6 a patent or copyright interest assigns or licenses to another person
7 the right to make and sell a product or to use a process that is
8 subject to the patent or copyright interest.

9 (11) The amount of any tax imposed upon diesel fuel pursuant
10 to Part 31 (commencing with Section 60001).

11 (12) (A) The amount of tax imposed by any Indian tribe within
12 the State of California with respect to a retail sale of tangible
13 personal property measured by a stated percentage of the sales or
14 purchase price, whether the tax is imposed upon the retailer or the
15 consumer.

16 (B) The exclusion authorized by subparagraph (A) shall only
17 apply to those retailers who are in substantial compliance with this
18 part.

19 For purposes of the sales tax, if the retailers establish to the
20 satisfaction of the board that the sales tax has been added to the
21 total amount of the sale price and has not been absorbed by them,
22 the total amount of the sale price shall be deemed to be the amount
23 received exclusive of the tax imposed. Section 1656.1 of the Civil
24 Code shall apply in determining whether or not the retailers have
25 absorbed the sales tax.

26 (13) (A) *The amount charged at the retail level for gasoline,*
27 *including federally imposed and state-imposed excise taxes, but*
28 *excluding state-imposed sales and use taxes, in excess of three*
29 *dollars and eighty-eight cents (\$3.88) per gallon.*

30 (B) *The amount charged at the retail level for diesel fuel,*
31 *including federally imposed excise taxes, but excluding*
32 *state-imposed excise, sales, and use taxes, in excess of three dollars*
33 *and fifty-two cents (\$3.52) per gallon.*

34 SEC. 3. Section 7360 of the Revenue and Taxation Code is
35 amended to read:

36 7360. (a) (1) A tax of eighteen cents (\$0.18) is hereby imposed
37 upon each gallon of fuel subject to the tax in Sections 7362, 7363,
38 and 7364.

39 (2) If the federal fuel tax is reduced below the rate of nine cents
40 (\$0.09) per gallon and federal financial allocations to this state for

1 highway and exclusive public mass transit guideway purposes are
2 reduced or eliminated correspondingly, the tax rate imposed by
3 paragraph (1), on and after the date of the reduction, shall be
4 recalculated by an amount so that the combined state rate under
5 paragraph (1) and the federal tax rate per gallon equal twenty-seven
6 cents (\$0.27).

7 (3) If any person or entity is exempt or partially exempt from
8 the federal fuel tax at the time of a reduction, the person or entity
9 shall continue to be so exempt under this section.

10 (b) (1) (A) On and after July 1, 2010, *and before July 1, 2012*,
11 in addition to the tax imposed by subdivision (a), a tax is hereby
12 imposed upon each gallon of motor vehicle fuel, other than aviation
13 gasoline, subject to the tax in Sections 7362, 7363, and 7364 in an
14 amount equal to seventeen and three-tenths cents (\$0.173) per
15 gallon.

16 (B) *On and after July 1, 2012, in addition to the tax imposed*
17 *by subdivision (a), a tax is hereby imposed upon each gallon of*
18 *motor vehicle fuel, other than aviation gasoline, subject to tax in*
19 *Sections 7362, 7363, and 7364 in an amount equal to seventeen*
20 *and seven-tenths cents (\$0.177) per gallon.*

21 (2) For the ~~2011–12~~ 2013–14 fiscal year and each fiscal year
22 thereafter, the board shall, on or before March 1 of the fiscal year
23 immediately preceding the applicable fiscal year, ~~adjust the rate~~
24 ~~in paragraph (1) in that manner as to generate an amount of revenue~~
25 ~~that will equal the amount of revenue loss attributable to the~~
26 ~~exemption provided by Section 6357.7, based on estimates made~~
27 ~~by the board estimate the amount of revenue loss attributable to~~
28 ~~the exemption provided by Section 6357.7 and the revenue~~
29 ~~attributable to the tax imposed by subparagraph (B) of paragraph~~
30 ~~(1). If the estimated revenue attributable to the tax imposed by~~
31 ~~subparagraph (B) of paragraph (1) exceeds the revenue loss~~
32 ~~attributable to the exemption provided by Section 6357.7, the rate~~
33 ~~imposed by subparagraph (B) of paragraph (1) shall be adjusted~~
34 ~~to generate the amount of revenue that will be equal to the revenue~~
35 ~~loss during the state's next fiscal year, and that rate shall be~~
36 ~~effective during the state's next fiscal year.~~

37 (3) ~~In order to maintain revenue neutrality for each year,~~
38 ~~beginning~~ *Beginning* with the rate adjustment on or before March
39 1, ~~2012~~ 2014, the adjustment under paragraph (2) shall also take
40 into account the extent to which the actual amount of revenues

1 derived pursuant to this subdivision and, as applicable, Section
2 ~~7361.1~~, and the revenue loss attributable to the exemption provided
3 by Section 6357.7 resulted in a net revenue gain or loss for the
4 fiscal year ending prior to the rate adjustment date on or before
5 March 1.

6 (4) The intent of paragraphs (2) and (3) is to ensure that the act
7 adding this subdivision and Section 6357.7 does not produce a net
8 revenue gain in state taxes rate imposed pursuant to this
9 subdivision does not exceed the rate specified in subparagraph
10 (B) of paragraph (1).

11 SEC. 4. Section 60050 of the Revenue and Taxation Code is
12 amended to read:

13 60050. (a) (1) A tax of eighteen cents (\$0.18) is hereby
14 imposed upon each gallon of diesel fuel subject to the tax in
15 Sections 60051, 60052, and 60058.

16 (2) If the federal fuel tax is reduced below the rate of fifteen
17 cents (\$0.15) per gallon and federal financial allocations to this
18 state for highway and exclusive public mass transit guideway
19 purposes are reduced or eliminated correspondingly, the tax rate
20 imposed by paragraph (1), including any reduction or adjustment
21 pursuant to subdivision (b), on and after the date of the reduction,
22 shall be increased by an amount so that the combined state rate
23 under paragraph (1) and the federal tax rate per gallon equal what
24 it would have been in the absence of the federal reduction.

25 (3) If any person or entity is exempt or partially exempt from
26 the federal fuel tax at the time of a reduction, the person or entity
27 shall continue to be exempt under this section.

28 (b) (1) On July 1, 2011, the tax rate specified in paragraph (1)
29 of subdivision (a) shall be reduced to thirteen cents (\$0.13) and
30 every July 1 thereafter shall be adjusted pursuant to paragraphs
31 (2) and (3).

32 (2) For the 2012–13 fiscal year and each fiscal year thereafter,
33 the board shall, on or before March 1 of the fiscal year immediately
34 preceding the applicable fiscal year, *estimate the revenue loss*
35 *attributable to the rate reduction in paragraph (1) and the revenue*
36 *gain attributable to Sections 6051.8 and 6201.8. If the revenue*
37 *gain attributable to Sections 6051.8 and 6201.8 exceeds the*
38 *revenue loss attributable to the rate reduction attributable to*
39 *paragraph (1), the board shall adjust the rate reduction in*
40 *paragraph (1) in that manner as to result in a revenue loss*

1 attributable to paragraph (1) that will equal the amount of revenue
2 gain attributable to Sections 6051.8 and 6201.8, based on estimates
3 made by the board, and that rate shall be effective during the state's
4 next fiscal year.

5 (3) ~~In order to maintain revenue neutrality for~~ For each year,
6 beginning with the rate adjustment on or before March 1, 2013,
7 the adjustment under paragraph (2) shall take into account the
8 extent to which the actual amount of revenues derived pursuant to
9 Sections 6051.8 and 6201.8 and the revenue loss attributable to
10 this subdivision resulted in a net revenue gain or loss for the fiscal
11 year ending prior to the rate adjustment date on or before March
12 1.

13 (4) The intent of paragraphs (2) and (3) is to ensure that the act
14 ~~adding this subdivision and Sections 6051.8 and 6201.8 does not~~
15 ~~produce a net revenue gain in state taxes rate imposed beginning~~
16 ~~with the 2012-13 fiscal year shall not exceed the rate specified in~~
17 ~~paragraph (1).~~

18 *SEC. 5. This act is an urgency statute necessary for the*
19 *immediate preservation of the public peace, health, or safety within*
20 *the meaning of Article IV of the Constitution and shall go into*
21 *immediate effect. The facts constituting the necessity are:*

22 *In order to provide tax relief related to the price of gasoline and*
23 *diesel fuel at the earliest possible date, it is necessary that this act*
24 *take effect immediately.*

25
26
27 **All matter omitted in this version of the bill**
28 **appears in the bill as introduced in the**
29 **Senate, February 24, 2012. (JR11)**
30

BUDGET AND ALLOCATION CAPACITY UPDATE

A VERBAL PRESENTATION ON THIS ITEM
WILL BE MADE AT THE MAY 23, 2012
CALIFORNIA TRANSPORTATION COMMISSION MEETING

Memorandum

To: CHAIR AND COMMISSIONERS

CTC Meeting: May 23, 2012

Reference No.: 4.21
Information

From: BIMLA G. RHINEHART
Executive Director

Subject: **HEARING TO AMEND THE 2012 STIP GUIDELINES AND COMMISSION STATEMENT OF POLICY FOR APPROVAL OF AB 3090 REPLACEMENT PROJECTS OR DIRECT CASH REIMBURSEMENTS**

ISSUE:

Under Government Code Section 14529.7, as amended by AB (Assembly Bill) 3090 (Chapter 1243, Statutes of 1992), the Commission, the Department, a regional agency, and a local agency may enter into either one of two types of arrangements under which a local agency pays for the delivery of a State Transportation Improvement Program (STIP) project with its own funds in advance of the year in which the project is programmed. These arrangements are typically referred to as an "AB 3090 reimbursement" or an "AB 3090 replacement project".

The Commission's policies on the approval of AB 3090 arrangements are in the Statement of Policy for Approval of AB 3090 Replacement Projects or Direct Cash Reimbursements (Resolution G-03-05) and reiterated in the 2012 STIP Guidelines (Resolution G-11-08). At the March 28, 2012 Commission meeting, staff presented a recommendation that the Commission consider AB 3090 proposals within the framework of the existing policies and guidelines, and that the Commission only consider AB 3090 cash reimbursement arrangements meeting the following criteria:

- The component being advanced is construction or a transit vehicle procurement.
- The local agency awards the contract within 6 months of the Commission's approval of the AB 3090 (or the AB 3090 arrangement would be cancelled).
- The project is federally funded and federal funds are used for the reimbursement (using the local advance construction process).

The Commission directed staff to continue working with regional agencies to recommend changes to the AB 3090 Policy and STIP Guidelines as necessary. After discussions with regional agencies, staff is recommending the Commission consider amendments to the 2012 STIP Guidelines as proposed in the attached document (on page 4 of the Policies and Procedures Specific to the 2012 STIP and pages 34-36 of the permanent STIP Guidelines), replacing resolution G-11-08 and superseding resolution G-03-05 (the Commission's Statement of Policy for Approval of AB 3090 Replacement Projects or Direct Cash Reimbursements).

The proposed changes would:

- Expand the preference in AB 3090 arrangements to include AB 3090 reimbursements using federal funds and the local advance construction process.
- Note that while scheduled project reimbursements have the highest STIP priority among projects programmed within a fiscal year, the reimbursements are subject to the availability of the appropriate fund type (e.g. federal funds).
- State that in most cases, reimbursement will be programmed over several years and that the Department may pay the reimbursements quarterly.
- Commission staff will develop an “AB 3090 Plan” which will include projects for which regions intend to request an AB 3090 reimbursement in order to advance the project into 2012-13 or 2013-14. The plan will also include a proposed reimbursement schedule.
- Update the period to award to be consistent with the Commission current timely use of funds policy for other STIP projects
- Provide flexibility for a region that is unable to explicitly find that the project to be advanced is the region’s highest priority among STIP projects programmed for that fiscal year.
- For a current year request, require that the region explain why the project cannot be advanced using the SB 184 reimbursement allocation process (as described in section 64A of the STIP Guidelines).
- Delete from the STIP Guidelines a paragraph regarding the use of RSTP or CMAQ funds for an AB 3090 replacement project.
- State that the Commission intends to evaluate the limit on AB 3090 reimbursements arrangements biennially as a part of the STIP fund estimate and STIP guidelines.

The limits on AB 3090 reimbursements were raised as an issue by several regional agencies but staff does not recommend increasing the limits. The STIP guidelines and AB 3090 Policy state that “in considering approval of AB 3090 reimbursement arrangements, the Commission intends to insure that no more than \$200 million in reimbursements is scheduled statewide for any fiscal year and that no more than \$50 million in reimbursements is scheduled for the projects of any single agency or county for any one fiscal year.”

A number of regions requested an increase to the limit of \$50 million in reimbursements per single agency or county for any one fiscal year so that the Commission can consider AB 3090 reimbursements for projects programmed for more than \$50 million. The Commission typically programs AB 3090 reimbursements over several years. Therefore, under current policies, the Commission can approved AB 3090 reimbursements for projects larger than \$50 million by programming the reimbursements over several years.

Several regions also requested an increase to the statewide limit of \$200 million in reimbursements for any fiscal year. This limit was established in 2003, one year after the Commission adopted the 2002 STIP. The 2002 STIP added an average of nearly \$1.3 billion per year to the STIP. At the time the \$200 million limited amounted to 15% of the STIP capacity. By comparison, the 2012 STIP added an average of only about \$740 million per year. As a percentage of STIP capacity, the AB 3090 reimbursement limit has nearly doubled to 27%.

Rather than increasing the \$200 million limit, the Commission may wish to consider lowering the limit. In 2010-11 and 2011-12, the STIP federal funds allocation capacity was \$200 million. Subtracting \$74 million for federal apportionments that can only be used for Transportation Enhancement projects leaves a capacity for federally funded STIP highway and transit projects of \$126 million. Based on recent funding levels, this would be the practical limit on AB 3090 reimbursements from federal funds.

BACKGROUND:

The Commission, the Department, a regional agency, and a local agency may enter into either one of two types of arrangements under which a local agency pays for the delivery of a STIP project with its own funds in advance of the year in which the project is programmed. Under the first type of arrangement, the local agency that advances the STIP project and has another project or projects of equivalent value programmed in its place, and these arrangements are implemented by a STIP amendment designating the specified dollar amount for an “AB 3090 replacement project” without identifying the specific project to be implemented as the replacement. Under the second type of arrangement, the local agency that advances the STIP project is programmed to receive a direct cash reimbursement, and those arrangements are implemented by a STIP amendment that gives approval to the Department to execute a reimbursement agreement and programs the reimbursement for the fiscal year in which the project was scheduled in the STIP or a later year. Scheduled project reimbursements have the highest STIP priority among projects programmed within a fiscal year.

The Commission has adopted guidelines that describe specific procedures for reimbursement arrangements (Advance Local Funding and Reimbursement Guidelines, Resolution G-02-13) and policies for the approval of AB 3090 arrangements for either replacement projects or reimbursements (Statement of Policy for Approval of AB 3090 Replacement Projects or Direct Cash Reimbursements, Resolution G-03-02). The approval of AB 3090 arrangements is reiterated in the STIP Guidelines (section 67A) and addressed in the Policies and Procedures Specific to the 2012 STIP (Resolution G-11-08).

At the Southern California STIP Hearing on February 1, 2012, a number of regional agencies requested the Commission approve AB 3090 arrangements as a part of the adoption of the 2012 STIP. The Commission directed staff to address this request and to review the Commission’s AB 3090 policy and guidelines in conjunction with the STIP adoption. At the March 28, 2012 Commission meeting, staff presented a recommendation that the Commission consider AB 3090 proposals within the framework of the existing policies and guidelines, and that the Commission only consider AB 3090 cash reimbursement arrangements meeting specific criteria.

Attachments

May 23, 2012

**CALIFORNIA TRANSPORTATION COMMISSION
Amendment of STIP Guidelines**

**RESOLUTION G-##-##
Amending Resolution G-11-08
Superseding Resolution G-03-05**

- 1.1 WHEREAS Government Code Section 14530.1 requires the California Transportation Commission to adopt guidelines for the development of the state transportation improvement program (STIP) and permits the Commission to amend the guidelines after conducting a public hearing, and
- 1.2 WHEREAS the Commission last amended the STIP guidelines on August 10, 2011 (Resolution G-11-08), and
- 1.3 WHEREAS the STIP guidelines reiterate the Commission's Statement of Policy for Approval of AB 3090 Replacement Projects of Direct Cash Reimbursement approved in Resolution G-03-05, and
- 1.4 WHEREAS the Commission held a public hearing on amendments to the guidelines on May 23, 2012,
- 2.1 NOW THEREFORE BE IT RESOLVED that the Commission adopts the amendments to the STIP guidelines, as presented by Commission staff on May 23, 2012, and
- 2.2 BE IT FURTHER RESOLVED that the Commission adopts the attached amendments to the policies and procedures specific to the 2012 STIP, and
- 2.3 BE IT FURTHER RESOLVED that the Commission policy for approval of AB 3090 in the STIP guidelines supersedes Resolution G-03-05, and
- 2.4 BE IT FURTHER RESOLVED that the Commission requests that the Department, in cooperation with Commission staff, distribute copies of the STIP guidelines, as amended, together with the policies and procedures specific to the 2012 STIP, to regional agencies, county transportation commissions, and representatives of local agencies and transit agencies.

Attachment to Resolution G-##-##

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, 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 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 (-\$542 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 staff will develop an "AB 3090 Plan" which will include projects for which regions intend to request an AB 3090 reimbursement in order to advance the project into 2012-13 or 2013-14. The plan will also include a proposed reimbursement schedule. The inclusion of a project on the list is not a commitment by the regional agency to request an AB 3090 reimbursement, an endorsement or recommendation by Commission staff, or an approval by the Commission.

- 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 (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. The Department should provide a copy or list of the identified state highway needs to regional agencies and present this information to the Commission at the Commission's September 14, 2011 meeting.

CALIFORNIA TRANSPORTATION COMMISSION

STIP GUIDELINES

May 23, 2012

DRAFT

**CALIFORNIA TRANSPORTATION COMMISSION
STIP GUIDELINES**

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I. Introduction:

1. Purpose and Authority. These guidelines describe the policy, standards, criteria and procedures for the development, adoption and management of the state transportation improvement program (STIP). They were developed and adopted in cooperation with Caltrans, regional transportation planning agencies, county transportation commissions and local agencies in accordance with Government Code Section 14530.1. The guidelines were developed and adopted with the following basic objectives:
 - Develop and manage the STIP as a resource management document.
 - Facilitate transportation decision making by those who are closest to the transportation problems.
 - Recognize that although Caltrans is owner-operator of the State highway system, the regional agencies have the lead responsibility for resolving urban congestion problems, including those on state highways.
 - Provide incentives for regional accountability for the timely use of funds.
 - Facilitate the California Transportation Commission, and Caltrans role as guardian of State capital dollars, with responsibility for determining how best to manage those dollars in a wise and cost-effective manner.
 - Facilitate cooperative programming and funding ventures between regions and between Caltrans and regions.

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

2. Biennial Fund Estimate. By July 15 of each odd numbered year Caltrans shall submit to the Commission a proposed fund estimate for the following five-year STIP period. The Commission shall adopt the fund estimate by August 15 of that same year. The assumptions on which the fund estimate is based shall be determined by the Commission in consultation with Caltrans, regional agencies and county transportation commissions.
3. STIP Adoption. Not later than April 1 of each even numbered year the Commission shall adopt a five-year STIP and submit it to the legislature and to the Governor. The STIP shall be a statement of the Commission's intent for allocation and expenditure of funds for the following five years as well as a resource management document to assist in the planning and utilization of transportation resources in a cost-effective manner. The STIP shall be developed consistent with the fund estimate and the total amount programmed in each fiscal year of the STIP shall not exceed the amount specified in the fund estimate. The adopted STIP shall remain in effect until a new STIP is adopted for the next two year STIP cycle.
4. Amendments to STIP Guidelines. The Commission may amend the adopted STIP guidelines after first giving notice of the proposed amendment and conducting at least one public hearing. The guidelines may not be amended or modified during the period between thirty days following the adoption of the fund estimate and the adoption of the STIP.

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

II. STIP Contents:

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

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

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

8. Joint Funding from Regional and Interregional Shares. If Caltrans and a regional agency agree, they may recommend that a new project or a project cost increase be jointly funded from county and interregional shares. In that case, the region will nominate the county share in the RTIP and Caltrans will nominate the interregional share in the ITIP.
9. Prior Year Projects. The STIP shall include projects from the prior STIP that are expected to be advertised prior to July 1 of the year of adoption, but for which the Commission has not yet allocated funds.

10. 1996 STIP Projects. All 1996 STIP project costs will be funded off the top prior to the division of new funds between the regional and interregional programs. This grandfathered funding will include Caltrans support costs, and the project cost display for 1996 STIP projects will conform to the same standards used for new STIP projects. Any cost changes to construction or right-of-way capital costs for 1996 STIP projects will be drawn from or credited to county and interregional shares the same as if they were cost changes to new STIP projects. Caltrans support costs for 1996 STIP projects will be drawn from county and interregional shares only to the extent that they are attributable to a change in project scope since the 1996 STIP. Except where there is a proposal for jointly funding a cost increase from county and interregional shares, cost changes that Caltrans requests for projects originally programmed under the former intercity rail, interregional road system, or retrofit soundwall programs or for NAFTA projects programmed in the 1996 STIP will be drawn from or credited to the new interregional share. All other cost changes will be drawn from or credited to the appropriate regional share. Caltrans, in the ITIP, shall submit updated budgets for all ongoing grandfathered 1996 STIP projects.
11. Transportation Management System Improvements. The Commission supports implementation and application of transportation management systems (TMS) improvements to address highway congestion and to manage transportation systems. Under current statutes Caltrans is owner operator of the state highway system and is responsible for overall management of the state highway system. The regional transportation agencies are responsible for planning and programming transportation strategies, facilities and improvements which address regional transportation issues and system wide congestion. The Commission encourages the regions and Caltrans to work cooperatively together to plan, program, implement, operate and manage transportation facilities as an integrated system with the objective of maximizing available transportation resources and overall transportation systems performance.

Considering this objective and the respective responsibilities of Caltrans and the regional agencies, it is the Commission's policy that TMS improvements for state highways may be programmed in the State Highway Operations and Protection Program (SHOPP) by Caltrans in consultation with regional agencies if such improvements are part of a region's adopted strategy for addressing system wide congestion. The regions are encouraged to program TMS improvements in their RTIP for STIP programming if timely programming through the SHOPP is not possible because of funding limitations in the SHOPP. TMS improvements include the following types of projects:

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

The application of TMS improvements should be coordinated with other operational improvements such as freeway ramp/local street access modifications and auxiliary lanes in

order to maximize the TMS benefits. Prior to programming a new highway facility for construction, reconstruction or rehabilitation in the STIP or in the SHOPP, regions and Caltrans should fully consider transportation systems management plans and needs and include any necessary TMC field elements to support operation of existing or planned TMCs.

12. Capacity Increasing Highway Operational Improvements. State highway operational improvements which expand the design capacity of the system such as those listed below are not eligible for the SHOPP. To the extent such projects address regional issues, the regional agency is responsible for nominating them for STIP programming through the RTIP process. To the extent such projects address interregional issues, Caltrans is responsible for nominating them for STIP programming through the ITIP process.
 1. High Occupancy Vehicle (HOV) lanes and HOV interchanges.
 2. Interchange design modifications and upgrades to accommodate traffic volumes that are significantly larger than the existing facility was designed for.
 3. Truck or slow vehicle lanes on freeways of six or more mixed flow lanes.
13. Non-Capacity Increasing Highway Operational Improvements. State highway operational improvements which do not expand the design capacity of the system and which are intended to address spot congestion and are not directly related to TMCs or TMC field elements are eligible for the SHOPP. Regions may nominate these types of projects for STIP programming through the RTIP process if timely implementation through the SHOPP is not possible. Examples of such projects include:
 1. Auxiliary lanes for merging or weaving between adjacent interchanges.
 2. Intersection modifications including traffic signals.
 3. Slow vehicle lanes on conventional highways and four lane freeways.
 4. Curve and vertical alignment corrections.
 5. Two-way left turn lanes.
 6. Channelization.
 7. Turnouts.
 8. Chain control and truck brake inspection sites.
 9. Shoulder widening.

III. STIP Requirements for All Projects:

14. Project Study Reports. A new project may not be included in either an RTIP or the ITIP without a complete project study report (PSR) or, for a project that is not on a State highway, a PSR equivalent. This requirement applies to the programming of project development components as well as to right-of-way and construction. This requirement does not apply to the programming of project planning, programming, and monitoring or to the STIP match of RSTP/CMAQ funds. A PSR is a report that meets the standards of the Commission's PSR guidelines. For a Traffic Congestion Relief Program (TCRP) project, a TCRP project application is a PSR for the phases of work included in the application. For a Transportation Enhancement (TE) project, a TE project application prepared in accordance with the Department's program guidelines is a PSR. For a transit project, the Commission's Uniform Transit Application is a PSR equivalent. A project study report equivalent will, at a minimum, be adequate to define and justify the project scope, cost and

schedule to the satisfaction of the regional agency. Though a PSR or equivalent may focus on the project components proposed for programming, it must provide at least a preliminary estimate of costs for all components. The PSR, or PSR equivalent, need not be submitted with the RTIP or ITIP. However, the Commission or its staff may request copies of a project's report to document the project's cost or deliverability.

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

The Commission will program a project component only if it finds that the component itself is fully funded, either from STIP funds or from other committed funds. The Commission will regard non-STIP funds as committed when the agency with discretionary authority over the funds has made its commitment to the project by ordinance or resolution. For Federal formula funds, including RSTP, CMAQ, and Federal formula transit funds, the commitment may be by Federal TIP adoption. For Federal discretionary funds, the commitment may be by Federal approval of a full funding grant agreement or by grant approval.

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

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

16. Completion of Environmental Process. The Commission may program funding for project right-of-way or construction only if it finds that the sponsoring agency will complete the environmental process and can proceed with right-of-way acquisition or construction within the five-year period of the STIP. In compliance with Section 21150 of the Public Resources Code, the Commission may not allocate funds to local agencies for design, right-of-way, or construction prior to documentation of environmental clearance under the California Environmental Quality Act.

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

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

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

18. Minor Projects. There is no minimum size for a STIP project. The minor reserve in the Caltrans State Highway Operation and Protection Program (SHOPP) is for SHOPP projects only. The Commission will not allocate funds from the SHOPP minor program for capacity-increasing projects, including bicycle and pedestrian facilities, soundwalls, and enhancements and mitigation for STIP projects.
19. Criteria for Measuring Performance and Cost-Effectiveness. In order to maximize the state's investments in transportation infrastructure, it is the Commission's policy that each RTIP and the ITIP will be evaluated, as they are developed, for performance and cost-effectiveness at the system and project level where appropriate. For new projects for which construction of a large new facility or a substantial expansion of an existing facility is proposed and over 50% of a county's target for new programming, as identified in the fund estimate, is applied or is over \$50 million in total project costs, a project level evaluation shall be submitted. The project-level evaluation shall include a Caltrans generated benefit/cost estimate and identify the estimated impact the project will have on the annual cost of operating and maintaining the state highway system. The evaluation should be conducted by each region and by Caltrans before the RTIPs and the ITIP are submitted to the Commission for incorporation into the STIP. Each RTIP and the ITIP submitted to the Commission will be accompanied by a report on its performance and cost-effectiveness. Regional agencies and Caltrans will, as part of the transportation planning and programming process, monitor transportation systems and projects for performance and provide performance forecasts for use in evaluation of RTIPs and ITIPs. As performance

measurement concepts and techniques continue to mature, updated guidance may be provided in future STIP guidelines.

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

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

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

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

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

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

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

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

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

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

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

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

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

IV. Regional Improvement Program:

20. Submittal of RTIPs. After consulting with Caltrans, each regional agency shall adopt and submit its RTIP to the Commission and to Caltrans no later than December 15 of each odd-numbered year. The RTIP will include and separately identify:
 - (a) Programming proposals from the county share(s), consistent with the STIP fund estimate and Section 23 of these guidelines. These proposals may include new projects, changes to prior STIP projects, and reserves for RSTP/CMAQ match and TE projects, as specified in sections 24 and 24A.
 - (b) Programming proposals from the county Advance Project Development Element (APDE) share, which is treated as an advance of future share (see Sections 37-42).
 - (c) Any request to advance a future county share for a larger project (permitted only in regions under 1 million population).
 - (d) Any project recommendations for the interregional share.

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

Each RTIP should be based on the regional transportation plan and a regionwide assessment of transportation needs and deficiencies. Programming in the RTIP should not be based on a formula distribution of county share among agencies or geographic areas.

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

21. Project Planning, Programming, and Monitoring. The RTIP may propose to program up to 5 percent of the county share for project planning, programming and monitoring (PPM) by the transportation planning agency or, within the Southern California Association of Governments (SCAG) area, by a county transportation commission. If the RTIP proposes

programming funds for both SCAG and a county transportation commission, the total will not exceed 5 percent of the county share.

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

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

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

22. Transportation Enhancement (TE) Projects in the RTIP. A region may include in its RTIP any TE-eligible project and may program a reserve for TE-eligible projects, as specified in Section 24A. The Fund Estimate will include a TE target for each county for each fiscal year of the STIP. The programming of TE-eligible projects and reserves in the RTIP, however, is not limited by the TE target. Federal TE apportionments will be identified in the Fund Estimate as resources for the STIP and included in the calculation of county and interregional shares. All TE-eligible projects in the STIP will be counted as part of the county or interregional share.

The Commission will not program a TE project or allocate a project from a TE reserve without verification by the Department that the project is eligible for Federal TE funding. Each regional agency should forward the project TE application to the Department with the RTIP or otherwise as early as practicable, so there is sufficient time to approve the programming or to make the allocation without delay. This will be particularly important for allocations from the TE reserve near the end-of-year deadline for timely use of funds.

A region may include in its RTIP less than its target for TE-eligible projects and may even propose to program its full county share for non-TE projects. However, if TE-eligible programming statewide falls short of using the projected TE apportionment, the Commission may elect to leave a portion of county shares unprogrammed and available only for amendments of TE-eligible projects.

Senate Bill 286 (Chapter 373, Statutes of 2008) requires that regions and Caltrans utilize criteria that give priority in the selection of TE projects to "sponsors of eligible projects that partner with, or commit to employ the services of, a community conservation corps, or the California Conservation Corps to construct or undertake the project" (Streets and Highways Code section 2371)

In a given year, 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, intends to give priority for allocation to TE projects selected using criteria developed per SB 286.

23. County Shares, Advances, and Reserves. The fund estimate will identify, for each county, (1) the county share for the share period that ends during the current STIP period, (2) the county's proportionate share for the portion of the new four-year period that falls within the current STIP period, and (3) the balance of the estimated share for the four-year period that extends beyond the current STIP period. For the 2012 STIP fund estimate, for example, this means (1) the available share for the period ending 2015-16, (2) the county's proportionate share for 2016-17, and (3) an estimated proportionate share for the period ending in 2019-20.

Any region may, in its RTIP, propose projects or project components during the STIP period from all of these shares, including the share for the period that extends beyond the STIP period. Unless the Commission rejects an RTIP, as described in Section 60, the Commission will include in the STIP, at a minimum, all RTIP projects carried forward from the prior STIP and all new RTIP programming proposed within the level of the county share for the share period that ends during the current STIP (i.e., for the 2012 STIPs, the share for the period ending 2015-16). Beyond that, as described in Section 61, the Commission may include in the STIP either more or less than each region's proportionate share for the new share period. Overall, the Commission may not program more than the available statewide capacity for the STIP period. The RTIP should identify those projects or project components that it proposes to program within the STIP period from the share for each four-year share period.

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

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

24. RSTP/CMAQ Match Reserve. A region may, in its RTIP, propose a reserve from its county share for each year of the STIP to match Regional Surface Transportation Program, and Congestion Mitigation and Air Quality program (RSTP/CMAQ) funds, as authorized by Streets and Highways Code Section 188.5(e). The Commission may allocate funds from this reserve, at the request of the region, to eligible RSTP and CMAQ projects

without further Commission action to amend the STIP to identify the individual projects. STIP funds programmed and allocated to match RSTP and CMAQ funds are available for any purpose permissible under the Federal STP and CMAQ programs. Because a region's RSTP/CMAQ reserve precludes the programming of the funds elsewhere, the Commission will apply the timely use of funds rule (see Section 65 of these guidelines) to the RSTP/CMAQ reserve as if it were a programmed project.

- 24A. Transportation Enhancement (TE) Reserve. A region may, in its RTIP, propose a reserve from its county share for each year of the STIP for projects eligible for funding from Federal Transportation Enhancement (TE) funds. The Commission may allocate funds from this reserve, at the request of the region, to TE-eligible projects without further Commission action to amend the STIP to identify the individual projects. STIP funds programmed and allocated from this reserve (including State match for Federal funds) are available for any purpose permissible for Federal TE apportionments. Because a region's TE reserve precludes the programming of the funds elsewhere, the Commission will apply the timely use of funds rule (see Section 65 of these guidelines) to the TE reserve as if it were a programmed project.
25. Regional Improvement Program Project Eligibility. Except for project planning, programming, and monitoring, all STIP projects will be capital projects (including project development costs) needed to improve transportation in the region. These projects generally may include, but are not limited to, improving State highways, local roads, public transit (including buses), intercity rail, pedestrian and bicycle facilities, grade separations, transportation system management, transportation demand management, soundwalls, intermodal facilities, and safety. Non-capital costs for transportation system management or transportation demand management may be included where the regional agency finds the project to be a cost-effective substitute for capital expenditures. Other non-capital projects (e.g. road and transit maintenance) are not eligible.

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

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

- Safety improvements on transportation facilities other than State highways where physical changes, other than adding new capacity, would reduce fatalities and the number and severity of injuries. (Safety projects on State highways are programmed in the SHOPP.)
- Transportation capital improvements that expand capacity or reduce congestion, or do both. These improvements may include the reconstruction of local roads and

transit facilities and non-capital expenditures for transportation systems management and transportation demand management projects that are a cost effective substitute for capital expenditures.

- Environmental enhancement and mitigation, including Transportation Enhancement (TE) and soundwall projects.

Article XIX of the California Constitution permits the use of State revenues in the SHA only for State highways, local roads, and fixed guideway facilities. This means, for example, that rail rolling stock and buses may be funded only from Federal funds.

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

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

There are four types of transit grants available from FTA which are described in Title 53 USC Sections 5307, 5310, 5311 and 5336. For projects in urbanized areas of greater than 200,000 population, the local agency submits the grant application directly to FTA. For projects in urbanized areas of less than 200,000 population, the local agency submits the grant application through Caltrans to FTA. For projects in areas outside of urbanized areas, Caltrans acts as the grant applicant for the local agency and reimburses the local agency which is implementing the project. Grants for projects in urbanized areas must be submitted by agencies which have been certified by FTA. Grants for projects in urbanized areas are processed by FTA on a quarterly basis. Grants for projects not in urbanized areas are processed by FTA on an annual basis.

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

27. Increased STIP Funding Participation. An RTIP may propose, from the county share, to increase a project's STIP funding to replace local funding already committed, provided that the local funding has not been and will not be expended or encumbered under contract prior

to the Commission's allocation of STIP funds. The proposal will include the revised basis for cost sharing, as specified in Section 49 of these guidelines.

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

28. Pooling of County Shares. Two or more regional agencies may agree to consolidate their county shares for two consecutive county share periods into a single county share for both periods. A pooling agreement will become effective for a county share period if each regional agency adopts a resolution incorporating the agreement and submits it to the Commission with its RTIP. Similarly, SACOG may pool the shares of any counties in its region by adopting a resolution and submitting it with its RTIP.

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

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

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

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

V. Interregional Improvement Program:

30. General. The interregional improvement program consists of STIP projects funded from the interregional program share, which is 25% of new STIP funding. Caltrans will nominate a program of projects for the interregional share in its interregional transportation improvement program (ITIP). The interregional program has two parts:
- (a) The first, funded from up to 10% of new STIP funding, is nominated solely by Caltrans in the ITIP. It is subject to the north/south 40%/60% split and otherwise may include projects anywhere in the State. The projects may include State highway, intercity passenger rail, mass transit guideway, or grade separation projects. Non-capital costs for transportation system management or transportation demand management may be included where Caltrans finds the project to be a cost-effective substitute for capital expenditures.
 - (b) The second part, funded from at least 15% of new STIP funding, is not subject to the north/south split. It is limited to intercity rail projects (including interregional commuter rail and grade separation projects) and to improvements outside urbanized areas on interregional road system routes (which are specified in statute). At least 15% of the 15% (or at least 2.25% of new STIP funding) must be programmed for intercity rail projects, including interregional commuter rail and grade separation projects.

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

31. Submittal of Caltrans ITIP. After consulting with regional agencies and other local transportation authorities, Caltrans shall submit its ITIP to the Commission no later than December 15 of each odd numbered year. At the same time, Caltrans will transmit a copy of the ITIP to each regional agency. The ITIP will include programming proposals from the interregional share for the five-year STIP period. These proposals may include new projects, program reserves, changes to prior STIP interregional program projects, and the interregional share of proposals for jointly funding new projects or cost increases from county and interregional shares.

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

- an estimate of total project costs, including mitigation costs and support costs;
- an estimate of the time of completion of project construction;
- an estimate of annual project benefits (at project opening) due to vehicle time savings and vehicle operating costs;
- for road projects, an estimate of annual project benefits (at project opening) due to reductions in fatalities and injuries;
- for rail projects, an estimate of the project's impact on ridership and the need for operating subsidies; and

- a description of how the project would implement the interregional strategic plan, including a description of its impact on California's economic growth and the interregional distribution of goods.

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

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

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

- an estimate of total project costs, including mitigation costs and support costs;
- an estimate of the time of completion of project construction;
- an estimate of annual project benefits (at project opening) due to vehicle time savings and vehicle operating costs;
- an estimate of annual project benefits (at project opening) due to reductions in fatalities and injuries; and
- a description of how the project would implement the interregional strategic plan, including a description of its impact on California's economic growth and the interregional distribution of goods.

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

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

- Completing a trunk system of higher standard State highways (usually expressways and freeways).
- Connecting all urbanized areas, major metropolitan centers, and gateways to the freeway and expressway system to ensure a complete statewide system for the highest volume and most critical trip movements.
- Ensuring a dependable level of service for movement into and through major gateways of statewide significance and ensuring connectivity to key intermodal transfer facilities, seaports, air cargo terminals, and freight distribution facilities.
- Connecting urbanizing centers and high growth areas to the trunk system to ensure future connectivity, mobility, and access for the State's expanding population.
- Linking rural and smaller urban centers to the trunk system.
- Implementing an intercity passenger rail program (including interregional commuter rail) that complies with Federal and State laws, improves service reliability, decreases running times, and reduces the per-passenger operating subsidy.

The Caltrans ITIP should be based on a Strategic Plan for implementing the interregional program. The Strategic Plan should address development of both the interregional road system and intercity rail in California, and it should define a strategy that extends beyond the STIP. The ITIP should describe how proposed projects relate to the Strategic Plan and how the Strategic Plan would implement the Commission's objectives. The Commission will evaluate the ITIP and any regional recommendations for the interregional program in the light of these objectives and the Strategic Plan.

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

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

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

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

routes, the Commission expects the development of the basic trunk system to be the focus of near term investment.

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

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

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

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

For rail, the interregional program should emphasize:

- the preservation and improvement of the existing system of State-sponsored intercity passenger rail routes, including compliance with safety and accessibility standards and protection of the State's investment in equipment;
- the reduction of the system's dependence on State operating subsidies;
- the improvement of other passenger rail access between major urban centers, airports and intercity rail routes; and
- the use of rail grade separations to improve service reliability for both intercity passenger rail and interregional goods movement.

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

- reduced intercity rail running times and operating costs (which may increase demand and reduce the need for operating subsidies);

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

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

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

35. Transportation Enhancement (TE) Projects in the ITIP. The Department may include in the ITIP a project from any TE-eligible category that relates to the interregional surface transportation of people or goods or that is a capital outlay project of statewide benefit and interest. In the case of pedestrian and bicycle facilities, the project should provide an alternative to travel on a State highway that is part of the interregional road system or provide access to a state or national park or to an interregional surface transportation facility. The Department may not propose TE-eligible grants to local agencies. However, the Department may propose TE-eligible grants for projects to be implemented by Federal agencies or other State agencies or for scenic land acquisitions by land conservancies through State or Federal agencies.

The Fund Estimate will include a TE target for each county and the interregional share. The programming of TE-eligible projects, however, is not limited by the TE target. Federal TE apportionments will be identified in the Fund Estimate as resources for the STIP and included in the calculation of county and interregional shares. All TE-eligible projects in the STIP will be counted as part of the county or interregional share.

Senate Bill 286 (Chapter 373, Statutes of 2008) requires that regions and Caltrans utilize criteria that give priority in the selection of TE projects to “sponsors of eligible projects that partner with, or commit to employ the services of, a community conservation corps, or the California Conservation Corps to construct or undertake the project” (Streets and Highways Code section 2371)

In a given year, 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, intends to give priority for allocation to TE projects selected using criteria developed per SB 286.

- 35A. Transportation Enhancement (TE) Funding for SHOPP Projects. It is the Commission’s intent that available Federal TE apportionment be applied to any TE-eligible project in the SHOPP in order to assure the full and effective use of the state’s Federal apportionments.

The Department may include in the SHOPP any TE-eligible project that is an enhancement directly related to another SHOPP project or STIP project on the State highway system. Federal rules provide that projects are TE-eligible only if they are over and above any normally required project mitigation. The Department may not use the SHOPP for local grants or for stand-alone TE capital outlay projects, which should be programmed through the STIP. The Department may, however, entertain requests from local agencies for enhancements to the Department's SHOPP or STIP projects.

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

VI. Advance Project Development Element:

37. Fund Estimate for Advance Project Development Element. Each fund estimate will identify an amount available pursuant to subdivision (c) of Section 14529.01 of the Government Code for the STIP Advance Project Development Element (APDE), with county and interregional shares identified separately. These APDE amounts are independent of the amounts identified as regular programming capacity.
38. Programming of APDE County and Interregional Shares. Regions and Caltrans may propose projects from their respective county and interregional APDE shares in the RTIPs and ITIP, and they may propose joint regional and interregional APDE funding for a project. The proposal and adoption of projects will be the same as for other STIP projects, except that projects to be programmed through the APDE are limited to the two STIP project development components: (1) environmental and permits and (2) plans, specifications, and estimates. Projects may not be programmed through the APDE if they are simultaneously programmed for acquisition of right-of-way (including support) or construction from regular STIP programming capacity. Project development work already programmed in the STIP may not be shifted to the APDE.
39. Program Year. APDE projects will be proposed for programming and adopted into the STIP and allocated in the same manner as other STIP projects. They may be proposed for any of the STIP's five fiscal years. APDE local projects, when programmed, are subject to the STIP's timely use of funds provisions.
40. Program Amendments. APDE projects may be amended into the STIP at any time in the same manner as other STIP amendments. The amendments will identify the county or interregional APDE share from which the projects are to be funded.
41. Effect on Regular County and Interregional Shares. APDE programming will be treated as an advance of regular future county or interregional share, although every county, including

a county in a region over 1 million population, is eligible for APDE programming. If all or a portion of any county or interregional APDE share is not programmed, that amount will become available to program for any STIP purpose in the next STIP. Amounts that are programmed in the current STIP from an APDE share will be deducted from the regular county or interregional share for the next STIP. The Fund Estimate for the next STIP will include a new APDE fund estimate with new county and interregional APDE shares.

42. APDE Shares May Not Be Exceeded. The programming of a county or interregional APDE share may not exceed the amount identified in the Fund Estimate. A county or interregional APDE share may not be loaned or advanced. However, regional agencies that have agreed to pool their regular county shares (Section 28 of these guidelines) may also pool their APDE shares. Any region may choose to program project development work from its regular STIP county share.

VII. Display of project descriptions and costs:

43. Project Description. The STIP will include the following information for each project, which should be included in the RTIP or ITIP proposing the project:
- (a) The name of the agency responsible for project implementation.
 - (b) The project title, which should include a brief nontechnical description of the project location and limits (community name, street name, etc.), and a phrase describing the type and scope of the project. By definition, the Commission will regard the limits for a rehabilitation project on local streets and roads as including adjacent or nearby streets and roads, thus providing greater flexibility in project scope.
 - (c) A unique project identification number provided by Caltrans.
 - (d) For projects on the State highway system, the route number and post-mile (or post-kilometer) limits.
 - (e) Any appropriate funding restriction or designation, including projects eligible for Public Transportation Account, Transportation Enhancement (TE) funding, projects requiring state-only funding, or projects requiring Federal funds. Agencies proposing projects requiring state-only funding (including local street and road projects not eligible for federal-aid) should recognize that the availability of state-only funding may be limited
 - (f) The source and amounts of local or other non-STIP funds, if any, committed to the project.
44. State-only Funding. The Commission will assume that all projects will be qualified for Federal transportation funding unless the RTIP or ITIP designates otherwise. Whenever a region designates a project to be programmed for State-only (non-Federal) funding, the RTIP will explain the reason for this designation. The Commission will not program a State highway project for State-only funding without consulting with Caltrans. Projects programmed without state-only designation and later proposed for state-only funding

allocations will be subject to Caltrans recommendation for exception to federal funding prior to Commission approval as described in Section 64 of these guidelines.

45. Project Fact Sheets. For each project proposed for new STIP funding, the RTIP or ITIP will include a project fact sheet that includes the information displayed in the Appendix to these guidelines. All regional agencies proposing funding for rail transit projects will include full funding plans with the RTIP, as described in Section 15 of these guidelines.
46. STIP Database. Caltrans is responsible for developing, upgrading and maintaining an electronic database record of the adopted STIP and Commission actions that amend the STIP. Caltrans will publish the STIP record within 75 days of the STIP adoption and make copies available to the Commission and to the regional agencies. To facilitate development, analysis and management of the STIP, Caltrans will provide the Commission and the regional agencies appropriate access to the STIP database as soon as possible. After a regional agency's access to the database is established, a regional agency will develop its RTIP submittals to the Commission utilizing the STIP database.
47. Cost Estimates for Project Components. For each project proposed for programming, the RTIP or ITIP shall list costs separately for each of the 4 project components: (1) environmental studies and permits; (2) preparation of plans, specifications, and estimates, (3) right-of-way, and (4) construction. For the right-of-way and construction components on Caltrans projects, the RTIP or ITIP shall list separate costs for Caltrans support and for capital outlay. For Caltrans projects, that brings the total to 6 project cost components.

For each project component, the amount programmed shall be escalated to the year proposed for programming, based on the current cost estimate updated as of November 1 of the year the RTIP or ITIP is submitted. The standard escalation rate for the STIP shall be that specified in the fund estimate for the STIP. Caltrans or a region may elect to use alternative escalation factors for right-of-way or other costs as it deems appropriate. STIP costs and non-STIP costs will be displayed separately.

When project design, right-of-way or construction are programmed before the sponsoring agency completes the environmental process, updated cost estimates shall be submitted in the RTIP or ITIP in the STIP cycle following completion of the environmental process.

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

48. Authority and Responsibility. For projects on the State highway system, only cost estimates approved by the Caltrans Director or by a person authorized by the Director to approve cost estimates for programming will be used. For other projects, only cost

estimates approved by the Chief Executive Officer or other authorized officer of the responsible local implementing agency will be used.

49. Basis for Cost Sharing. Where a project or project component is to be funded from both STIP and non-STIP sources, the project fact sheet submitted with the RTIP or ITIP shall indicate whether the programming commitment is for a particular dollar amount, a particular percentage of total project cost, or a particular element or item of work. Where a project or project component is to be jointly funded from the interregional share and a county share or funded from multiple county shares, the project fact sheet submitted with the RTIP and/or ITIP shall indicate the basis to be used for apportioning cost increases or decreases between the shares. In the absence of this cost sharing information, project cost increases and savings will be apportioned in the same percentages as programmed.
50. Program Year for Cost Components. The cost of each project cost component will be listed in the STIP no earlier than in the State fiscal year in which the particular project component can be delivered, as described below.
- (a) Project development.
- (1) Local agency project development costs for environmental studies and permits will be programmed in the fiscal year during which environmental studies will begin. The fiscal year during which the draft environmental document is scheduled for circulation will be identified in the STIP. Costs for the preparation of plans, specifications, and estimates will be programmed in the fiscal year during which this work will begin. Local agency costs for environmental studies and design may be listed in different fiscal years, where appropriate.
- (2) Caltrans project development costs for environmental studies and permits will be programmed in the fiscal year during which the environmental studies begin. The fiscal year during which the draft environmental document is scheduled for circulation will be identified in the STIP. Costs for the preparation of plans, specifications and estimates will be programmed in the fiscal year during which this work will begin. Caltrans will report, outside the STIP, on year by year expenditures for project development components.
- (b) Right-of-way. Right-of-way costs, including Caltrans support costs, will be programmed in the fiscal year during which right-of-way acquisition (including utility relocation) contracts will first be executed.
- (c) Construction. Construction costs, including Caltrans construction support costs, will be programmed in the fiscal year during which construction contracts will be advertised. All construction costs that are included in or related to a single construction contract should be listed in one fiscal year, regardless of the length of time over which construction costs will be paid. Projects requiring separate construction contracts should be listed separately for the STIP, even if they are corridor projects grouped for project development and right-of-way programming, as described in Section 58 of these guidelines.

51. Escalation Adjustments. All projects will count against share balances on the basis of their fully escalated (inflated) costs. All project RTIP and ITIP nominations should therefore be at costs escalated to the year in which project delivery is proposed (see Sections 47 and 50 of these guidelines). Cost estimates for projects components that are already programmed should be updated, as needed, based on the most current cost information. Commission staff may make further escalation adjustments, in consultation with Caltrans and regions, in making its staff recommendations and in developing the STIP (see Section 63 of these guidelines). Ordinarily, the Commission will apply escalation adjustments only to Caltrans construction costs, not to right-of-way, project development, or local grant projects.
52. Prior Costs for Grandfathered 1996 STIP Projects. For every Caltrans project that will be carried forward to the 1998 STIP, Caltrans will identify the amount of its expenditures for right-of-way (including support) and for project development through the 1997-98 fiscal year. These amounts, when added to the amounts remaining and programmed for the 1998 STIP period, will form the project component base cost for the purpose of share balance tabulations and adjustments, as described in Sections 53-58 of these guidelines.

VIII. Share Balances and Adjustments:

53. Long-term balances. The Commission, with assistance from Caltrans and regional agencies, will maintain a long-term balance of county shares and the interregional share, as specified in Streets and Highways Code Section 188.11. The Commission will make its calculation of the cumulative share balances, as of the end of the preceding fiscal year, available for review by Caltrans and regional agencies by August 15, each year.
54. Local Grant Projects. For the purpose of share balances, the costs counted for local grant projects (all project work not implemented by Caltrans) will be the amounts actually allocated by the Commission. No adjustment will be made after the allocation vote for any amount not expended by the local agency. In order to provide a degree of flexibility to local agencies in administering projects, allocated funds may be shifted between project components to accommodate cost changes within the following limits:
 - Any amount that is allocated to a local agency for environmental studies and permits may also be expended by that agency for plans, specifications, and estimates. Any amount that is allocated to a local agency for plans, specifications, and estimates may also be expended by that agency for environmental studies and permits.
 - Additionally, a local agency may expend an amount allocated for project development, right of way, or construction for another project component, provided that the total expenditure shifted to a component in this way is no more than 20 percent of the amount actually allocated for either component. This means that the amount transferred by a local agency from one component to another may be no more than 20 percent of whichever of the components has received the smaller allocation from the Commission.

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

55. Construction. For the purpose of share balances, the costs counted for Caltrans construction projects are the engineer's final estimate presented to the Commission for allocation vote, including the construction support amount identified by Caltrans at the time of the vote.

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

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

56. Right-of-Way. For the purpose of share balances, the costs counted for right-of-way on Caltrans projects, including right-of-way support costs, are the amounts programmed for right-of-way in the STIP. No adjustment is made for actual right-of-way purchase costs or support expenditures. This flexibility is intended to facilitate the tracking of share balances and is not intended to be permission to overspend a project budget. If the final right-of-way estimate, including support costs, is greater than 120 percent of the STIP amount, the costs counted will be adjusted to that final estimate. To encourage accurate estimates and minimize the manipulation of share balances, the Commission will consider STIP amendments for project right-of-way costs only in conjunction with the statewide review of right-of-way costs in the annual right-of-way plan. The Commission may also approve a downward adjustment of more than 20 percent of the amount programmed for right-of-way on the basis of a final right-of-way estimate presented to the Commission by Caltrans at the time the Commission allocates funding for project construction.

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

58. Corridor Projects. For programming purposes, a single project may consist of segments or phases along a route or in a corridor area that the Department will implement under multiple construction contracts. Where construction is scheduled in more than one fiscal year, the individual segments or phases may be identified separately for construction and combined for right-of-way and project development. In either case, when the Commission allocates a portion of the programmed funds for construction of a particular segment or phase, the unallocated balance will remain programmed for the balance of the project. With each construction allocation, however, the Department will identify the amounts attributable to right-of-way and project development for the segment and an updated estimate of the right-of-way and project development amounts required for the entire project, consistent with sections 56 and 57. The Department will also identify an updated estimate of the construction cost of the entire project or a revised scope to stay within the programmed amount. The Commission's intent is that the Department not defer the identification of cost increases for a corridor project until the completion of the entire project.
59. Federal Earmark Funds. Federal funds earmarked for specific projects that are not subject to federal obligation authority or are accompanied by their own obligation authority, either individually or by project group (such as those specified in the federal SAFETEA-LU authorization act of 2005), are not included in the Fund Estimate or programmed in the STIP. Because these funds are made available outside the STIP, they do not count against county or interregional shares. If the sponsor or implementing agency for the earmarked project seeks RTIP or ITIP funding to match the federal earmark funds or to complete funding for the project, the project becomes a STIP project and the earmark funds are treated as non-STIP funds.

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

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

IX. Commission Action and Adoption:

60. Commission Action on RTIP Proposals. The Commission will include all RTIP projects nominated from the county share for the four-year share period that ends during the current STIP (i.e., the period ending 2015-16 for the 2012 STIP) unless the Commission finds that (a) the RTIP is not consistent with these guidelines, (b) there are insufficient funds to implement the RTIP, (c) there are conflicts with other RTIPs or with the ITIP, (d) a project is not in an approved CMP or is not included in a separate listing in the approved RTIP as provided by Government Code 65082, or (e) the RTIP is not a cost-effective expenditure of State funds. In making its finding, the Commission will consider the cost-effectiveness evaluation of the RTIP submitted by the region as required in Section 19 of these guidelines. The Commission may also make its own evaluation based on the criteria in Section 19 of these guidelines. If the Commission makes one of those findings, it may reject the RTIP in its entirety. For the 6-county SCAG area, the Commission will incorporate or reject each county's RTIP separately. For MTC and SACOG, the Commission will incorporate or reject the multicounty RTIP in its entirety. For any counties that choose to pool county shares, the Commission will incorporate or reject the counties' RTIPs together.

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

The Commission may also program projects proposed in the RTIP for funding from the estimated county share for the four-year share period that extends beyond the current STIP (in the 2012 STIP this is the share period ending 2019-20) or from advances against future share periods. A decision by the Commission not to program any of these proposed projects does not constitute or require a rejection of the RTIP. Any portion of the county share for the four-year period that is not programmed in the current STIP will remain available for programming within the same period in the following STIP.

61. Commission Action on Advances and Reserves. In selecting projects for funding beyond the county share for the share period that ends during the current STIP, including advances, the Commission intends to consider regional agency priorities and the extent to which each RTIP includes:
- projects that implement a cost-effective RTIP, giving consideration to the evaluation submitted as required by Section 19 of these guidelines;

- projects that complete or fund further components of projects included in the prior STIP;
- grandfathered projects from the 1996 STIP;
- projects to meet identified State highway improvement needs as described in Section 20;
- projects that are eligible for Federal TE funds;
- projects that leverage federal discretionary funds; and
- projects that provide regional funding for interregional partnership projects.

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

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

62. Commission Action on Interregional Program. The Commission will program the interregional share of the STIP from projects nominated by Caltrans in its ITIP or alternative recommendations made by regions in their RTIPs. By statute, the Commission may program a regional recommendation for the interregional program only if the Commission "makes a finding, based on an objective analysis, that the recommended project is more cost-effective than a project submitted by [Caltrans]." The Commission may decline to program any project it finds inconsistent with these guidelines or not a cost-effective expenditure of State funds. In making its finding the Commission will consider the cost-effectiveness evaluation of the ITIP submitted by Caltrans as required in Section 19 of these guidelines. The Commission may also make its own evaluation based on the criteria in Section 19 of these guidelines. After a review of the nominated projects, the Commission may elect to leave a portion of the interregional share unprogrammed and reserved for later interregional programming or, with the consent of Caltrans, may reserve a portion of the interregional share for the next share period in order to free up funding for county share advances.
63. STIP Respreading of Projects. The Commission may program projects, project components and project reserves in fiscal years later than the fiscal years proposed in the RTIP or ITIP if the Commission finds it necessary to do so to insure the total amount programmed in each fiscal year of the STIP does not exceed the amount specified in the fund estimate as required by Section 14529(e) of the Government code. In that case, the Commission will compare all projects nominated for the year(s) from which projects will be postponed, giving consideration to (1) regional priorities and the leveling of regional

shares across the STIP period, (2) the availability of TE, PTA, or other restricted funds by fiscal year, and (3) in consultation with Caltrans, the need to balance Caltrans' workload by district and fiscal year.

X. STIP Management:

64. Allocation of Funds. The Commission will consider allocation of funds for a project or project component when it receives an allocation request and recommendation from Caltrans. All allocations will be made in units of \$1,000, and all allocation requests should therefore be in units of \$1,000. The request will include a determination of the availability of funding and a recommendation on the source of funding. The recommendation on the source of funding shall include the amounts by fund account, i.e., State Highway Account, Public Transportation Account, Federal Trust Fund or Transportation Facilities Account, as well as the fund type within the account including type of federal funds. Caltrans' recommendation to the Commission for state only funding of a project will be made in accordance with Caltrans' current policy for exceptions to federal funding. The final determination of fund type available for a project will be made in the Commission's allocation of funds to the project. The Commission will approve the allocation only if the funds are available and are necessary to implement the project as programmed in the STIP. Allocations for right of way acquisition or construction will be made only after documentation of the required environmental clearance for the project.

In compliance with Section 21150 of the Public Resources Code, the Commission may not allocate funds to local agencies for design, right-of-way, or construction prior to documentation of environmental clearance under the California Environmental Quality Act. All funds allocated are subject to the timely use of funds provision as described in Section 65 of these guidelines.

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

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

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

When a local agency (including a transit agency) is ready to implement a project or project component, the agency will submit a request to Caltrans. Caltrans will review the request,

prepare appropriate agreements with the agency and recommend the request to the Commission for action. The typical time required, after receipt of the application, to complete Caltrans review, and recommendation and Commission allocation is 60 days. The specific details and instructions for the allocation, transfer and liquidation of funds allocated to local agencies are included in the Procedures for Administering Local Grant Projects in the STIP prepared by Caltrans in consultation with the Commission and regional and local agencies.

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

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

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

The Commission will approve reimbursement allocations only if the regional or local agency submits an allocation request prior to the first expenditure and the Commission finds that there was no legal impediment to a Commission allocation, other than lack of State budget authority, at the time of expenditure. If, at the time of the allocation request, the Commission finds that there is a lack of sufficient funding available and that it would otherwise approve the allocation, then the Commission will approve the project for future allocation when funding becomes available. However, even the inclusion of a project in the STIP, the availability of state budget authority, and the lack of specific legal impediment do not obligate the Commission to approve an allocation where the Commission finds that the allocation is not an effective use of state funds, is inconsistent with the Commission's guidelines or policies, or is inconsistent with state or regional plans.

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

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

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

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

After the award of the contract, the local agency or Caltrans has up to 36 months to complete (accept) the contract. At the time of fund allocation, the Commission may extend

the deadline for completion of work and the liquidation of funds if necessary to accommodate the proposed expenditure plan for the project. For local grant projects, the local agency has 180 days after contract acceptance to make the final payment to the contractor or vendor, prepare the final Report of Expenditure and submit the final invoice to Caltrans for reimbursement.

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

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

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

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

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

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

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

its own deadlines. The Commission may consider the extension of each of these deadlines separately.

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

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

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

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

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

Caltrans will review proposed amendments and forward them to the Commission for public notice and action. The Commission encourages Caltrans, in cooperation with regions and Commission staff, to develop and implement a set of procedures to standardize and streamline the amendment process and to enhance the accountability of regions for amendments of projects which are not administered by Caltrans.

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

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

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

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

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

1. The Commission intends to encourage local agencies who wish to use local funds to advance the delivery of projects programmed for construction in the STIP when State funds are not sufficient to support direct project allocations. In doing so, the Commission will consider the approval of either AB 3090 replacement projects or AB 3090 direct reimbursement arrangements, giving preference to the programming of AB 3090 replacement projects where feasible or to AB 3090 reimbursements using federal funds and the local advance construction process.
2. Where a local agency proposes to use its own funds for early delivery of a project component programmed in the STIP for a future fiscal year, the Commission will consider approval of an AB 3090 replacement project under the following conditions:
 - a. The regional agency approves the arrangement.
 - b. The local agency has identified a local fund source for the project component, and there is a reasonable expectation that the AB 3090 approval will result in the acceleration of construction delivery of a STIP project.
 - c. The local agency commits to award a contract or otherwise begin delivery of the project component within ~~12~~ 6 months of the Commission's approval, with the understanding that the arrangement may be cancelled if that condition is not met. AB 3090 arrangements for construction or for purchase of equipment are valid for six months from the date of approval unless the Commission approves an extension.
 - d. The STIP amendment approving the arrangement will replace the project component with an unidentified replacement project in the same fiscal year.
3. Where a local agency proposes to use its own funds for early delivery of a project component programmed in the STIP for a future fiscal year, the Commission will consider approval of an AB 3090 reimbursement only when the following *additional* conditions are met:
 - a. The regional agency explicitly finds the project to be the region's highest priority among STIP projects programmed for that fiscal year. A regional agency unable to make such a finding shall, in its request for an AB 3090 reimbursement explain why it is unable to make the finding and the relative priority of the STIP projects programmed for that fiscal year.
 - b. The Commission determines that reimbursement would be consistent with the fund estimate.
 - c. The source of local funds to be used to deliver the project could not or would not be made available for an AB 3090 replacement project. The request for AB 3090 reimbursement approval should identify the source of local funds to be used, why the funds would not be available for the STIP project without an AB 3090 direct reimbursement arrangement, and what the funds would be available for if not used for the STIP project.
 - d. Before approving an AB 3090 reimbursement arrangement, the Commission will consider programming the reimbursement in a later fiscal year, consistent with the project's regional and state priority for funding and the projected

availability of funds to support other projects. The Commission will not change the programming of the reimbursement after approval.

- e. The Commission will not approve AB 3090 reimbursement arrangements intended solely to protect a project from being reprogrammed or to protect a local agency's share of STIP funding.
 4. The Commission will also consider approval of an AB 3090 reimbursement arrangement for a project component programmed in the current fiscal year if there are not sufficient funds currently available to approve a direct allocation. In this case, the AB 3090 approval will schedule the reimbursement for the next fiscal year or a later year. In making a current year request for an AB 3090 reimbursement arrangement, the region shall explain why the project cannot be advanced using a reimbursement allocation (as described in section 64A).
 5. In considering approval of AB 3090 reimbursement arrangements, the Commission intends to insure that no more than \$200 million in reimbursements is scheduled statewide for any one fiscal year and that no more than \$50 million in reimbursements is scheduled for the projects of any single agency or county for any one fiscal year. The Commission intends to evaluate the limit on AB 3090 reimbursements arrangements biennially as a part of the STIP fund estimate and STIP guidelines.
 - ~~6. The use of RSTP or CMAQ funds by a regional agency that receives an apportionment of those funds under state law constitutes the use of the agency's own funds for the purpose of AB 3090 arrangements. Where RSTP or CMAQ funds are the identified local source of funds to deliver a STIP project under an AB 3090 arrangement, the Commission will consider approval only for an AB 3090 replacement project and not for a cash reimbursement.~~
- 67B. Selection of Projects for GARVEE Bonding. If the fund estimate projects the availability of federal funding (other than TE) for the STIP, the Commission may by STIP amendment select STIP projects proposed from either an RTIP or the ITIP for accelerated construction through GARVEE bonding. With the agreement of the agency that proposed the project, the Commission may designate a STIP project for GARVEE bonding even if the original RTIP or ITIP did not specifically propose GARVEE bonding. The Commission may also select projects programmed in the SHOPP for accelerated construction through GARVEE bonding. The Commission will select projects for GARVEE bonding that are major improvements to corridors and gateways for interregional travel and goods movement, especially projects that promote economic development and projects that are too large to be programmed within current county and interregional shares or the SHOPP on a pay-as-you-go basis. The Commission's expectation is that, generally, these will be projects that require bond proceeds exceeding \$25 million. Major improvements include projects that increase capacity, reduce travel time, or provide long-life rehabilitation of key bridges or roadways.

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

GARVEE bonds cover only the Federally-funded portion of a project's cost (generally 88½ percent). GARVEE bonding in California is structured so that the State's future Federal transportation apportionments cover all debt service payments. This requires that the entire non-Federal portion of project cost (including costs of issuance and interest) be provided at the time of construction on a pay-as-you-go basis. The Commission's policy is that the non-federal portion of project costs will be programmed within current STIP and SHOPP capacity. Although local funds may be applied to the non-federal share, the ability of a local agency to contribute non-STIP funding will not be a major criterion in the selection of projects for GARVEE bonding.

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

Caltrans and each responsible regional agency or county transportation commission will provide the Commission with status reports on project delivery in accordance with the following schedule:

- Caltrans: Quarterly reports in October, January, April and July of each FY for projects to be delivered by Caltrans.
- Regions/CTCs: Semiannual reports in January and July of each FY for projects to be delivered by agencies other than Caltrans.

Caltrans and regions will also provide the Commission with a semiannual report on completed projects.

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

XI. STIP Development Schedule and Procedures:

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

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

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

71. Commission Staff Recommendations. Prior to adoption of the STIP, the Commission staff shall prepare recommendations to the Commission for the adoption of the STIP. The staff recommendations will be made available to the Commission, Caltrans and the regional agencies at least twenty days prior to the adoption of the STIP.

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

Bimla G. Rhinehart, Executive Director
California Transportation Commission
1120 N Street, Mail Station 52
Sacramento, CA 95814

Caltrans requests that each region send at least one copy to the appropriate Caltrans District Director and five copies addressed to:

Rachel Falsetti, Chief, Division of Transportation Programming
Attention: Kurt Scherzinger, Office of STIP
Department of Transportation
Mail Station 82
P. O. Box 942874
Sacramento, CA 94274-0001

XII. APPENDICES

Appendix A:

STIP PROJECT FACT SHEET

The Caltrans Project Programming Request (PPR) Form will serve as the STIP project fact sheet. A template of this form, in Excel, may be found at:
<http://www.dot.ca.gov/hq/transprog/ocip/2012stip.htm>.

DRAFT

Appendix B:

Performance Indicators, Measures and Definitions

Part A:

Complete Part A.

Use the following to indicate quantitatively how the Regional Transportation Improvement Program (RTIP) or the Interregional Transportation Improvement Program (ITIP) is consistent with the goals established in your Regional Transportation Plan (RTP) or the Interregional Transportation Strategic Plan (ITSP). If any of the performance measures in Part A do not reflect the goals contained in an RTP/ITSP or if an RTIP/ITIP does not contain goals that are measurable by the performance measures contained within, simply state “not applicable (na)” for each indicator or each performance measure (where appropriate).

Performance Indicators and Measures						
Indicator	Relation to STIP Sec 19 Performance Criteria	Performance Measures			Current System Performance (Baseline)	Projected Impact of Projects
		Mode	Level*	Measures		
Safety	2	Roadway	Region	Fatalities / Vehicle Miles Traveled (VMT)		
	2			Fatal Collisions / VMT		
	2			Injury Collisions / VMT		
	2	Transit	Mode	Fatalities / Passenger Miles		
Mobility	1	Roadway	Region	Passenger Hours of Delay / Year		
	1			Average Peak Period Travel Time		
	1			Average Non-Peak Period Travel Time		
Accessibility	4 (also 1,3,6,7)	Transit	Region	Percentage of population within 1/4 mile of a rail station or bus route.		
Reliability	1	Roadway	Corridor	Travel Time Variability		
	5	Transit	Mode	Percentage of vehicles that arrive at their scheduled destination no more than 5 minutes late.		
Productivity (Throughput)	7	Roadway - Vehicles	Corridor	Average Peak Period Vehicle Trips		
	7			Average Daily Vehicle Trips (ADT)		
	7	Roadway - People	Corridor	Average Peak Period Vehicle Trips Multiplied by the Occupancy Rate		
	7			Average Daily Vehicle Trips Multiplied by the Occupancy Rate		
	7	Trucks	Corridor	Percentage of ADT that are (5+ axle) Trucks		
	7			Average Daily Vehicle Trips that are (5+ axle) Trucks		
	7	Transit	Mode	Passengers per Vehicle Revenue Hour		
	7			Passengers per Vehicle Revenue Mile		
	7			Passenger Mile per Train Mile (Intercity Rail)		
System Preservation	3	Roadway	Region	Total number of Distressed Lane Miles		
	3			Percentage of Distressed Lane Miles		
	3			Percentage of Roadway at Given IRI Levels		
Return on Investment/ Lifecycle Cost	1-7	All	Corridor	Percentage rate of return		

*Level:
 Corridor - Routes or route segments that are identified by regions and Caltrans as being significant to the transportation system
 Region - Region or county commission that is responsible for RTIP submittal.
 Mode - One of the following transit types (light rail, heavy rail, commuter rail, trolley bus, and all forms of bus transit).

Part B:

If Part A alone is insufficient in indicating how progress towards attaining goals and objectives contained in each RTP and the ITSP is assessed and measured, complete Part B.

Include the following information:

- List your performance measures.
- Provide a quantitative and/or qualitative analysis (include baseline measurement and projected program or project impact).
- State the reason(s) why selected performance measure or measures are accurate and useful in measuring performance. Please be specific.
- Identify any and all deficiencies encountered in as much detail as possible.

Provide a quantitative evaluation and/or qualitative explanation of how the goals and objectives contained in the Regional Transportation Plan (RTP) or the Interregional Transportation Strategic Plan (ITSP) are linked to the program of projects contained in the RTIP and the ITIP.

For qualitative explanations, state how progress towards attaining goals and objectives contained in each RTP and the ITSP is assessed and measured. If performance indicators and/or performance measures used by an agency are different from those outlined in Table A of the Guidelines and as provided in Appendix B, describe the method(s) used.

If the quality or quantity of data required to demonstrate the linkage between an RTIP/ITIP and the associated RTP/ITSP quantitatively is in question, describe the quality and quantity of data that are available, being sure to highlight those instances where data are not available. Where data are unavailable, please describe data deficiencies in as much detail as possible.

Part C:

For all projects for which construction of a large new facility or a substantial expansion of an existing facility is proposed or which is over \$50 million in total project costs, a project level evaluation shall be submitted. If a project-level evaluation is conducted, Table A should be used for reference. The project-level evaluation shall also include a Caltrans generated benefit/cost estimate and identify the estimated impact the project will have on the annual cost of operating and maintaining the state highway system.

**Table A: Performance Indicators, Measures and Definitions
(Page 1 of 2)**

Indicator	Relation to Section 19 Performance Criteria	Performance Measures			Definition/Indication
		Mode	Level*	Measures	
Safety	2	Roadway	Region	Fatalities /Vehicle Miles Traveled (VMT)	Indicates the ratio of the number of fatalities to the number of vehicle miles traveled.
	2			Fatal Collisions / VMT	Indicates the ratio of the number of fatal collisions to the number of vehicle miles traveled.
	2			Injury Collisions / VMT	Indicates the ratio of the number of injury collisions to the number of vehicle miles traveled.
	2	Transit	Mode	Fatalities / Passenger Miles	Indicates the ratio of the number of fatalities to the number of passenger miles traveled.
Mobility	1	Roadway	Region	Passenger Hours of Delay / Year	Indicates the total amount of delay per traveler that exists on a designated area over a selected amount of time.
	1			Average Peak Period Travel Time	Indicates the average travel time for peak period trips taken on regionally significant corridors and between regionally significant origin and destination pairs.
	1			Average Non-Peak Period Travel Time	Indicates the average travel time for non-peak period trips taken on regionally significant corridors and between regionally significant origin and destination pairs.
Accessibility	4 (also 1,3,6,7)	Transit	Region	Percentage of population within 1/4 mile of a rail station or bus route.	Indicates the accessibility of transit service.
Reliability	1	Roadway	Corridor	Travel Time Variability	Indicates the difference between expected travel time and actual travel time.
	5	Transit	Mode	Percentage of vehicles that arrive at their scheduled destination no more than 5 minutes late.	These measures indicate the ability of transit service operators to meet customers' reliability expectations.

*Level

Corridor – Routes or route segments that are identified by regions and Caltrans as being significant to the transportation system.

Region – Region or county commission that is responsible for RTIP submittal.

Mode – One of the following transit types: light rail, heavy rail, commuter rail, trolley bus, and all forms of bus transit.

Table A: Performance Indicators, Measures and Definitions
(Page 1 of 2)

Indicator	Relation to Section 19 Performance Criteria	Performance Measures			Indicator
		Mode	Level*	Measures	
Productivity (Throughput)	7	Roadway - Vehicles	Corridor	Average Peak Period Vehicle Trips	Indicates the utilization of the transportation system by all vehicles.
	7			Average Daily Vehicle Trips	
	7	Roadway - People	Corridor	Average Peak Period Vehicle Trips Multiplied by the Occupancy Rate	Indicates the utilization of the transportation system by people.
	7			Average Daily Vehicle Trips Multiplied by the Occupancy Rate	
	7	Trucks	Corridor	Percentage of Average Daily Vehicle Trips that are (5+ axle) Trucks	Indicates the utilization of the transportation system by trucks.
	7			Average Daily Vehicle Trips that are (5+ axle) Trucks	
	7	Transit	Mode	Passengers per Vehicle Revenue Hour	Indicates the effectiveness of mass transportation system operations by measuring the number of passengers carried for every mile of revenue service provided.
	7			Passengers per Vehicle Revenue Mile	
	7			Passenger Mile per Train Mile (Intercity Rail)	
System Preservation	3	Roadway	Region	Total number of Distressed Lane Miles	Indicates the number of lane miles in poor structural condition or with bad ride (pavement condition).
				Percentage of Distressed Lane Miles	
				Percentage of Roadway at Given IRI Levels	Indicates roadway smoothness.
Return on Investment/ Lifecycle Cost	1-7	All	Corridor	Percentage rate of return	Return on Investment indicates the ratio of resources available to assets utilized. Lifecycle Cost Analysis is Benefit-Cost Analysis that incorporates the time value of money.

*Level

Corridor – Routes or route segments that are identified by regions and Caltrans as being significant to the transportation system.

Region – Region or county commission that is responsible for RTIP submittal.

Mode – One of the following transit types: light rail, heavy rail, commuter rail, trolley bus, and all forms of bus transit.

Appendix C:

ADDENDUM to STIP GUIDELINES
Local Alternative Transportation Improvement Programs
State Routes 84 and 238

Resolution G-10-06 Adopted April 7, 2010
Addendum to Resolution G-09-11

Authority and Scope: Government Code Section 14528.56, added by Chapter 291 (AB 1386) of the Statutes of 2009, authorizes the California Transportation Commission (Commission) to incorporate into the state transportation improvement program guidelines additional guidelines specific to the local alternative transportation improvement program, and to adopt guidelines to establish a process to approve advancing a project, if the project is included in the local alternative transportation improvement program approved pursuant to Section 14528.5 or 14528.55 of the Government Code.

The Commission may amend these guidelines at any time after first giving notice of the proposed amendments.

Development of the Local Alternative Transportation Improvement Program: Sections 14528.5 and 14528.55 of the Government Code authorize the development of a local alternative transportation improvement program (TIP) to address transportation problems which were to be addressed by the planned state transportation facilities on State Highway Route 238 in the City of Hayward and Alameda County, and on State Highway Route 84 in the Cities of Fremont and Union City. The City and/or County will act jointly with the transportation planning agency to develop and file the local alternative TIP. Priorities for funding in the local alternative TIPs shall go to projects in the local voter-approved transportation sales tax measure.

The local alternative TIP must be submitted to the Commission prior to July 1, 2010.

All proceeds from the sale of the excess properties, less any reimbursements due to the federal government and all costs incurred in the sale of those excess properties (properties acquired to construct a new alignment for a freeway or expressway bypass to State Highway Route 238 in the City of Hayward and in the County of Alameda, and State Highway Route 84 in the Cities of Fremont and Union City) shall be allocated by the Commission to fund the approved local alternative TIP.

Administration of the Local Alternative TIP: Project funds programmed in the local alternative TIP shall be allocated and expended in the same manner as state funds made available for capital improvement projects in the state transportation improvement program (STIP) adopted by the Commission pursuant to Section 14529 of the Government Code. These funds shall not be subject to the formula distributions specified in Sections 164, 188 and 188.8 of the Streets and Highways Code.

Advancement of a Project in the Local Alternative TIP: A local agency may, with the concurrence of the appropriate transportation planning agency, the Commission, and the Department of Transportation (Department), advance a project included in the local alternative TIP prior to the availability of sufficient funds from the sale of respective excess properties, through the use of its own funds.

Advancement of a project or projects shall not change the priority for funding and delivery of all projects within each respective approved local alternative TIP.

A local agency may enter into an agreement with the appropriate transportation planning agency, the Department, and the Commission to use its own funds to develop, purchase right-of-way for, and construct a transportation project within its jurisdiction that is included in the respective local alternative TIP.

If the local agency uses local voter-approved sales and use tax revenues to advance a project, any reimbursement made shall be used for the same purposes for which the imposition of the sales and use tax is authorized.

Submittal of Advancement Request: Requests shall be submitted to the Department by the applicant in accordance with established timeframes for project amendments to be placed on the agenda for timely consideration by the Commission.

In order to be considered by the Commission, an advancement request shall:

- Be signed by a duly authorized agent(s) of the applicant agency and implementing agency if different.
- Include all relevant information as described below.
- Indicate that the implementing agency is ready to start work on the project or project component.
- Have a full and committed funding plan for the component covered by the advancement request.
- Indicate anticipated schedule for expenditures and completion of the component.

Content and Format of Advancement Request: The Commission expects a complete request to include, at a minimum, the following information as applicable:

- A letter requesting advancement approval. The request shall include a summary of any concurrent actions needed from the Commission and a discussion of the source(s), amount and commitment of funding to be used to advance the project.
- Alternate local funding source(s) that will be substituted for the local alternative TIP funds and a demonstration of commitment of those funds (e.g., resolution, minute order) from its policy board.
- An expenditure schedule for the component covered by the advancement request.

- If jointly funded with STIP or Proposition 1B funds, a STIP or Proposition 1B allocation request, an AB 3090 request, or a Proposition 1B LONP request must be included.
- Requests to advance right-of-way purchase or construction must include documentation for Commission review of the final environmental document, as appropriate, and approval for consideration of future funding.

Review and Approval of Advancement Requests: The Department will review advancement requests for consistency with these guidelines and place the request on the Commission meeting agenda.

Advancement will only be granted for work consistent with the approved project's scope, schedule and funding.

Upon approval of the advancement, the Department will execute a cooperative agreement or Master Agreement/Program Supplement with the local agency before it can provide reimbursement for eligible project expenditures.

Initiation of Work: The project requested to be advanced should be ready to proceed upon approval. The local agency shall report to the Department/Commission within four months following advancement approval on progress in executing agreements and third-party contracts needed to execute the work.

Allocations: Funds for the advanced project will be allocated by the Commission when scheduled in the local alternative TIP, contingent on sufficient funds being available in the appropriate Special Deposit Fund. Pursuant to the agreement with the local agency, the Department shall reimburse the local agency for the actual cost of developing and constructing the project, including the acquisition of right-of-way. Reimbursement of project development costs shall not exceed 20 percent of estimated construction costs, or any lesser amount mutually agreed to by the Department, Commission, and local agency. Interest and other debt service costs are not reimbursable.

In no case will an allocation be made that exceeds the amount of funds available in the respective account established in the Special Deposit Fund from the sale of excess properties from Route 84 or Route 238. The agency advancing the project accepts the risk that sufficient funds to fully reimburse all project costs may not be realized from the sale of the excess properties.

**ADOPTION OF AMENDMENT TO THE CORRIDOR
MOBILITY IMPROVEMENT ACCOUNT PROGRAM
RESOLUTION CMIA-P-1112-17**

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

CORRIDOR MOBILITY IMPROVEMENT ACCOUNT
PROJECT BASELINE AGREEMENTS
RESOLUTION CMIA-P-1112-18B

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

CORRIDOR MOBILITY IMPROVEMENT ACCOUNT
PROJECT BASELINE AGREEMENT AMENDMENTS
RESOLUTION CMIA-P-1112-19B

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

Memorandum

To: CHAIR AND COMMISSIONERS

CTC Meeting: May 23, 2012

Reference No.: 4.8
Action

From: BIMLA G. RHINEHART
Executive Director

Subject: **TRADE CORRIDORS IMPROVEMENT FUND (TCIF) – PROGRAM AMENDMENT
RESOLUTION TCIF-P-1112-37**

ISSUE:

Should the Commission approve the proposed TCIF Program Amendment to program \$1.462 million to the *Hueneme Road Widening Project* in the Los Angeles/Inland Corridor element of the TCIF Program?

RECOMMENDATION:

Commission staff recommends that the Commission approve the proposed TCIF Program Amendment to program \$1.462 million to the *Hueneme Road Widening Project* in the Los Angeles/Inland Corridor element of the TCIF Program.

BACKGROUND:

The Southern California Consensus Group (SCCG) and the Ventura County Transportation Commission Alameda Corridor Transportation Authority (ACTA) propose to amend the TCIF Program by programming \$1.462 million to the *Hueneme Road Widening Project* in the Los Angeles/Inland Corridor element of the TCIF Program. Due to recent project deletions in the Los Angeles/Inland Corridor element of the TCIF Program, the SCCG has eliminated all over programming for their corridor and is approximately \$15 million below the financially constrained target of \$1.5 billion for their corridor.

The SCCG supports the proposed amendment to the TCIF Program and requests the Commission's concurrence (see attached letter dated April 10, 2012).



Metro

April 10, 2012

Ms. Bimla G. Rhinehart
Executive Director
California Transportation Commission
1120 "N" Street, Mail Stop: 52
Sacramento, CA 94273-0001

Dear Ms. Rhinehart:

The Southern California Consensus Group has discussed and is in agreement with the request from our partner agency. It is our understanding that the Ventura County Transportation Commission (VCTC) is nominating a new project. VCTC's only TCIF project, the Rice/101 Interchange, has a contract award cost savings of \$16,255,000, which has now been de-allocated by the CTC. VCTC proposes to use \$1,462,000 of this amount for a new project in Oxnard, the Hueneme Road Widening from Saviers to Arcturus.

The proposed project will widen Hueneme Road from two lanes to four for a length of 0.32 miles, to improve access to the Port of Hueneme. This segment of Hueneme Road is the only segment within Oxnard that is not already 4 lanes wide. The project has been environmentally cleared and can start construction by February, 2013.

Please see the attached letter from VCTC detailing the requested changes. Please direct any questions or comments regarding this issue to me at (213) 922-3061. We appreciate the ongoing support and guidance provided by you and your staff.

Sincerely,

Shahrzad Amiri
Deputy Executive Director

cc: Southern California Consensus Group
Maura Twomey

Memorandum

To: CHAIR AND COMMISSIONERS

CTC Meeting: May 23, 2012

Reference No.: 4.9
Action

From: BIMLA G. RHINEHART
Executive Director

Subject: **TRADE CORRIDORS IMPROVEMENT FUND – PROJECT BASELINE AGREEMENTS
RESOLUTION TCIF-P-1112-038B**

ISSUE:

Should the Commission approve the Trade Corridors Improvement Fund (TCIF) Project Baseline Agreement for the *Solano I-80/680/12 Connectors Project* submitted in accordance with the Commission's TCIF Guidelines and establish this agreement as the baseline for project delivery monitoring?

RECOMMENDATION:

Commission staff recommends that the Commission approve the TCIF Project Baseline Agreement for the *Solano I-80/680/12 Connectors Project* in accordance with the Commission's TCIF Guidelines and establish this agreement as the baseline for project delivery monitoring.

BACKGROUND:

In accordance with Commission's TCIF Guidelines, the Solano Transportation Authority, the sponsoring agency for the *Solano I-80/680/12 Connectors 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 TCIF Guidelines; and includes the required signatures.

Memorandum

To: CHAIR AND COMMISSIONERS

CTC Meeting: May 23, 2012

Reference No.: 4.10
Action

From: BIMLA G. RHINEHART
Executive Director

Subject: **TRADE CORRIDOR IMPROVEMENT FUND (TCIF)– PROJECT BASELINE AGREEMENT AMENDMENTS**
RESOLUTION CMIA-P-1112-39B

ISSUE:

Should the Commission approve the CMIA Project Baseline Agreement Amendments, listed in Attachment A, submitted in accordance with the Commission's TCIF Guidelines and establish these amended Project Baseline Agreements as the new baseline for project delivery monitoring?

RECOMMENDATION:

Commission staff recommends that the Commission approve the TCIF Project Baseline Agreement Amendments, listed in Attachment A, submitted in accordance with TCIF Guidelines and establish these amended Project Baseline Agreements as the new baseline for project delivery monitoring.

BACKGROUND:

In accordance with Commission's TCIF Guidelines, the sponsoring agencies for the projects listed in Attachment A have submitted executed Project Baseline Agreement Amendments which document the revisions to Project Baseline Agreements approved by the Commission.

Attachment A
Trade Corridors Improvement Fund
Project Baseline Agreement Amendments Recommended for Approval
May 23, 2012
(Dollars in Thousands)

Project ID	County	Project Title	Total Project Cost	Original TCIF Funding	Amended TCIF Funding
6	SJ	San Francisco to Stockton Ship Channel Deepening Project	\$ 15,000	\$ 17,500	\$ 7,200
35	ORA	State College Grade Separation	\$ 74,644	\$ 30,731	\$ 34,107
37	ORA	Orangethorpe Avenue Grade Separation	\$ 114,983	\$ 41,666	\$ 48,020
41	ORA	Tustin Avenue/Rose Drive Overcrossing	\$ 91,727	\$ 31,387	\$ 34,414

Memorandum

To: CHAIR AND COMMISSIONERS

CTC Meeting: May 23-24, 2012

Reference No.: 4.12
Action

From: BIMLA G. RHINEHART
Executive Director

Subject: **PROPOSITION 1B STATE-LOCAL PARTNERSHIP FORMULA PROGRAM – NEW AND AMENDED PROGRAMMING**
RESOLUTION SLP1B-P-1112-09

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 and amended formula projects, in accordance with Resolution SLP1B-P-1112-09.

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-1112-09

- 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

May 23-24, 2012

Formula Programming

Item 4.12

(\$,000)

Resolution SLP1B-P-1112-09

Applicant Agency Project Title	Implementing Agency	2008-09	2009-10	2010-11	2011-12	Estimated 2012-13
SALES TAX - SOUTH						
Orange	Beg. Balance	\$16,451	\$32,572	\$49,666	\$66,984	\$75,124
Imperial Hwy & Assoc Rd Smart Street	Brea	\$200				
Cow Camp Road-Segment 1	OCTA					\$3,717
Brookhurst St Improv.-Ball Rd to Katella Av	OCTA				\$3,393	
Bristol St Widening,3rd-Civic Center Dr	OCTA				\$3,120	\$3,120
Harbor Blvd & Adams St. Improvements	OCTA					\$1,482
La Paz Bridge & Road Widening	OCTA				\$1,275	
Oso Parkway Widening	OCTA					\$1,204
I-5 HOV Ave Pico Ave Vista Hermosa	Caltrans					\$20,789
SR 91 Aux Lane, Tustin Ave-SR55 I/C	Caltrans					\$14,000
Moulton Pkwy Smart Street, Seg. 3	Orange County					\$3,421
Tustin Ranch Road Extension	OCTA				\$4,510	
I-5 HOV Pac. Coast Hwy-San Juan Crk Rd	Caltrans					\$20,789
	Balance	\$16,251	\$32,572	\$49,666	\$57,806	\$27,391
San Bernardino		\$10,836	\$21,551	\$32,743	\$44,474	\$14,339
I-15/Ranchero Road Interchange	SANBAG				\$4,550	
South Milliken Av RR Grade Sep.	Ontario				\$20,130	
Vineyard Av RR Grade Separation	Ontario				\$15,025	
Lenwood Rd RR Grade Separation	SANBAG				\$2,161	
	Balance	\$10,836	\$21,551	\$32,743	\$2,608	\$14,339

PROPOSITION 1A HIGH-SPEED PASSENGER TRAIN
PROGRAM AMENDMENT
RESOLUTION HST1A-P-1112-01

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

**UPDATE ON PROPOSITION 1B INTERCITY RAIL
IMPROVEMENT PROJECT – PROCURE NEW RAILCARS**

A VERBAL PRESENTATION ON THIS ITEM
WILL BE MADE AT THE MAY 23, 2012
CALIFORNIA TRANSPORTATION COMMISSION MEETING

Memorandum

To: CHAIR AND COMMISSIONERS

CTC Meeting: May 23, 2012

Reference No.: 4.20
Action

From: BIMLA G. RHINEHART
Executive Director

Subject: **TRAFFIC LIGHT SYNCRHRONIZATION PROGRAM (TLSP)–PROGRAM AMENDMENT
RESOLUTION TLSP-P-1112-02, AMENDING RESOLUTION TLSP-P-1112-01**

ISSUE:

Should the Commission approve the proposed Traffic Light Synchronization Program Amendment to program an additional \$3.455 million to expand the scope of the San Mateo County Smart Corridor Project (6805)?

RECOMMENDATION:

Staff recommends the Commission approve the proposed Traffic Light Synchronization Program Amendment to program an additional \$3.455 million to expand the scope of the San Mateo Smart Corridor Project from award savings.

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 \$250 million for TLSP projects approved by the Commission. The Commission approved 22 projects in the City of Los Angeles and 62 additional projects for other agencies. To date, the Commission has allocated \$105 million to the City of Los Angeles for 13 projects and \$94.4 million to other agencies for 49 projects.

San Mateo Smart Corridor Project - 6805

The San Mateo Smart Corridor Project is located within the corridor bounded by Route 101 and State Route (SR) 82, from Whipple Avenue (Redwood City) in the south to Route 380 (San Bruno) in the north. The project scope consists of deploying various intelligent transportation system (ITS) elements along SR 82 within the state right of way and on local streets that connect to Route 101 and SR 82. Once completed, these improvements are expected to reduce both recurring and non-recurring traffic congestion within the project limits.

In February 2008, the commission programmed \$1 million to fund Segment 1 (PPNO 2140P) and \$9 million to fund Segment 2 (PPNO 2140Q). In January 2012 the Commission programmed \$7.5 million to Segment 3A (PPNO 2140T).

Funds for segment 1 and 2 were allocated by the Commission at its March 2011 and October 2011 meetings respectively. In April 2012, Segment 2 was awarded with TLSP savings of \$3.455 million. This program amendment proposes to place the \$3.455 savings on Segment 3B (PPNO 2140V).

The proposed \$3.455 million of additional TLSP funds for Segment 3B will install ITS equipment including trailblazer signs, closed circuit television (CCTV) cameras, conduit, fiber optics, and upgrade signal controllers. ITS elements installed will be connected with other elements and integrated with Caltrans, District 4 Regional Traffic Management Center. Construction of this segment can commence by August 2012.

Memorandum

To: CHAIR AND COMMISSIONERS

CTC Meeting: May 23-24, 2012

Reference No.: 2.2c.(6)
Action


From: BIMLA G. RHINEHART
Executive Director

Subject: APPROVAL OF PROJECT FOR FUTURE CONSIDERATION OF FUNDING
FINAL ENVIRONMENTAL IMPACT REPORT FOR THE YERBA BUENA ISLAND RAMPS
IMPROVEMENT PROJECT (RESOLUTION E-12-31)

ISSUE:

Should the Commission, as a Responsible Agency, accept the Final Environmental Impact Report (FEIR), Findings of Fact and Statement of Overriding Considerations for the Yerba Buena Island Ramps Improvement Project in San Francisco County and approve the project for future consideration of funding?

RECOMMENDATION:

Staff recommends that the Commission accept the FEIR, Findings of Fact and Statement of Overriding Considerations and approve the Yerba Buena Island Ramps Improvement Project for future consideration of funding.

BACKGROUND:

The San Francisco County Transportation Authority (SFCTA) is the CEQA lead agency for the project. The project will reconstruct and reconfigure the westbound on-and-off ramps from Interstate 80 on the new east span of the San Francisco Oakland Bay Bridge to Yerba Buena Island (YBI).

The project for which the FEIR covers will result in significant unavoidable impacts to cultural resources and visual resources. Specifically, the project would impact various historical resources through the relocation, removal, and/or other damages to these resources and impact visual resources through the removal of vegetation and/or the placement of new structures whose sheer mass and size would affect the visual quality of the project site and its vicinity. Mitigation measures and/or alternatives to the proposed project that would substantially reduce or avoid these significant unavoidable impacts are infeasible.

SFCTA adopted the FEIR, Findings of Fact and a Statement of Overriding Considerations for the project on December 13, 2011. SFCTA found that there were several benefits that outweigh the unavoidable adverse environmental effects of the project. These benefits include, but are not limited to, improving traffic safety for drivers using the westbound on-and-off ramps and improving the levels of service and decreasing the accident rate potential. The SFCTA established a Mitigation Monitoring Program to ensure that the mitigation measures specified for the project are implemented.

The Federal Record of Decision (ROD) was issued on November 21, 2011.

On March 29, 2012 SFCTA provided written confirmation that the preferred alternative set forth in the final environmental document is consistent with the project programmed by the Commission. SFCTA also provided written confirmation of its commitment to all of the mitigation measures stipulated in the FEIR and Mitigation Monitoring Program.

The project is estimated to cost \$87.532 million. The project is funded with State (\$9.24 million) funds, Federal (\$77.49 million) funds, and Local (\$802,000) funds. Construction is estimated to begin in fiscal year 2013/14.

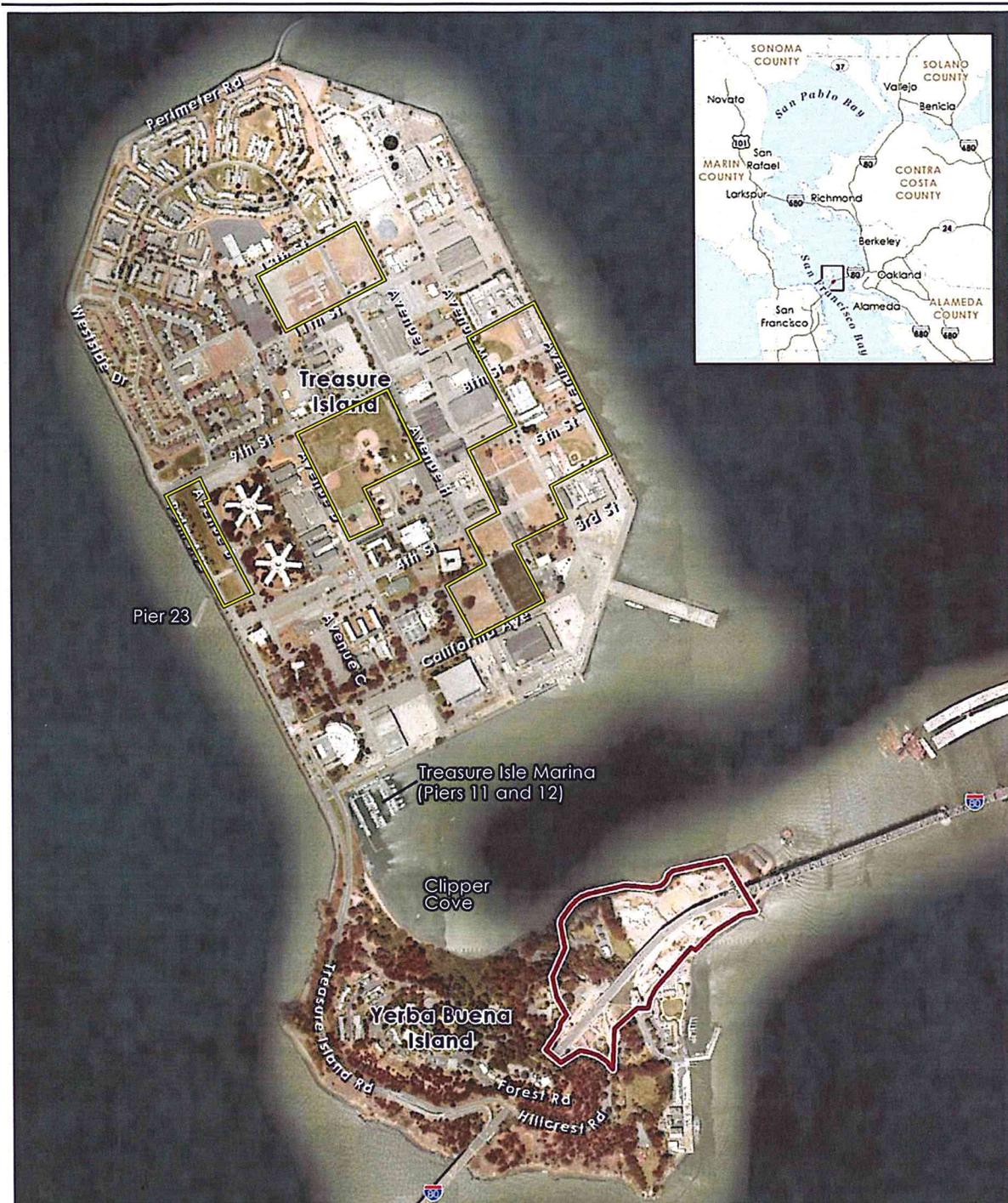
Attachment

- Resolution E-12-31
- Findings of Fact & Statement of Overriding Considerations
- Federal Record of Decision
- Project Location

CALIFORNIA TRANSPORTATION COMMISSION

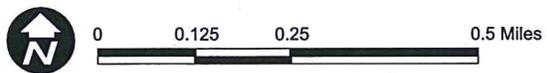
Resolution for Future Consideration of Funding 04 – San Francisco County Resolution E-12-31

- 1.1.1 **WHEREAS**, San Francisco County Transportation Authority (SFCTA) has completed a Final Environmental Impact Report pursuant to the California Environmental Quality Act (CEQA) and the CEQA Guidelines for the following project:
- Yerba Buena Island Ramps Improvement Project
- 1.2 **WHEREAS**, SFCTA has certified that the Final 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 and reconfigure the westbound on-and-off ramps from Interstate 80 on the new east span of the San Francisco Oakland Bay Bridge to Yerba Buena Island in the County of San Francisco; and
- 1.4 **WHEREAS**, the California Transportation Commission, as a Responsible Agency, has considered the information contained in the Final Environmental Impact Report; and
- 1.5 **WHEREAS**, Findings of Fact made pursuant to CEQA guidelines indicate that specific unavoidable significant impacts related to cultural and visual resources 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 SFCTA adopted a Statement of Overriding Considerations for the project; and
- 1.7 **WHEREAS**, the SFCTA 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 Environmental Impact Report, Findings of Fact and Statement of Overriding Considerations and approve the above referenced project to allow for future consideration of funding.



- Project Area
- Open Space

Source: Google, 2009



**Figure 1-2
Vicinity Map**

Finding

The SFCTA Board of Commissioners finds that the foregoing avoidance and minimization measures are feasible and will mitigate the potential impact of project construction related to biological resources to a less-than-significant level. These measures are adopted as a condition of project approval.

Minimization and Mitigation Monitoring and Reporting Program (MMRP)

The attached Exhibit 1 contains the MMRP required by CEQA Section 21081.6 and CEQA Guidelines Section 15091. It provides tables setting forth each minimization and mitigation measure listed in the EIR/EIS that would reduce or eliminate potentially significant adverse impacts of the Project.

Exhibit 1 also specifies the party responsible for implementation of each measure, establishes monitoring actions, and a monitoring schedule. The SFCTA Board of Commissioners finds that the MMRP attached hereto as Exhibit 1 is designed to ensure compliance with, among other things, CEQA and the CEQA Guidelines. The SFCTA Board of Commissioners further finds that the MMRP presents measures that are appropriate and feasible for adoption, and the MMRP is adopted and shall be implemented as set forth herein and in Exhibit 1 as a project condition.

IV. SIGNIFICANT IMPACTS THAT CANNOT BE AVOIDED OR REDUCED TO A LESS THAN SIGNIFICANT LEVEL

Based on substantial evidence in the whole record of these proceedings, the SFCTA Board of Commissioners finds that there are significant project-specific or cumulative impacts that would not be eliminated or reduced to an insignificant level. The EIR/EIS identifies significant and unavoidable adverse effects to cultural resources and visual resources.

The findings in this section include mitigation measures discussed in the Final EIR/EIS, presented in the MMRP, and attached as Exhibit 1 to these Findings. These mitigation measures are adopted as conditions of project approval. The Final EIR/EIS includes feasible mitigation measures for cultural and visual that would reduce the Project's environmental impacts, but not to a less-than-significant level. All of the mitigation measures set forth in the Final EIR/EIS that are needed to reduce or avoid these significant adverse environmental impacts are contained in Exhibit 1. The SFCTA Board of Commissioners hereby adopts these mitigation measures, as set forth in the attached Exhibit 1 to this Resolution. The SFCTA Board of Commissioners finds that such measures are feasible and are adopted as conditions of project approval.

Cultural Resources

The proposed Project would impact various historical resources through the relocation, removal, and/or other damages to these resources. For the purposes of CEQA, significant cultural resources are those resources that are eligible for or are listed in the California Register of Historical Resources (CRHR). All resources determined eligible for or are listed in the National Register of Historic Places (NRHP) are automatically eligible for the CRHR and, as such, are historical resources for the purposes of CEQA. In addition, cultural resources included in local registers of historical resources, as defined in Public Resource Code (PRC) 5020.1(k) or 5024.1(g), are also historical resources for the purposes of CEQA. CEQA states that "a project with an effect that may cause a substantial adverse change in the significance of a historical resource is a project that may have a significant effect on the environment."

The significance of a historical resource is materially impaired when a project demolishes or materially alters in an adverse manner those physical characteristics of a historical resource that conveys its historical significance and justifies its inclusion in, or eligibility for the CRHR. Essentially, this means that if a project demolishes an entire historical resource, or alters it adversely so that it would no longer be eligible for the CRHR or be considered a historical resource, the project would have a substantial adverse change to that resource. However, after project construction, if the resource would still possess historical significance such that it would still be eligible, there would be no substantial adverse change.

Below is a summary of impacts to historic resources under the Project:

- Alternative 2b would impact the Senior Officers' Quarters Historic District through the alteration, removal, and/or damage to a portion of the district's historic landscape, including grass and border hedge of the greensward in front of Quarters 1-3, and paved driveway and curbing southeast of Quarters 1/Nimitz House. A proposed support column would be constructed within the formal terraced garden behind Quarters 1/Nimitz House and would destroy much of the third level of the terrace garden, which is a contributing element of the historic district. In addition, there would be impacts to the cultural landscape of the Senior Officers' Quarters Historic District due to the addition of new nonhistoric features into the cultural landscape.
- Alternative 2b would impact Quarters 10/Building 267 through the relocation of both buildings to avoid demolition. However, a moved building, structure, or object that is otherwise eligible may be listed in the CRHR if it was moved to prevent its demolition at its former location and if the new location is compatible with the original character and use of the historic resource. A historic resource should retain its historic features and compatibility in orientation, setting, and general environment (California Office of Historic Preservation 2006:3). The proposed relocation of Quarters 10/Building 267 under the terms of the MOA meets these criteria. The MOA includes the requirement that a post-construction assessment be done to determine whether the resource retains sufficient integrity to convey its historical significance and would remain eligible for the CRHR (see Appendix R).
- Alternative 2b would impact the Senior Officers' Quarters Historic District through the alteration, removal, and/or damage to a portion of the district's historic landscape, including grass and border hedge of the greensward in front of Quarters 1-3, and paved driveway and curbing southeast of Quarters 1/Nimitz House. Another proposed support column would be constructed within the formal terraced garden behind Quarters 1/Nimitz House and would destroy much of the third level of the terrace garden, which is a contributing element of the historic district. In addition, there would be impacts to the cultural landscape of the Senior Officers' Quarters Historic District due to the addition of new nonhistoric features into the cultural landscape. These impacts would not result in a substantial adverse change in the Senior Officers' Quarters Historic District because the district would still retain sufficient integrity to convey its historical significance and would remain eligible for the CRHR and be considered a historical resource under CEQA.

The following mitigation measures would be implemented in order to minimize these impacts, but would not reduce these to a less than significant level:

Mitigation Measure CUL-1

The MOA has been developed with input from SHPO (Appendix R in the Final EIR/EIS). It dictates a variety of tasks intended to avoid, minimize, or mitigate for impacts to the built environment. The MOA includes the following mitigation measures:

Develop Protective Measures for Historic Buildings

Prior to the commencement of any construction activity, measures will be developed for the protection of the buildings of the Senior Officers' Quarters Historic District (including the Quarters 1/Nimitz House) and Quarters 10/Building 267 from potential damage due to construction activities. Existing analysis derived from the SFOBB ESSSP could be used to inform the need for changes in construction methodology, shoring, and/or building stabilization, if consultation among the SHPO, SFCTA, and Caltrans/FHWA requires it. Caltrans will also ensure that any damage to historic properties resulting from the project or the relocation of Quarters 10/Building 267 will be repaired in accordance with the Secretary of the Interior's standards for the treatment of historic properties.

Prepare Historic Structures Reports and Conditions Assessments

Historic Structure Reports (HSRs) will be prepared for Quarters 1/Nimitz House and Quarters 10/Building 267. The detailed information that will be included in the HSR will provide the necessary assessment to address avoidance and protection measures and prevent adverse effects. The HSRs would include a history of the property/building, construction history, archaeology, architectural evaluation, conditions assessment, maintenance requirements, recommendations for proposed work, copies of original drawings and specifications if available, current drawings if different from the original, and historic and current photographs. Such information would also help facilitate future owners or operators' adaptive reuse of these buildings and structures.

Interpretation of Historic Properties

SFCTA, in consultation with Caltrans, will develop and install interpretive signs incorporating narrative and images relating to the historic Navy buildings on Yerba Buena Island. Interpretive signage would be coordinated with that already planned by Caltrans as mitigation for the SFOBB ESSSP.

Relocation

With the identification of Alternative 2b as the Preferred Alternative, Quarters 10/Building 267 shall be relocated and reconstructed in accordance with the Secretary of the Interior's Standards for the Treatment of Historic Properties: Standards for Preservation, Rehabilitation, Restoration, and Reconstruction (1995). The process for moving these buildings would follow the approach outlined in *Moving Historic Buildings* (Curtis 1979). In addition, Quarters 10/Building 267 would be relocated by a professional mover with demonstrated experience in the successful movement of historic buildings.

Appropriate steps will also be taken to ensure that buildings will be protected prior to moving to accommodate construction. Quarters 10/Building 267 will be protected in place until they are relocated. Measures taken for Quarters 10/Building 267 will include securing the building and providing security before, during, and following its relocation for a period of time agreed to by Caltrans and the SFCTA.

Historic Landscaping Report and Landscaping Plan

To aid in planning for future use and landscaping of the properties within the Senior Officers' Quarters Historic District, a Historic Landscape Report will be prepared. The scope will be developed in consultation with Caltrans, the Navy, and TIDA and will generally follow the guidelines for the Historic American Landscape Survey described in the National Park Service publication "HALS Guidelines." In addition, a landscaping plan for the Senior Officers' Quarters Historic District will be prepared to address areas where the existing landscaping features will be disturbed by construction activities.

Conduct Post-Construction Condition Assessment, and a Reevaluation of Resources

Following completion of construction of the YBI Ramps, a post-construction conditions assessment and reevaluation will be conducted to determine whether NRHP-listed resources continued to adequately meet listing criteria. This reevaluation would apply to Quarters 10/Building 267 to assess whether the property still retains sufficient historical integrity to convey its significance. This reevaluation would take place subsequent to the Yerba Buena Ramps Improvement Project completion.

The mitigation measures are based on the stipulations in the 2011 Memorandum of Agreement Between Caltrans and the California State Historic Preservation Officer (Appendix R in the Final EIR). Further explanation of two of the mitigation measures and the manner in which they will reduce or avoid impacts is provided below,

Mitigation Measure 1 will reduce or avoid impacts to the buildings and structures during construction, if the buildings are not relocated prior to construction. The reference to measures that will be developed is included because it is not possible to precisely define the construction protective measures at this time. The mitigation measure provides for protection of the buildings during construction, and the specific construction level details of those measures will be developed as part of final plans.

The purpose of the Historic Structure Reports in Mitigation Measure 2 is to properly document the buildings before they are moved, in part for record keeping for any necessary repairs per Mitigation Measure 1, and in part to provide information for future adaptive reuse of the buildings and structures. The measure is to prepare Historic Structure Reports in accordance with the standards listed; the specific scope to prepare those reports is an implementation level detail.

Finding

The SFCTA Board of Commissioners, based on information set forth in the administrative record and this document, finds that the foregoing mitigation measures are feasible, though these measures will not mitigate the direct impacts to cultural resources to less-than-significant levels. It is infeasible to completely avoid this significant effect, due to the economic, social and other considerations described in Section VI, the Statement of Overriding Considerations, incorporated by reference herein. These measures nonetheless are adopted as a condition of project approval.

Visual Resources

The proposed Project would impact visual resources through the removal of vegetation and/or the placement of new structures whose sheer mass and size would affect the visual quality of the project site and its vicinity. Construction of the Project design would in some cases have significant impacts on the visual quality of some areas when these areas are observed from certain viewpoints. This would be most noticeable where views toward or from the Senior Officers' Quarters Historic District would be dominated and/or obstructed by the ramp structures. In addition, given the large scale of the ramps, it would be difficult to screen or sufficiently offset their visual effects without in the process causing

secondary significant visual effects. The following measures would be implemented in order to minimize these impacts, but would not reduce them to a less than significant level:

Alternative 2b: Construction of the Alternative 2b design would in some cases have significant impacts on the visual quality of some areas when these areas are observed from certain viewpoints. This would be most noticeable where views toward or from the Senior Officers' Quarters Historic District would be dominated and/or obstructed by the ramp structures.

The design would incorporate landscaping to reduce the visual effect on the environment when the YBI ramps would be replaced. If Alternative 2b is implemented, vegetation removed during construction would be replaced, to the extent feasible, in areas that would aesthetically enhance the project site, and new vegetation would be planted in appropriate locations elsewhere on site. However, given the large scale of the ramps, it would be difficult to screen or sufficiently offset their visual effects without in the process causing secondary significant visual effects.

As stated above, to promote a seamless interaction between the ramps and the SFOBB Transition Structure, the ribbed design and materials used to finish the ramp structures would be compatible with those used to finish the Transition Structure. This design technique would add aesthetic interest to the ramps and integrate the structures to appear as one project, thereby reducing their visual impact.

Finding

The SFCTA Board of Commissioners, based on information set forth in the administrative record and this document finds that the foregoing mitigation measures are feasible, though these measures will not mitigate the direct visual resources impacts to less-than-significant levels. It is infeasible to completely avoid this significant effect, due to the economic, social and other considerations described in Section VI, the Statement of Overriding Considerations, incorporated by reference herein. These measures nonetheless are adopted as a condition of project approval.

V. EVALUATION OF PROJECT ALTERNATIVES

a. Alternatives Analyzed in the FEIR

For this document, alternatives advanced for further study included the No Build Alternative and two build alternatives. Alternatives were selected based on the purpose and need for this project—to increase traffic safety and to improve geometric and operations of the westbound on- and off-ramps. The No Build Alternative, Alternative 2b, and Alternative 4 are described below.

No Build (No Action) Alternative

With the exception of the eastbound on- and off-ramps, which are part of the SFOBB East Span Seismic Safety Project, the No Build Alternative assumes that the existing westbound on- and off-ramps would remain in place and no further action or improvements would occur.

Alternative 2b (the Preferred Alternative)

Alternative 2b includes removal of the existing westbound on- and off-ramps on the east side of YBI, construction of a westbound hook on-ramp from Macalla Road on the east side of YBI, and construction of a westbound off-ramp to Macalla Road on the east side of YBI.

Attachment 2

FHWA-CA-EIS-20110352

California Department of Transportation

RECORD OF DECISION

Yerba Buena Island Ramps Improvement Project

San Francisco County, California

The environmental review, consultation, and any other action required in accordance with applicable federal laws for this project are being, or have been, carried out by Caltrans under its assumption of responsibility pursuant to 23 U.S.C. 327.

Decision

Pursuant to 23 USC 327, the California Department of Transportation (Caltrans), as the federal lead agency, has selected Alternative 2b (Preferred Alternative) from two build alternatives and the No Build Alternative evaluated in the Draft Environmental Impact Report/Draft Environmental Impact Statement (February 2011) (Draft EIR/EIS) and the Final EIR/EIS (October 2011) for the Yerba Buena Island Ramps Improvement Project (the Project). Alternative 2b (Preferred Alternative) is also the National Environmental Policy Act (NEPA) Environmentally Preferred Alternative and the Section 4(f) least overall harm alternative.

The Project would replace the existing Interstate 80 (I-80) westbound on-ramp and the westbound off-ramp located on the eastern side of Yerba Buena Island (YBI) with a new westbound on-ramp and a new westbound off-ramp that would improve the functional roles of the current ramps. The Preferred Alternative includes removal of the existing westbound on- and off-ramps on the east side of YBI, construction of a westbound hook on-ramp from Macalla Road on the east side of YBI, and construction of a westbound off-ramp to Macalla Road on the east side of YBI.

Selected Alternative

The Preferred Alternative will provide a westbound on-ramp and off-ramps on the east side of YBI and would provide standard lane and shoulder widths. The project components for Alternative 2b include a high occupancy vehicle (HOV) lane and mixed-flow lane on the westbound on-ramp, a stop sign at the westbound off-ramp terminus, widening of Macalla Road adjacent to the terminus of the westbound on- and off-ramps, relocation of the stairway adjacent to the Caltrans substation to the west side of the building, and relocation of Quarters 10/Building 267 to the north end of YBI adjacent to Treasure Island Road and Macalla Road.

Background

The Project has been developed to increase traffic safety and address the geometric and operational deficiencies of the existing westbound on- and off-ramps and their effects on the San Francisco-Oakland Bay Bridge (SFOBB or Bridge) (I-80) mainline. The YBI Ramps, built in the early 1960s, provide access to YBI and Treasure Island (TI) for motorists traveling to and from the San Francisco-Oakland Bay Bridge (SFOBB) portion of Interstate 80 (I 80). The ramps need to be upgraded to meet current safety standards. The nonstandard features of the ramps, current accident safety records, and the projected build-out growth have increased the need to reconstruct the ramps.

This Project is separate and independent of the SFOBB East Span Seismic Safety Project (ESSSP), which is currently under construction. Of the six ramps on YBI, the ESSSP will replace the eastbound on- and off ramps on the east side of YBI. The new westbound ramps proposed under this Project would improve operations and provide connections between YBI and the transition structure of the new SFOBB.

In September 2008, Caltrans prepared a SAFETEA-LU Coordination Plan for the project and invited agencies to become participating or cooperating agencies during the NEPA environmental review process. The U.S. Coast Guard (USCG) has been a cooperating agency throughout the process and the following agencies were participating agencies: U.S. Environmental Protection Agency (USEPA), U.S. Army Corps of Engineers (USACE), U.S. Department of Interiors (USDO), U.S. Fish and Wildlife Service (USFWS), California Department of Fish and Game (CDFG), Federal Transit Administration (FTA), San Francisco Regional Water Quality Control Board (SFRWQCB), San Francisco Municipal Transportation Agency (SFMTA), Treasure Island Development Authority (TIDA) and the U.S. Navy.

Alternatives Considered

No Build (No Action) Alternative. With the exception of the eastbound on- and off-ramps, which are part of the SFOBB East Span Seismic Safety Project, the No Build Alternative assumes that the existing westbound on- and off-ramps would remain in place and no further action or improvements would occur.

Build Alternatives. Two build alternatives, Alternatives 2b and 4, were evaluated for the Project. Alternatives were selected based on the purpose and need for this project—to increase traffic safety and to improve geometric and operations of the westbound on- and off-ramps. The two build alternatives are described below.

Alternative 2b: Alternative 2b includes removal of the existing westbound on- and off-ramps on the east side of YBI, construction of a westbound hook on-ramp from Macalla Road on the east side of YBI, and construction of a westbound off-ramp to Macalla Road on the east side of YBI.

This alternative proposes to reconstruct two of the existing six on- and off-ramps at the I-80/YBI interchange. The proposed on- and off-ramps would provide standard lane and shoulder widths, and would include the following features:

- Westbound on-ramp on the east side of YBI. This ramp would begin at a “T” intersection at Macalla Road, loop right with a tight radius, and merge on to the north side of the Bay Bridge. The length of this ramp would be approximately 267 meters (867 feet). This ramp would have two traffic lanes, merging into one as it connects to the SFOBB. One lane would be a high occupancy vehicle (HOV) lane¹ and the other a mixed-flow² lane.
- Westbound off-ramp on the east side of YBI. This ramp would diverge from the new SFOBB Transition Structure between bents W3 and W4 and terminate at a “T” intersection at Macalla Road. The length of this ramp would be approximately 340 meters (1,115 feet). A stop sign is proposed at the ramp terminus.
- Macalla Road would be widened for approximately 202 meters (662 feet) adjacent to the terminus of the westbound on- and off-ramps. The existing roadway is about 6 meters (20 feet) wide near the ramp terminus. The roadway widening is required to accommodate a future 3.7-meter (12 feet) wide multi-use pedestrian/bike path and two 3.7-meter (12 feet) wide lanes within the Caltrans right-of-way. A retaining wall would be constructed adjacent to Macalla Road to provide the required width. The height of the retaining wall would vary from 1.2 to 4.9 meters (4 to 16 feet) and would retain the hillside above Macalla Road. The stairway adjacent to the Caltrans substation would be relocated to the west side of the building to make room for the new retaining wall. The roadway width would vary around the curve at South Gate Road to provide proper width for truck turning movements.
- The westbound on- and off-ramps would terminate at Macalla Road where Quarters 10/Building 267 are currently located, requiring their removal.

Alternative 4: Alternative 4 includes the removal of the existing westbound on- and off-ramps on the east side of YBI, construction of the westbound on-ramp from South Gate Road, and construction of the westbound off-ramp to Macalla Road on the east side of YBI.

¹ Under California’s Treasure Island Transportation Management Act (Assembly Bill 981, signed into law in September 2008), high occupancy vehicles would be able to exit or enter Treasure Island free of charge.

² A mixed-flow lane is a general purpose travel lane with no traffic restrictions.

This alternative proposes to reconstruct two of the existing six on- and off-ramps at the I-80/YBI interchange. The proposed on- and off-ramps would provide a standard lane with standard shoulder widths and would include the following features:

- Westbound on-ramp on the east side of YBI. This ramp would begin at South Gate Road, proceed east paralleling the eastbound on-ramp, loop under the new SFOBB Transition Structure near its eastern end to provide adequate merging distances, and cross over the westbound off-ramp along the north side of the Bay Bridge. The length of this ramp would be approximately 879 meters (2,884 feet). An HOV lane would not be provided.
- Westbound off-ramp on the east side of YBI. This ramp would diverge from the new SFOBB Transition Structure between bents W2 and W3, parallel the Transition Structure, cross under the westbound on-ramp, and terminate at a "T" intersection at North Gate Road. The length of this ramp would be approximately 356 meters (1,168 feet). A stop sign is proposed at the ramp terminus. An HOV lane would not be provided.
- Pavement reconstruction on Macalla Road and South Gate Road at the ramp intersections is proposed to ensure a proper pavement conform and truck turning movements.
- Quarters 10/Building 267 and associated landscaping would remain in place.

The primary difference between the two build alternatives is the configuration of the westbound off-ramp. Under Alternative 2b the off-ramp is a tight loop which requires continuous turning movements while under Alternative 4 the off-ramp is a linear, longer ramp which provides a straighter road section for the driver. In addition, Alternative 2b allows for an HOV bypass on the westbound on-ramp and locates the ramp terminals near each other on Macalla Road on the north side of I-80. Alternative 4 does not allow for an HOV bypass and locates the westbound on-ramp terminal on the south side of I-80 near the eastbound on-and off-ramps.

Alternatives Considered and Withdrawn

The planning process for identifying, designing and screening alternatives began with the study of many alternatives from a conceptual feasibility perspective in 2002. A number of build alternatives were presented to stakeholders and the public during several meetings by the project development team to solicit comments and suggestions on the design. Nonstandard features of the design were discussed and the results were used to further refine the alternatives in the Project Study Report (PSR) prepared by Caltrans in December 2007.

The range of alternatives discussed in the PSR was limited to the design and reconstruction of the ramps on the east side of the YBI tunnel. Nonviable alternatives considered reconstructing the eastbound off-ramp but were deemed infeasible due to the mandatory closure of the SFOBB, geometric challenges, their effects on land use, excessive cost, and safety concerns. The ramps west of the YBI tunnel have not been considered for reconstruction because the space available is insufficient to provide enough room for the ramps to be designed and reconstructed to meet current geometric standards. After many conceptual planning refinements, the PSR recommended that two of the alternatives, Alternatives 2b and 4, be carried forward for analysis in the EIR/EIS. Seven additional build alternatives (Alternatives 1, 1A, 2, 2A, 3, 5, and 6) were determined to be nonviable and not practicable and were eliminated from further study for various reasons. These alternatives are included in the Alternatives Screening Analysis Summary presented in Table 2-3 of the EIR/EIS. Additional screening criteria were applied during the EIR/EIS stage of the project compared to the PSR to further examine alternatives considered and withdrawn. The criteria used to determine nonviable alternatives included: engineering (geometric and safety, access/traffic/circulation and safety, bridge structure area and material quantity), environmental (land use, 4(f) and historic properties, visual, noise, air quality, and biological resources), stakeholder considerations (BCDC public access, community considerations) construction (operation impacts during construction, phasing/staging, constructability), right-of-way impacts (USCG right of way impacts), and feasible financial costs, which are briefly summarized below.

Alternative 1 was removed from consideration for the following reasons:

Engineering: The ramps require reduced stopping sight distance and design speeds. The access and circulation contains potentially confusing driver situations at the entrances and exits to the ramp that could result in potential wrong-way movements.

Environmental: The off-ramps would adversely affect the historic Nimitz House, a Section 4(f) resource, and affecting the larger historic district. Aerial structure of the ramp would be located within the San Francisco Bay Conservation and Development Commission's (BCDC's) 30.5 meter (100-foot) shoreline band. Structure would require approximately 22 support columns which would intrude into the landscape and obstruct views. Three of the support columns would be within the Senior Officers' Quarters Historic District. Minor changes in operational noise levels would be anticipated.

Construction: Operational impacts would be expected including rerouting access, reduction in lanes and road closures, causing delays. Offshore access may be required to construct in soft soils at the San Francisco Bay edge.

Right-of-Way and Cost: Requires the largest acquisition of USCG property to construct the westbound on-ramp. Cost is nearly double Alternative 2b.

Alternative 1A – Similar to Alternative 1, this Alternative was removed for the following reasons:

Engineering: The ramps require reduced stopping sight distance and design speeds. The access and circulation contains potentially confusing driver situations at the entrances and exits to the ramp that could result in potential wrong-way movements.

Environmental: The east bound off-ramp would adversely affect and disturb the archaeologically sensitive area underneath the future SFOBB. The aerial structure of the ramp would affect the visual integrity of historic district and a portion would be located within the BCDC's 30.5 meter (100-foot) shoreline band. The structure would require approximately 22 support columns which would intrude into the landscape and obstruct views. Three of the support columns would be within the Senior Officers' Quarters Historic District. Minor changes in operational noise levels are anticipated.

Construction: Operational impacts would be expected including rerouting access, reduction in lanes and road closures, thereby causing delays. Offshore access may be required to construct in soft soils at the San Francisco Bay edge.

Right-of-Way and Cost: Requires the largest acquisition of USCG property to construct the westbound on-ramp. Cost is more than double Alternative 2b.

Alternative 2 – This alternative is similar to Alternative 1A and was removed for the following reasons:

Engineering: The ramps require reduced stopping sight distance and design speeds than Alternatives 1 and 1A. The access and circulation contains potentially confusing driver situations at the entrances and exits to the ramp that could result in potential wrong-way movements.

Environmental: Aerial structure of the ramp passes above historic district affecting the visual integrity. Structure would require approximately 18 support columns which would intrude into the landscape and obstruct views. Five of the support columns would be within the Senior Officers' Quarters Historic District. Additional operational noise and air quality emissions may be present from vehicles traveling further into the site.

Construction: Operational impacts would be expected including rerouting access, reduction in lanes and road closures, causing delays. Constructing through the historic district requires complex phasing and staging.

Right-of-Way and Cost: Requires additional right-of-way north of the existing SFOBB mainline and aerial easement for eastbound off-ramp. Cost is nearly double Alternative 2b.

Alternative 2A – This alternative is similar to Alternative 2 and was eliminated for the following reasons:

Engineering: The ramps require reduced stopping sight distance and design speeds compared to Alternatives 1 and 1A. The eastbound hook ramp has a short, nonstandard length which has a higher potential for accidents.

Environmental: Aerial structure of the ramp passes above historic district affecting its visual integrity. Structure would require approximately 18 support columns which would intrude into the landscape and obstruct views. Five of the support columns would be within the Senior Officers' Quarters Historic District. Additional operational noise and air quality emissions may be present from vehicles traveling further into the site.

Construction: Operational impacts would be expected including rerouting access, reduction in lanes and road closures, causing delays. Constructing through the historic district requires complex phasing and staging.

Alternative 3 – Similar to Alternative 2, this Alternative was eliminated for the following reasons:

Engineering: The ramps require reduced stopping sight distance and design speeds than Alternatives 1 and 1A. The access and circulation contains decrease radius curves that could create driver difficulty resulting in potential for accidents.

Environmental: Aerial structure of the ramp passes above the historic district affecting its visual integrity. The structure would require approximately 23 support columns which would intrude into the landscape and obstruct views. Four of the support columns would be within the Senior Officers' Quarters Historic District. Eastbound on-ramp would encroach into an archaeologically sensitive area. Ramp passes over San Francisco Bay with more potential to adversely impact biological resources. Additional operational noise and air quality emissions may be present from vehicles traveling further into the site.

Construction: Operational impacts would be expected including rerouting access, reduction in lanes and road closures, causing delays. Constructing over the San Francisco Bay, the 100-foot shoreline band and around the historic district requires very complex phasing and staging.

Right-of-Way and Cost: Requires additional right-of-way north of the existing SFOBB mainline and aerial easement for off-ramp. Cost is nearly double Alternative 2b.

Alternative 5 – This Alternative was eliminated for the following reasons:

Engineering: Elimination of the tunnel and retention of the double deck viaduct would require additional seismic tie-in considerations. Widening of the historic YBI tunnel, and relocation of structures would require excavating and daylighting the existing YBI tunnel, a historic 4(f) resource. The bridge connecting

Hillcrest Drive to TI located on east side of YBI would have to be replaced. The WB on and off-ramps are separate and may cause confusion for drivers.

Environmental: Aerial structure of the ramp passes above the historic district impacting a 4(f) resource. Structure would require approximately 10 support columns which would intrude into the landscape and obstruct views. One of the support columns would be within the Senior Officers' Quarters Historic District. Modification of hillside and alteration to historic tunnel will be an impact to a historic 4(f) resource. Challenging visual impacts to tie into bridge structure.

Construction: Construction period would take longer than other alternatives due to complex tie into bridge. Major delays expected due to amount of excavation and alteration to the tunnel.

Right-of-Way and Cost: Requires additional right-of-way north of the existing SFOBB mainline and aerial easement for off-ramp. Cost is nearly fourteen times as much as Alternative 2b and is not feasible and prudent due to the impacts described above and cost is estimated at \$680 million, which is substantially higher than the estimated costs for the other build alternatives.

Alternative 6 – This Alternative was eliminated for the following reasons:

Engineering: This alternative would require construction of westbound on and off-ramps that would dramatically alter the hillside and effect future development proposed for residential use by the TI/YBI Project. More importantly the design has a number of geometry and resulting safety issues. The westbound off-ramp would start its descent after passing over the Historic District boundary and would require a steep grade ranging from 10-16 percent which is over the standard maximum of 8 percent. This would require a lower design speed down to 24.1-32.2 km/h (15-20 mph) on the approach to Macalla Road, due to a non-standard deceleration length of 61 meters (200 feet). The other nonstandard feature of the off-ramp would include a reduced horizontal sight distance before the Macalla Road approach. The divergence angle for the ramp would be 1.5 times greater than the standard in 504.2B of the HDM criteria. The westbound on-ramp would have an S-curve which is an undesirable geometry with a reduced length and tight turning radius. The horizontal curve radius requires slowing to 24.1-32.2 km/h (15-20 mph) maximum speed and there would be a short merge onto the main lanes of the SFOBB. An abrupt departure angle would be needed so the westbound off-ramp could gain enough separation from the mainline to reach the elevation and climb of the entrance ramp tunnel. The reduction in length to less than 30 percent of the standard would require drivers to merge quickly onto the mainline freeway, similar to the existing ramp condition. The available space only allows for a transition ratio of 10:1, in contrast to the design standard minimum ratio of 50:1. Macalla Road would require widening the road to allow for two full lanes, the introduction of a traffic signal, as well as the removal of building 53, to make room for an interchange termini.

Basis for the Decision

The Department's decision is based on information contained in the Final EIR/EIS, which was circulated on October 21, 2011, and provides the detailed statement on environmental impacts required by the NEPA. It is supported by the various technical studies undertaken to support the NEPA process. The Preferred Alternative was selected based on its ability to best meet the purpose and need of the Yerba Buena Island Ramps Improvement Project and would improve the traffic safety, geometric design, and operation levels-of-service of the westbound on- and off-ramps on the east side of YBI to and from I-80. This decision is also based on the comments received from the public, federal and State resource/regulatory agencies, and elected officials on the Draft EIS, and the Final EIS.

This decision is fully consistent with NEPA and all other applicable laws and requirements. In particular, this decision is made in accordance with 23 U.S.C. 109(h), which directs that final project decisions be made in the best overall public interest, taking into account: 1) the need for fast, safe, and efficient transportation, 2) public services, 3) the costs of eliminating or minimizing adverse effects, and 4) a broad array of social, economic, and environmental effects, including:

- a) destruction or disruption of man-made and natural resources, aesthetic values, community cohesion and the availability of public facilities and services;
- b) injurious displacement of people, businesses and farms; and
- c) disruption of desirable community and regional growth.

The Final EIR/EIS considered potential construction and operation impacts to the natural and human environments that would result from a No Build Alternative and two build alternatives, Alternatives 2b and 4. The build alternatives would have different types of potential impacts. The identification of the Preferred Alternative was derived on the basis of a process of elimination that considered potential impacts, local, state and federal environmental laws, and the ability to meet the Purpose and Need. The following is a summary of the reasoning behind identifying Alternative 2b, as the Preferred Alternative:

Both Alternative 2b and Alternative 4 would require the permanent use of portions of the land occupied by the Senior Officers' Quarters Historic District and the Quarters 1/Nimitz House. In terms of their ability to mitigate the adverse impacts to the Senior Officers' Quarters and the Quarters 1/Nimitz House, both alternatives are substantially similar. In addition, Alternative 2b would also require the relocation of Quarters 10 (and Building 267). Although it would appear that Alternative 2b would adversely affect Section 4(f) properties, Alternative 2b moves these resources to an area that has less visual disturbance (see Section 3.21 of the Final EIR/EIS for additional details regarding the relocation). Under Alternative 4, those resources will remain subject to the visual intrusion caused by SFOBB and this project. Accordingly,

Alternative 2b was found to have least overall harm; for detailed discussion see Section 8 of Appendix B – Final Section 4(f) Evaluation. The removal and relocation of the Quarters 10 (and Building 267) proposed under Alternative 2b would make construction in these areas easier.

Alternative 2b would introduce 13 support columns into the landscape, while Alternative 4 would introduce 23 support columns. The additional support columns proposed under Alternative 4 would be located in soft soil near S.F. Bay edge, which would also pose a construction challenge, and would have a slightly greater adverse effect on views than the fewer columns proposed under Alternative 2b. The design of the ramps proposed under Alternative 2b would limit the area of biological resources impacts north of I-80, while the design of Alternative 4 would construct the ramps directly above BCDC jurisdictional 30.5 meter (100-foot) band, impacting biological resources adjacent to S.F. Bay and creating additional environmental concerns.

Alternative 4 would also require additional staging areas resulting from extensive bridge construction in close proximity to the transition structure and Coast Guard facility and would result in 0.92 hectare (2.28 acres) of USCG Right of Way Impacts. Alternative 2b would result in no USCG Right of Way Impacts.

Alternative 2b would cost approximately \$79 million, while Alternative 4 would cost approximately \$159 million, nearly twice as much. The total construction duration for Alternative 2b would be approximately 3 years (January 2012 to January 2015) and for Alternative 4 would be approximately 3.5 years (January 2012 to June 2015).

Considering the factors described above, Alternative 2b best meets the Purpose and Need with the least environmental effects and is therefore the most feasible and practicable alternative.

Environmentally Preferred Alternative

The Environmentally Preferred Alternative is the alternative that causes the least damage to the environment and best protects, preserves, and enhances historic, cultural, and natural resources.

The factors described above, under the “Basis for Decision” section, explain why Alternative 2b best meets the Purpose and Need with the least environmental effects and is therefore (the Preferred Alternative) and is the Environmentally Preferred Alternative. Table 1 below provides a brief summary of the major project impacts for Alternative 2b.

Table 1: Comparison of Environmental Impacts for Alternative 2b and 4

Environmental Resource	Alternative 2b	Alternative 4
Cultural Resources	Permanent use of portions of land occupied by the Senior Officers' Quarters Historic District and Quarters 1/Nimitz House. Moves Section 4(f) properties to an area that has less visual disturbance	Permanent use of portions of land occupied by the Senior Officers' Quarters Historic District and Quarters 1/Nimitz House. Section 4(f) properties remain subject to the visual intrusion caused by SFOBB and this project.
Land Use	Land use impacted where Quarters 10 (and Building 267) would change due to relocation and addition of ramps at Macalla Road grade. Ramps pass over planned institutional areas and open space land planned for future use under the TI/YBI Project.	Ramps pass over a portion of the historic district and planned mix-use, institutional, and open space areas intended for future use under the TI/YBI Project. In addition, the ramps would be directly above BCDC jurisdictional 30.5 meter (100-foot) band.
Visual	Substantial negative visual changes to setting of the resources, including views to and from resources. Introduces 13 support columns into the landscape, obstructing views. Lesser visual impacts than the ramp features associated with Alternative 4 (see Final EIR/EIS Sections 3.7.4 and 3.8.3.2).	Substantial negative visual changes to setting of the resources, including views to and from resources. Introduces 23 support columns into the landscape, obstructing views.
Biological Resources	Impacts on biological resources north of I-80 confined to limited area due to ramp design.	Potential impacts on biological resources north of I-80 within shoreline band, adjacent to San Francisco Bay

Alternative 2b has slightly less impact environmental resources than Alternative 4, although for most resources the alternatives are equivalent in their potential impacts. Based on the information presented above, while the two alternatives are substantially similar for most environmental resources, Alternative 2b is slightly better based on differences in the potential impacts to cultural resources, land use, visual, and biological resources.

Summary of Beneficial Environmental Impacts

The proposed new ramps would provide improved access for emergency vehicles to and from the SFOBB. As discussed in Section 3.6 of the Final EIR/EIS, accident rates for the six on- and off- ramps to the SFOBB exceed the statewide average rate for similar facilities. Because the proposed project would modify the geometric configuration of the existing on- and off-ramps on the east side of the tunnel, accident rates at the two ramps would be reduced. Additionally, the westbound on-ramp west of the tunnel would be reserved exclusively for the use of buses and emergency vehicles. As a result, emergency vehicles would more safely and quickly arrive at their destinations. For that reason, either alternative would have beneficial effects to existing emergency service routes and response times.

Summary of Adverse Environmental Impacts and Mitigation

The Preferred Alternative incorporates all practicable measures to minimize environmental harm, which are described in detail in the Final EIR/EIS in Appendix D, Table D-1, Summary of Avoidance and Minimization Measures and Table D-2, Summary of Mitigation Measures. These measures will either be incorporated into or implemented in conjunction with the design and/or construction for implementation of the Preferred Alternative 2b. Table 2 below provides a brief summary of the major project impacts that would require avoidance, minimization, and/or mitigation measures as a result of the proposed YBI Ramps Improvement would occur for Traffic and Transportation/Pedestrian and Bicycle Facilities, Visual/Aesthetics, Cultural Resources, Geology/Soils/Seismic/Topography, Paleontological Resources, Hazardous Waste/Materials, Air Quality, Noise, and Biological Environment. The measures serve as commitments imposed under this ROD for the Preferred Alternative 2b. A detailed description of impacts and mitigation measures can be found in the appropriate environmental resources section in Chapter 3.0 of the Final EIR/EIS.

Table 2: Potential Project Effects and Avoidance, Minimization, and/or Mitigation Measures

Environmental Resource	Avoidance, Minimization, and/or Mitigation Measures
<p>Traffic and Transportation/Pedestrian and Bicycle Facilities</p>	<p>Construction activities would result in temporary detours and single-lane closures. These impacts would be minimized through coordination with the USCG and emergency service providers. Efforts would be made to concentrate the majority of road closures and construction activity during off-peak hours to reduce traffic impacts. Traffic would be diverted to one side of the road and traffic would be controlled by flaggers stationed at both ends of the closure. Similar traffic handling is currently being used on Macalla Road with the ongoing SFOBB construction by Caltrans. Macalla Road primarily serves the USCG facility.</p> <p>After construction, ramp metering will be in effect, which may cause long delays and queues are expected on the approaches to the on-ramp. With ramp metering, the metering rates can be coordinated such that the number of vehicles entering the Bridge would be based on the number of vehicles exiting the Bridge. Additionally, the Bridge metering lights for westbound traffic (just west of the toll booths) could be coordinated with the on-ramp, such that the traffic entering the SFOBB could be reduced while the metering rate for the on-ramp is increased, and vice versa.</p>
<p>Visual/Aesthetics</p>	<p>Construction of the build alternatives would in some cases have adverse impacts on the visual quality of some areas when these areas are observed from certain viewpoints. This would be noticeable in cases where views toward or from the Senior Officers' Quarters Historic District would be dominated and/or obstructed by the ramp structures.</p> <p>To promote a seamless interaction between the ramps and the SFOBB Transition Structure, the ramps under Alternative 2b would utilize a ribbed design that is consistent with the structural form and architectural vocabulary of the new SFOBB East Span.</p>

Environmental Resource	Avoidance, Minimization, and/or Mitigation Measures
	A landscaping plan for the project area would be developed in cooperation with the District Landscape Architect. The landscaping plan would incorporate the use of native plants, and would be implemented in a manner that is consistent with the Treasure Island/Yerba Buena Island Project. The landscaping plan would be in compliance with the invasive species provisions outlined in the Biological Resources section of this EIR/EIS.
Cultural Resources	Mitigation measures stipulated under the MOA, include preparation of Historic Structure Reports (HSRs), preparation of a historic landscape report and landscaping plan, relocation of Quarters 10/Building 267 and post construction reevaluation of historical integrity, installation of interpretive signs, stabilization/monitoring/security during construction, interpretation of historic properties, and repair of inadvertent damage that may result from construction.
Geology/Soils/Seismicity/Topography	Caltrans would retain California-licensed geologists and geotechnical engineers to assist in final design and review of the final construction plans and specifications to confirm inclusion of recommendations from the Foundation Report. Caltrans would document compliance with this measure prior to the final project design. The geotechnical engineer would conduct inspections and testing during the stages of construction.
Paleontology	Caltrans would retain a qualified principal paleontologist (MS or PhD in paleontology or geology familiar with paleontological procedures and techniques). The paleontologist would review the selected alternative alignment and design, once a preferred project alternative is identified; develop a Paleontological Mitigation Plan (PMP); determine the potential for discovery of fossils; and identify specific avoidance, minimization, and/or mitigation measures as needed. In addition, onsite training and monitoring of project-related, ground-disturbing activities within the Franciscan Complex and Colma formation should occur.
Hazardous Waste/Materials	Determination of specific construction activities planned on or near a potential contaminant source would occur once a preferred project alternative is identified. Additional site-specific delineation of any remaining areas of unabated contamination would be performed to finalize details of construction, to detail procedures for handling of contaminated media, and to ensure worker safety during construction.
Air Quality	The contractor would be required to implement these "Basic Control Measures" during all construction activities. The abatement measures listed in the Yerba Buena Island Ramps Improvement Project Air Quality Analysis (Appendix L) are also required to be implemented during construction activities. In addition, the project site is approximately 1.62 hectares (4 acres); therefore, according to the BAAQMD CEQA Guidelines, the contractor is required to implement the BAAQMD's "Enhanced Control Measures."
Noise	Construction noise abatement would be implemented as required by the Caltrans' Standard Specification 14-8.02, "Noise Control"
Biological Environment	Prior to the onset of construction activities, a qualified biologist would conduct focused surveys for animal species, threatened and

Environmental Resource	Avoidance, Minimization, and/or Mitigation Measures
	endangered species identified in Chapter 3.17 – Biological Environment. In addition, all avoidance, minimization, and compensatory measures outlined in Chapter 3.17 and/or included in permits and regulatory concurrence letters would be implemented.

Public Opportunity to Comment

A Notice of Intent (NOI) was published in the Federal Register on September 8, 2008. Caltrans held a public scoping meeting on September 24, 2008, at the Port of San Francisco conference room, which is located at Pier 1, The Embarcadero, in San Francisco, California. Information boards were available for viewing and there was a formal presentation of the project. The major concerns and suggestions expressed through public comments at the scoping meeting included the following: will greenhouse gas issues be studied; potential contribution to growth on TI following removal of traffic impacts of planned TI/YBI Project; relationship of this project’s Final EIR/EIS to the EIR produced for the TI/YBI Project; and traffic analysis should look at a comprehensive region relative to the highway system that is affected by the bridge, reaching as far south as Cesar Chavez Street and reaching into the East Bay.

The Draft EIR/EIS was released on February 25, 2011. Distribution of the document and a 45-day public comment period followed, ending April 11, 2011. The Draft EIR/EIS was made available for review online at <http://www.sfcta.org/content/view/516/311/> and print copies of the environmental document and supporting technical reports were provided for review at the Caltrans Transportation Library, 111 Grand Avenue, Room 12-639, Oakland, CA 94612; Oakland Main Public Library, 125 14th Street, Oakland, CA 94612; and San Francisco Public Library Government Information Center, 100 Larkin Street, San Francisco, CA, 94102. During the comment period of the Draft EIR/EIS, 5 individual comment letters were received from the public which consist of a total of 13 comments. The comments fall under the major categories of cultural and historic resources; air quality; water quality; and selection of the preferred alternative. Copies of these comment letters and responses to these comments are compiled in Chapter 5 of Volume I of the Final EIR/EIS.

A public hearing on this document was held on Wednesday, March 16, 2011 at the Port of San Francisco office, in the Bayside Conference Room located at Pier 1, The Embarcadero, San Francisco, CA 94111 from 6:00 to 8:00 p.m. Legal notices of the Draft EIR/EIS publication and public hearing were printed in three local newspapers: The San Francisco Chronicle, Contra Costa Times, and Oakland Tribune. A total of four people attended this meeting. The public hearing was an open house format, during which time attendees could circulate among exhibit stations and talk to members of the project team. A hard copy of the Draft EIR/EIS was available for review at one of the tables, and extra copies of the document in DVD

format were also available. A presentation of the project summarizing the purpose and need, alternatives, and potential impacts was provided. Project boards were also placed throughout the room summarizing the project. No comment forms or letters were submitted at the meeting.

The Final EIR/EIS was released on October 21, 2011. Distribution of the document was made to federal, state, and local agencies and private organizations, and members of the public who provided comments on the Draft EIR/EIS or who requested a copy of the final document. A Notice of Availability (NOA) was published on October 21, 2011, providing a 30-day comment period ending on November 21, 2011. No comments were received during the 30-day comment period.

Conformity with Air Quality Plans

The Federal Clean Air Act, as amended, requires that transportation projects conform to the State Implementation Plan's purpose of eliminating or reducing the severity and number of violations of the National Ambient Air Quality Standards and of achieving expeditious attainment of such standards. The EPA regulation implementing this provision of the Clean Air Act (40 CFR Parts 51 and 93) establishes criteria for demonstrating that a transportation project is in conformity with applicable air quality plans. The conformity evaluation of the preferred Alternative was presented in Section 3.14, Air Quality, of the Final EIR/EIS. The project meets the criteria in 40 CFR Parts 51 and 93, in that it conforms to air quality plans for the San Francisco Bay region, and conforms to the Clean Air Act Amendments of 1990.

Section 4(f)

Section 4(f) of the Department of Transportation Act of 1966, codified in federal law at 49 U.S.C. 303, declares that "it is the policy of the United States Government that special effort should be made to preserve the natural beauty of the countryside and public park and recreation lands, wildlife and waterfowl refuges, and historic sites." The YBI Ramps Improvement Project's Preferred Alternative, as determined by Caltrans and the Authority will require the use of the following Section 4(f) properties: Senior Officers' Quarters Historic District, Quarters 1/Nimitz House, and Quarters 10/Building 267. The Preferred Alternative would require the following: permanent use of a portion of land from within the Senior Officers' Quarters Historic District and Quarters 1/Nimitz House by constructing a portion of the project within the boundary of the property; and cause a permanent Section 4(f) use of Quarters 10/Building 267 by using the property and removing the two buildings and relocating them to another location. Section 4(f) has a requirement that when there are no "prudent and feasible" avoidance alternatives to the "use" of Section 4(f) properties, the lead federal agency must choose the alternative that causes the "least overall harm" based on the criteria listed in Section 774.3(c). Section 774.3(c)(1) requires a balancing of seven factors when determining which alternative causes the "least overall harm."

Section 4(f) requires a clear analysis of impacts when choosing among alternatives that all use Section 4(f) properties. Section 774.3(c)(1) requires a “balancing of seven factors when determining which alternative causes the “least overall harm.”

Alternative 2b and Alternative 4 are equal in the balancing results for “relative significance of each Section 4(f) property” and the “degree to which each alternative meets the purpose and need.” Both alternatives involve the same Section 4(f) properties—the Senior Officers’ Quarters Historic District and Quarters 10 (and Building 267)—and both alternatives meet the overall purpose and need equally (Alternative 2b is slightly better operationally and Alternative 4 is slightly better geometrically).

Alternative 2b is slightly better in terms of its “ability to mitigate adverse impacts to each Section 4(f) property” and to in its “relative severity of remaining harm.” As discussed above, this slight balancing in favor of Alternative 2b is due to the relocation of the Quarters 10 (and Building 267) to the Clipper Cove area where they will be less subject to the overall visual impacts caused by the project. Also, related to the slight difference in visual impacts, Alternative 2b gains a slight advantage in its “magnitude of any adverse impacts to resources not protected by Section 4(f).” This is due to the reduced number of columns with Alternative 2b and its more consistent design in relation to the SFOBB structures.

Lastly, the balancing is in favor of Alternative 2b with respect to the “views of the officials with jurisdiction” and the “substantial differences in costs.” The SHPO signed the MOA recognizing Alternative 2b as the preferred alternative. In addition with respect to cost, Alternative 2b is roughly half the cost of Alternative 4.

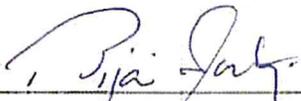
For all of above reasons, Alternative 2b is the alternative that causes the least overall harm.

Measures to mitigate harm to Section 4(f) resources are included in the Final EIR/EIS, Appendix B. These include development of an MOA through consultation between Caltrans, the State Historic Preservation Officer (SHPO), SFCTA, TIDA, the United States Navy, and the United States Coast Guard. The executed MOA stipulates the commitments to mitigate the proposed project’s adverse effects on historic properties including development of historic structures reports for Quarters 10/Building 267 and for the Quarters 1 Nimitz House, a historic landscape report for the Senior Officers’ Quarters Historic District, relocation of Quarters 10/Building 267 to a suitable location and installation of interpretive signs. Measures shall be taken to protect historic buildings and landscape elements from damage during construction, and any inadvertent damage shall be repaired in accordance with the Secretary of the Interior’s standards for the treatment of historic properties, and protection shall be maintained of known or any undiscovered archaeological sites found during construction. Based on consultation with participating agencies and the Section 4(f) Evaluation, Caltrans has determined that there is no feasible and prudent alternative to the use

of these properties and that the proposed action includes all possible planning to minimize harm to the Senior Officer's Quarters and the Quarters 1/Nimitz House and from Quarters 10/Building 267) resulting from such use. Measures to minimize harm have been incorporated into the MOA.

Record of Decision Approval

Based upon a careful consideration of all the social, economic, and environmental evaluations contained in the final environmental impact statement; the input received from other agencies, organizations, and the public; and the factors and project commitments outlined above, it is the decision of Caltrans to select Alternative 2b satisfies the requirements of the NEPA, the Clean Air Act of 1970, and the U.S. Department of Transportation Act of 1966, all as amended, and other related federal laws, regulations and executive orders. All practical measures to minimize and mitigate environmental harm have been adopted and will be incorporated into this decision.



Bijan Sartipi, District Director
California Department of Transportation

November 21, 2011

Memorandum

To: CHAIR AND COMMISSIONERS

CTC Meeting: May 23-24, 2012

Reference No.: 2.2c.(7)
Action



From: BIMLA G. RHINEHART
Executive Director

Subject: **APPROVAL OF PROJECT FOR FUTURE CONSIDERATION OF FUNDING
FINAL ENVIRONMENTAL IMPACT REPORT FOR THE HERCULES INTERMODAL
TRANSIT CENTER PROJECT (RESOLUTION E-12-32)**

ISSUE:

Should the Commission, as a Responsible Agency, accept the Final Environmental Impact Report (FEIR), Findings of Fact and Statement of Overriding Considerations for the Hercules Intermodal Transit Center Project in Contra Costa County and approve the project for future consideration of funding?

RECOMMENDATION:

Staff recommends that the Commission accept the FEIR, Findings of Fact and Statement of Overriding Considerations and approve the Hercules Intermodal Transit Center Project for future consideration of funding.

BACKGROUND:

The City of Hercules (City) is the CEQA lead agency for the project. The project will construct an intermodal transit center, associated road improvements, and ancillary facilities at a site adjacent to San Pablo Bay in Contra Costa County.

The project for which the FEIR covers will result in significant unavoidable impacts to water resources; noise and vibration; and aesthetic resources. Specifically, the project would result in noise levels exceeding standards during noise generating construction activities; potential to adversely impact water quality from the dredging of Refugio Creek and San Pablo Bay; and introducing new sources of light or glare that could impact sensitive receptors in the surrounding areas.

The City adopted the FEIR, Findings of Fact and a Statement of Overriding Considerations for the project on August 9, 2011. The City found that there were several benefits that outweigh the unavoidable adverse environmental effects of the project. These benefits include, but are not limited to, revitalizing a currently underutilized site along the Bayfront Boulevard corridor in the city;

reducing vehicle trips on Interstate 80 by providing alternatives to commuting in single occupant vehicles; improving emergency response by having rail and ferry service available in case of natural or man-made disasters; and improving safety along the railroad corridor by providing completely grade-separated access to the railroad tracks. The City established a Mitigation Monitoring & Reporting Program to ensure that the mitigation measures specified for the project are implemented.

On April 12, 2012, the City provided written confirmation that the preferred alternative set forth in the final environmental document is consistent with the project programmed by the Commission. The City also provided written confirmation of its commitment to all of the mitigation measures stipulated in the FEIR and Mitigation Monitoring Program.

Phase one of the project is estimated to cost \$46.8 million. The project is funded with State (\$18,059,000) funds, Federal (\$2,717,000) funds, and Local (\$26,051,000) funds. Construction is estimated to begin in fiscal year 2012/13.

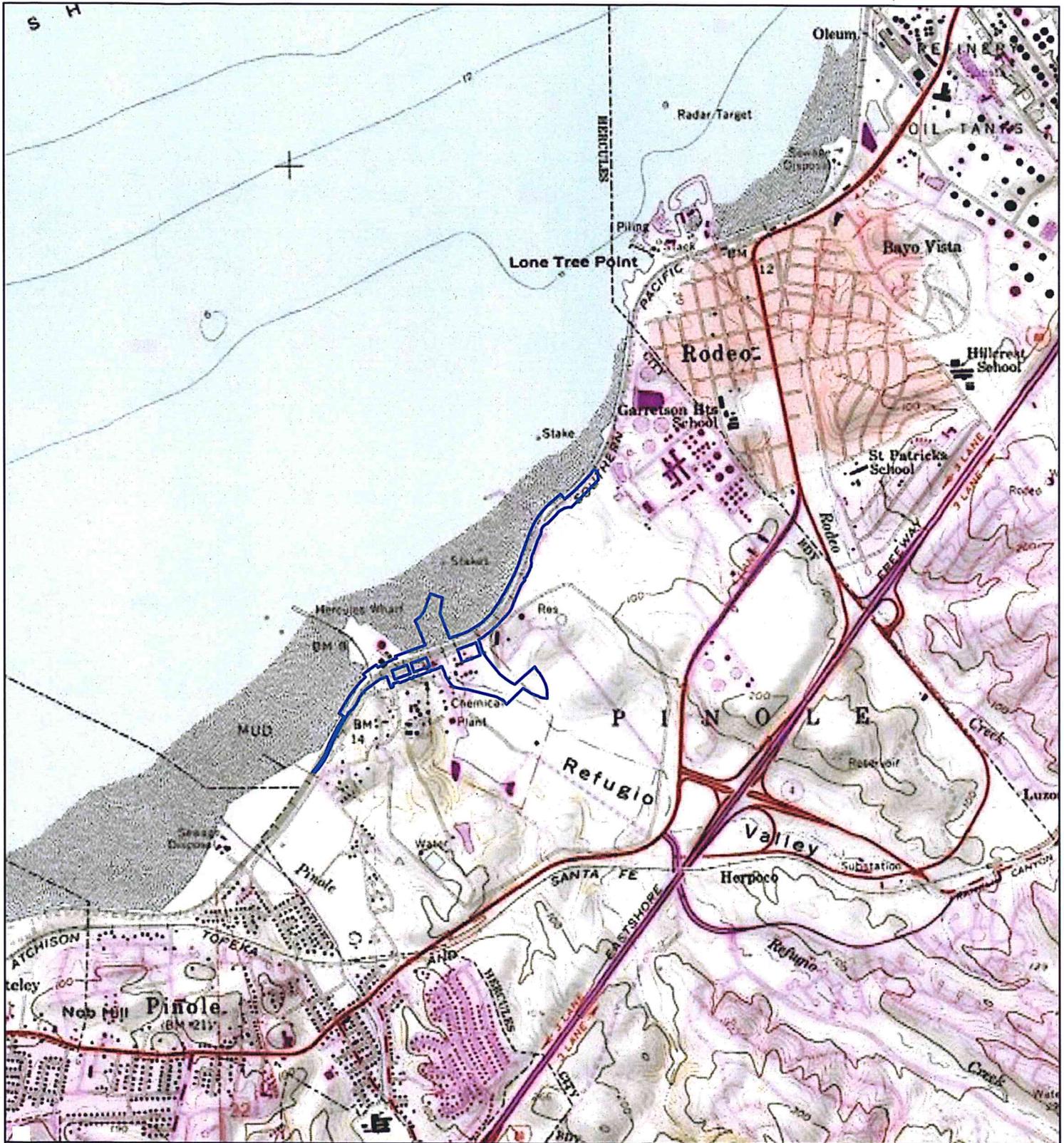
Attachment

- Resolution E-12-32
- Findings of Fact & Statement of Overriding Considerations
- Project Location

CALIFORNIA TRANSPORTATION COMMISSION

Resolution for Future Consideration of Funding 04 – Contra Costa County Resolution E-12-32

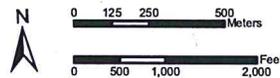
- 1.1.1 **WHEREAS**, the City of Hercules (City) has completed a Final Environmental Impact Report pursuant to the California Environmental Quality Act (CEQA) and the CEQA Guidelines for the following project:
- Hercules Intermodal Transit Center Project
- 1.2 **WHEREAS**, the City has certified that the Final 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 an intermodal transit center, associated road improvements, and ancillary facilities in Contra Costa County; and
- 1.4 **WHEREAS**, the California Transportation Commission, as a Responsible Agency, has considered the information contained in the Final Environmental Impact Report; and
- 1.5 **WHEREAS**, Findings of Fact made pursuant to CEQA guidelines indicate that specific unavoidable significant impacts related to water quality, noise, and aesthetics 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 City adopted a Statement of Overriding Considerations for the project; and
- 1.7 **WHEREAS**, the City adopted a Mitigation Monitoring & Reporting Program for the project; and
- 1.8 **WHEREAS**, the above significant effects are acceptable when balanced against the facts as set forth in the Statement of Overriding Considerations.
- 2.1 **NOW, THEREFORE, BE IT RESOLVED** that the California Transportation Commission does hereby accept the Final Environmental Impact Report, Findings of Fact, and Statement of Overriding Considerations and approve the above referenced project to allow for future consideration of funding.



Legend

 Project Boundary

1 in = 2,000 ft (at letter layout)



City of Hercules
Hercules Intermodal Transit Facility
Contra Costa County, California

Data Sources: Map information was compiled from the best available sources. No Warranty is made for its accuracy or completeness. Topographic Base Map, Aerial photography from ESRI/ARCIS Online; Hydrography from National Hydrography Dataset; NWI Data from U.S. Fish and Wildlife Service and soils data from USDA NRCS Soil Survey. Data is State Plane Feet, NAD83 Zone 3

Figure 1.1-1: Project Location Map



Memorandum

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: May 23, 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:

- \$7,992,000 for 12 emergency construction projects, pursuant to the authority granted under Resolution G-11 (2.5f.(1)).
- \$2,605,000 for three 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 May 11, 2012, the Department has allocated or sub-allocated the following for Fiscal Year (FY) 2011-12:

- \$83,404,000 for 63 emergency construction projects.
- \$27,095,000 for 11 safety delegated projects.
- \$35,621,000 for 52 SHOPP Minor A projects.

BACKGROUND:

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

This authority is operative whenever such an event:

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

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

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

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

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

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

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

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

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

Attachment

2.5 Highway Financial Matters

Project# Amount County Dist-Co-Rte Postmile	Location Project Description Allocation History	PPNO Program/Year Project ID Adv. Phase EA	Budget Year Item # Fund Type Program Code	Amount by Fund Type
2.5f. Informational Report – Emergency G-11 Allocations (2.5f.(1))				
1 \$920,000 Del Norte 01-DN-101 15.0	Near Del Norte Coast Redwoods State Park, at 1.2 miles north of Rudisill Road. Heavy rain in late March 2012 caused a slipout resulting in complete loss of the southbound shoulder and an 8-foot drop at the edge of travel way. This project is to place soil nails and double twisted wire mesh to prevent loss of the travel lane, improve drainage, construct a guardrail, provide traffic control, and place erosion control measures. Initial G-11 Allocation 04/06/2012: \$ 920,000 (Additional \$10,000 was allocated for right of way purposes).	01-1090 SHOPP/11-12 0112000242 4 0C2404 Emergency	2010-11 302-0042 SHA 20.20.201.130	\$920,000
2 \$320,000 Del Norte 01-DN-101 17.5	Near Crescent City, 2.8 miles north of Mill Creek Park Entrance. Heavy rain in late March 2012, accelerated the failure of a slipout at this location resulting in a 2-inch high scarp in the southbound travel way. This project is to place K-rail, retreat and realign the roadway, place permanent striping and signing, and provide traffic control as necessary. Initial G-11 Allocation 04/06/12: \$ 320,000	01-1091 SHOPP/11-12 0112000243 4 0C2604 Emergency	2010-11 302-0042 SHA 20.20.201.130	\$320,000
3 \$550,000 Del Norte 01-DN-197 5.7	In Del Norte County at 0.4 mile south of Little Mill Creek. Heavy rain in late March 2012 resulted in a slide that covered and closed both lanes of traffic at this location. This project is to remove and dispose of slide material, de-water and stabilize the slope, provide traffic control, and place erosion control measures. Initial G-11 Allocation 04/06/12: \$ 550,000 (Additional \$10,000 was allocated for right of way purposes).	01-1089 SHOPP/11-12 0112000241 4 0C2504 Emergency	2010-11 302-0042 SHA 20.20.201.130	\$550,000
4 \$412,000 Del Norte 01-DN-199 24.67	Near Patricks Creek at 0.6 mile north of Middle Fork Smith River Bridge (Bridge #01-0015). Heavy rain in late March 2012 accelerated the rate of rock fall at this failing slope resulting in a drop at the edge of the paved roadway. This project is to construct a retaining structure to stabilize the roadway, reconstruct the roadway shoulder and guardrail, provide traffic control, and place erosion control measures. Initial G-11 Allocation 03/30/12: \$ 412,000 (Additional \$10,000 was allocated for right of way purposes).	01-1088 SHOPP/11-12 0112000233 4 0C1904 Emergency	2010-11 302-0042 SHA 20.20.201.130	\$412,000
5 \$300,000 Humboldt 01-Hum-101 71.8	Near Eureka, at 0.2 mile south of Orchard Street Undercrossing. Heavy rain in late March 2012 resulted in a slide that covered and closed the northbound shoulder. This project is to remove and dispose of slide debris, improve drainage, place rock slope protection, provide traffic control, and place erosion control measures. Initial G-11 Allocation 04/11/12: \$ 300,000 (Additional \$10,000 was allocated for right of way purposes).	01-2357 SHOPP/11-12 0112000245 4 0C2804 Emergency	2010-11 302-0042 SHA 20.20.201.130	\$300,000
6 \$540,000 Mendocino 01-Men-1 86.5	Near Hardy, north of Hardy Creek Bridge (Bridge # 10-141). Heavy rain in late March 2012 caused a slide to occur at this location. The slide covered and closed both highway lanes. This project is to remove and dispose of slide debris, repair drainage and dewater and stabilize the slope, provide traffic control, and place erosion control measures. Initial G-11 Allocation 04/06/12: \$ 540,000 (Additional \$10,000 was allocated for right of way purposes).	01-4569 SHOPP/11-12 0112000244 4 0C2704 Emergency	2010-11 302-0042 SHA 20.20.201.130	\$540,000

2.5 Highway Financial Matters

Project# Amount County Dist-Co-Rte Postmile	Location Project Description Allocation History	PPNO Program/Year Project ID Adv. Phase EA	Budget Year Item # Fund Type Program Code	Amount by Fund Type
2.5f. Informational Report – Emergency G-11 Allocations (2.5f.(1))				
7 \$400,000 Mendocino 01-Men-101 29.28	Near Calpella, at 0.7 mile north of Pomo Undercrossing (Bridge #10-105). On March 27, 2012, debris slide material flowed across the two southbound lanes and covered a drainage inlet in the highway median. The drainage inlet was buried under substantial amount of soil. This project is to remove the slide debris and clear the roadway, stabilize the slope, repair drainage system, provide traffic control, and place erosion control measures. Initial G-11 Allocation 04/03/12: \$ 400,000 (Additional \$20,000 was allocated for right of way purposes).	01-4560 SHOPP/11-12 0112000237 4 0C2104 Emergency	2010-11 302-0042 SHA 20.20.201.130	\$400,000
8 \$1,500,000 Mendocino 01-Men-162 11.6	Near Covelo, 1.5 miles east of the Rodeo Creek Bridge (Bridge #10-237). On March 27, 2012, rainfall caused a slipout at this location causing the closure of the westbound lane. Temporary repairs were made but another failure occurred on March 30, 2012. This project is to provide traffic control, construct deep under drain, remove asphalt concrete overburden, reconstruct and stabilize roadway, and place erosion control measures. Initial G-11 Allocation 04/06/12: \$ 1,500,000 (Additional \$50,000 was allocated for right of way purposes).	01-4568 SHOPP/11-12 0112000240 4 0C2304 Emergency	2010-11 302-0042 SHA 20.20.201.130	\$1,500,000
9 \$600,000 Siskiyou 02-Sis-96 27.7	Near Happy Camp, at 0.8 mile west of Independence. Slide material at this location moved onto the roadway and began to impact the travel way. This project is to remove the slide material, loosen and remove unstable material from the face of the slope, restore a storage bench capacity, cut down trees within 20 feet of the slide and place erosion control measures. Initial G-11 Allocation 04/11/12: \$ 600,000 (Additional \$10,000 was allocated for right of way purposes).	02-3499 SHOPP/11-12 0212000137 4 4F4304 Emergency	2010-11 302-0042 SHA 20.20.201.130	\$600,000
10 \$600,000 Monterey 05-Mon-1 21.0/21.3	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. Initial project was to reinstall the wire mesh and reinforce it with a cable net overlay. This supplemental is due to additional damage on March 28, 2012 caused by a slab of rock and debris coming down onto the highway causing its closure. Additional work includes rock drilling, blasting, loading and hauling of slide material, rock bolting, and repairing and extending the cable net drapery system. Initial G-11 Allocation 02/02/12: \$ 900,000 Supplemental G-11 Allocation 04/10/12: \$ 600,000 Revised Allocation: \$1,500,000	05-2349 SHOPP/11-12 0512000045 4 1A9604 Emergency	2010-11 302-0042 SHA 20.20.201.130	\$600,000
11 \$750,000 Kern 06-Ker-5 62.0/73.0	Near Bakersfield, from 10 miles north of Route 58 to Route 46. Storm events on March 17, 2012 accelerated the failure of more than 200 Portland cement concrete (PCC) pavement slabs which became destabilized, settled and broken resulting in loose debris and large potholes. The deterioration is faster than repairs can be made by normal maintenance. This project is to replace the worst damaged slabs as a temporary measure. This location is within the limits of a future roadway rehabilitation project expected to begin construction in 2015 (EA: 06-0P1401). Initial G-11 Allocation 03/28/12: \$ 750,000	06-6641 SHOPP/11-12 0612000267 4 0P4704 Emergency	2010-11 302-0042 SHA 20.20.201.130	\$750,000

2.5 Highway Financial Matters

Project# Amount County Dist-Co-Rte Postmile	Location Project Description Allocation History	PPNO Program/Year Project ID Adv. Phase EA	Budget Year Item # Fund Type Program Code	Amount by Fund Type
2.5f. Informational Report – Emergency G-11 Allocations (2.5f.(1))				
12 \$1,100,000 Orange 12-Ora-73 10.0/11.4	In Laguna Niguel, near Cabot Road. A landslide at this location became active causing accelerated slope embankment slide and failure. This project is to construct asphalt concrete dike to channel water runoff away from the unpaved median, re-grade and re-compact the entire center median area to seal landslide cracks, construct a "V" ditch to direct flows to the drainage inlets, and install slotted horizontal drain pipes. Initial G-11 Allocation 04/03/12: \$ 1,100,000 (Additional \$100,000 was allocated for right of way purposes).	12-4015A SHOPP/11-12 1212000144 4 0M6604 Emergency	2010-11 302-0042 SHA 20.20.201.130	\$1,100,000

#	Dist	County	Route	Postmiles	Location/Description	EA	Program Code	Original Est. FM-10-05	Allocation
2.5f. Informational Report – Minor Construction Program – Resolution G-05-05 Delegated Allocations (2.5f.(4))									
1	03	ED	193	23.4	Repair embankment slope and place hot mix asphalt dikes to prevent embankment erosion from reoccurring.	1F6004	201.150	\$700,000	\$880,000
2	08	SBd	215	14.1	Install traffic signals and construct curb ramps in the City of San Bernardino from Route 215 northbound and southbound ramps to Palm Avenue and Kendall Drive.	0M4004	201.310	\$900,000	\$798,000
3	09	Mno	395	51.5	Construct mechanics facility with truck bay, parts room, restroom with shower and utility room at the Lee Vining Maintenance Station (L5710).	352304	201.352	\$1,000,000	\$927,000

Memorandum

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: May 23, 2012

Reference No.: 3.1
Information Item

From: NORMA ORTEGA
Chief Financial Officer

Prepared by: Kurt Scherzinger
Acting Division Chief
Transportation Programming

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

SUMMARY:

Since the April 2012 report to the California Transportation Commission (Commission), the California Department of Transportation (Department) has amended 14 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 Restoration, Safety Improvements Reservation, Roadway Preservation and Relinquishments 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	11	\$7,622		
Collision Reduction	1		\$1,457	
Roadway Preservation	1	\$5,000		
Mandates	1	\$5,700		
Total Amendments	14	\$18,322	\$1,457	

BACKGROUND:

In each even numbered year, the Department prepares a four-year SHOPP defining major capital improvements necessary to preserve and protect the State Highway System. Periodically, the Department amends the SHOPP to address newly identified needs prior to the next programming cycle. This report identifies 14 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 April 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-541 1090	1-DN-101 15.0 0C240 01 1200 0242	In Del Norte Coast Redwoods State Park, north of Rudisill Road. Repair roadway.	\$10 (R/W) \$920 (C)	11/12	PA & ED PS & E RW Sup Con Sup <u>Total</u> \$0 \$0 \$20 \$310 \$330	201.130 Assembly: 1 Senate: 2 Congress: 1 1 Location
10H-542 1091	1-DN-101 17.5 0C260 01 1200 0243	Near Crescent City, north of Mill Creek Park Entrance. Repair roadway.	\$320 (C)	11/12	PA & ED PS & E RW Sup Con Sup <u>Total</u> \$0 \$0 \$0 \$130 \$130	201.130 Assembly: 1 Senate: 2 Congress: 1 1 Location
10H-543 1089	1-DN-197 5.7 0C250 01 1200 0241	In Del Norte County, south of Little Mill Creek. Repair roadway.	\$10 (R/W) \$550 (C)	11/12	PA & ED PS & E RW Sup Con Sup <u>Total</u> \$0 \$0 \$20 \$220 \$240	201.130 Assembly: 1 Senate: 2 Congress: 1 1 Location
10H-544 1088	1-DN-199 24.7 0C190 01 1200 0233	Near Patrick Creek, north of Middle Fork Smith River. Repair roadway.	\$10 (R/W) \$412 (C)	11/12	PA & ED PS & E RW Sup Con Sup <u>Total</u> \$0 \$0 \$20 \$170 \$190	201.130 Assembly: 1 Senate: 2 Congress: 1 1 Location
10H-545 2357	1-Hum-101 72.5 0C280 01 1200 0245	Near Eureka, south of Orchard Street. Repair roadway.	\$10 (R/W) \$300 (C)	11/12	PA & ED PS & E RW Sup Con Sup <u>Total</u> \$0 \$0 \$20 \$120 \$140	201.130 Assembly: 1 Senate: 2 Congress: 1 1 Location
10H-546 4569	1-Men-1 86.5 0C270 01 1200 0244	Near Hardy, north of Hardy Creek Bridge. Repair roadway.	\$10 (R/W) \$540 (C)	11/12	PA & ED PS & E RW Sup Con Sup <u>Total</u> \$0 \$0 \$20 \$180 \$200	201.130 Assembly: 1 Senate: 2 Congress: 1 1 Location
10H-547 4560	1-Men-101 29.3 0C210 01 1200 0237	Near Calpella, north of Pomo Undercrossing. Remove slide debris and repair roadway.	\$20 (R/W) \$400 (C)	11/12	PA & ED PS & E RW Sup Con Sup <u>Total</u> \$0 \$0 \$40 \$160 \$200	201.130 Assembly: 1 Senate: 2 Congress: 1 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.	
Emergency Response (continued)							
10H-548 4568	1-Men-162 11.6 0C230 01 1200 0240	Near Covelo, east of Rodeo Creek Bridge. Repair roadway.	\$50 (R/W) \$1,500 (C)	11/12	PA & ED PS & E RW Sup Con Sup <u>Total</u>	\$0 \$0 \$40 \$600 \$640	201.130 Assembly: 1 Senate: 2 Congress: 1 1 Location
10H-549 3499	2-Sis-96 27.7 4F430 02 1200 0137	Near Happy Camp, at 0.8 miles west of Independence. Remove slide material.	\$10 (R/W) \$600 (C)	11/12	PA & ED PS & E RW Sup Con Sup <u>Total</u>	\$5 \$5 \$10 \$30 \$50	201.130 Assembly: 2 Senate: 4 Congress: 2 1 Location
10H-550 6641	6-Ker-5 62.0/73.0 0P470 06 1200 0267	Near Bakersfield, from 10 miles north of Route 58 to Route 46. Repair pavement.	\$750 (C)	11/12	PA & ED PS & E RW Sup Con Sup <u>Total</u>	\$0 \$20 \$0 \$75 \$95	201.130 Assembly: 30 Senate: 16 Congress: 20 1 Location
10H-551 4015A	12-Ora-73 10.0/11.4 0M660 12 1200 0144	In Laguna Niguel, near Cabot Road. Repair landslide damage.	\$100 (R/W) \$1,100 (C)	11/12	PA & ED PS & E RW Sup Con Sup <u>Total</u>	\$50 \$50 \$25 \$175 \$300	201.130 Assembly: 73 Senate: 33 Congress: 48 Location
Collision Reduction							
10H-537 6175	3-Sac-50 R5.0/16.7 3F320 03 1200 0189	Near Sacramento, on Routes 5, 50, 51, 80 and 99 at various locations; also in El Dorado County on Route 50, east of Camp Sacramento at Florin Curve. Place friction surface treatment and open-graded asphalt.	\$1 (R/W) \$1,456 (C)	12/13	PA & ED PS & E RW Sup Con Sup <u>Total</u>	\$50 \$150 \$10 \$200 \$410	201.010 Assembly: 5, 10 Senate: 5, 6 Congress: 5, 11 455 Collisions reduced
Roadway Preservation							
10H-538 0832M	4-Ala-580 R7.8/R19.1 4G530 04 1200 0498	In Livermore, Dublin and Pleasanton, from 0.2 mile east of Greenville Road Overhead to 0.3 mile west of Hacienda Drive Overcrossing. Rehabilitate pavement.	\$5,000 (C)	11/12	PA & ED PS & E RW Sup Con Sup <u>Total</u>	\$0 \$0 \$0 \$0 \$0	201.120 Assembly: 15 Senate: 7 Congress: 10 51 Lane miles
Mandates							
10H-540 3375	7-LA-66 3.2/5.3 24310 07 0002 1001	In the city of Claremont, from Towne Avenue to the San Bernardino County line. Roadway relinquishment. (FCO)	\$5,700 (C)	11/12	PA & ED PS & E RW Sup Con Sup <u>Total</u>	\$50 \$0 \$0 \$0 \$50	201.160 Assembly: 59 Senate: 29 Congress: 26 2.1 Lane miles

Memorandum

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: May 23, 2012

Reference No.: 3.2a.
Information Item

From: NORMA ORTEGA
Chief Financial Officer

Prepared by: Kurt Scherzinger
Acting 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 May 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 248 state-administered STIP, SHOPP, and Proposition 1B projects on the State Highway System. As of May 2, 2012, 175 projects totaling \$1.95 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
TOTAL	322	\$2,495,816	316	2	\$1,811,159	4	227	283

- 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	88	1	\$1,440,421	1	43	80
September 2011	18	\$76,605	18	0	\$68,050	0	12	17
October 2011	18	\$166,249	16	0	\$145,026	2	9	16
December 2011	22	\$265,082	21	0	\$158,279	1	21	21
January 2012	28	\$274,056	18	0	\$100,256	10	18	18
February 2012	9	\$155,085	3	0	\$13,264	6	3	3
March 2012	33	\$228,841	10	0	\$22,129	23	10	10
April 2012	30	\$793,956	1	0	\$900	29	1	1
TOTAL	248	\$3,824,156	175	1	\$1,948,325	72	117	166

- 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

Dist-PPNO	Project EA	County-Route	Description	Allocation Date	Award Deadline	Allocation Amount (\$ x1000)	Project Status
04-0104*	4A070	ALA-580	In and near the city of Livermore, construct Truck Climbing Lane,	22-Jun-11	30-Jun-12 ⁽¹⁾	\$48,959	Bids opened 4/25/12. Pending award.
04-0137B*	4S260	ALA-580	rehabilitate pavement and construct retaining walls.	22-Jun-11	30-Jun-12 ⁽¹⁾	\$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 ⁽¹⁾	\$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 ⁽¹⁾	\$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

Dist-PPNO	Project EA	County-Route	Description	Allocation Date	Award Deadline	Allocation Amount (\$ x1000)	Project Status
08-0188Y	39471	SBD-18	Landscape mitigation project.	10-Aug-11	31-Aug-12 ⁽²⁾	\$100	No bids were received. Project will be re-advertised.
03-4895	33382	PLA-65	Construct Southbound Lanes with Hot Mix Asphalt. (CMIA)	27-Oct-11	31-Dec-12	\$17,750	Bids opened 4/11/12. 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. Concurrent time extension is being requested.
10-9940C	0A872	STA-219	Widening and intersection improvement.	15-Dec-11	30-Jun-12	\$23,760	Bids opened 5/1/12. Pending award.

- (2) Extended deadline approved on March 29, 2012 (Waiver-12-12).

Memorandum

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: May 23, 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 California Transportation Commission (Commission) allocated \$94,213,000 to construct 71 locally-administered STIP projects. As of April 19, 2012, 60 projects totaling \$84,884,000 have been awarded and time extension requests have been approved for nine projects. These nine 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 has allocated \$46,928,000 to construct 32 locally-administered STIP projects. As of April 19, 2012, seven projects totaling \$20,425,000 have been awarded and a concurrent time extension is being requested for one project. The remaining 24 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	18	0	7	0	15
TOTAL	71	\$94,213	60	2	9	5	43

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	5	0	0	0	3
September 2011	2	\$1,007	2	0	0	0	2
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
February 2012	7	\$13,614	0	0	7	0	0
March 2012	3	\$2,633	0	0	3	0	0
TOTAL	32	\$46,928	7	0	25	0	5

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 ⁽¹⁾	\$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 ⁽⁴⁾	\$412,000	The project will be awarded by the extended deadline.
City of Dorris	Dorris Centennial Welcome Plaza	02-2476	23-Jun-11	30-Jun-12 ⁽²⁾	\$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 ⁽⁴⁾	\$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 ⁽³⁾	\$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 ⁽³⁾	\$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 ⁽⁴⁾	\$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 ⁽⁴⁾	\$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 ⁽⁴⁾	\$500,000	The project will be awarded by the extended deadline.
City of Milpitas	Escuela Parkway Pedestrian and Bike Enhancement	04-2255F	27-Oct-11	30-Apr-12	\$501,000	A concurrent three-month time extension is being requested.
City of Berkeley	Bay Trail Extension - Segment one	04-2100G	15-Dec-11	30-Jun-12	\$1,928,000	The project will be awarded by the deadline.
City of El Paso de Robles	South River Road Bike and Pedestrian Path	05-1978	15-Dec-11	30-Jun-12	\$355,000	The project will be awarded by the deadline.
City of El Paso de Robles	South River Road Bike and Pedestrian Path - Phase 2	05-1978A	15-Dec-11	30-Jun-12	\$800,000	The project will be awarded by the deadline.
City of Selma	Selma Bicycle Improvement project	06-B002P	15-Dec-11	30-Jun-12	\$251,000	The project will be awarded by the deadline.
City of California City	California City Boulevard Pedestrian Improvements	09-2520	15-Dec-11	30-Jun-12	\$565,000	The project will be awarded by the deadline.
Orange County	17th Street Median Landscaping project	12-2135U	15-Dec-11	30-Jun-12	\$273,000	The project will be awarded by the deadline.
City of Anaheim	Edison Right of Way Bike Path project	12-2135V	15-Dec-11	30-Jun-12	\$494,000	The project will be awarded by the deadline.
Grand Total					\$13,197,000	

- (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).

Memorandum

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: May 23, 2012

Reference No.: 3.3
Information Item

From: NORMA ORTEGA
Chief Financial Officer

Prepared By: Fardad Falakfarsa
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 March 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 six 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 are funds available due to de-obligations of Recovery Act funds. The majority of the funds de-obligated are 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																	
March 31, 2012																	
Appropriation ¹		Obligations								Awards ³			Outlays ⁵		Closed	Forecast of Inactive Obligations ⁶	
Recovery Dollars	Appropriation Source	Projects ^(2A)	Recovery Dollars ² 9/30/2010	Projects Deobligated	Deobligations ¹²	Total Recovery Dollars	Obligation Adjustments ^{2B}	Adjusted Total Recovery Dollars	Projects	Recovery Dollars	Total Leveraged Dollars ⁴	Projects	Recovery Dollars	Projects	Projects	Recovery Dollars	
State⁹	\$972,275,620	State Highway System Projects															
	State	94	\$708,151,180	8	1,334,992	\$706,816,188		\$706,816,188	94	\$706,816,188	\$831,177,838	94	\$603,219,876	9			
	State (Locally Administered) ¹¹	5	\$9,577,570			\$9,577,570	\$70,181	\$9,647,751	5	\$9,647,751	\$12,741,189	5	\$6,930,654		1	\$837,457	
	State & Region (State and Region \$) ⁷	7	\$572,205,891			\$572,205,891	\$469,712	\$572,675,603	7	\$572,675,603	\$1,373,524,251	7	\$442,672,674				
	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	\$234,128,020				
	Region ⁸ (Region \$)	20	\$78,501,879	1		\$78,501,879		\$78,501,879	20	\$78,501,879	\$167,667,373	20	\$65,213,270	2			
	Subtotal	142	\$1,671,846,725	10	\$1,418,992	\$1,670,427,733	\$539,893	\$1,670,967,626	142	\$1,670,967,626	\$2,772,881,859	142	\$1,352,164,493	11	1	\$837,457	
Region⁹	\$1,597,292,700	Local Highway System Projects⁸															
	Region	837	\$865,277,740	260	\$11,948,658	\$853,329,082	\$1,067,178	\$854,396,260	835	\$854,396,260	\$1,094,299,839	833	\$760,248,746	569	3	\$2,591,514	
	State & Region (State and Region \$)	2	\$2,501,985			\$2,501,985		\$2,501,985	2	\$2,501,985	\$3,516,730	2	\$2,501,985	1			
	State	1	\$1,200,000			\$1,200,000		\$1,200,000	1	\$1,200,000	\$1,200,000	1	\$1,200,000				
	Subtotal	840	\$868,979,725	260	\$11,948,658	\$857,031,067	\$1,067,178	\$858,098,245	838	\$858,098,245	\$1,099,016,569	836	\$763,950,731	570	3	\$2,591,514	
Flex¹⁰	(\$28,741,870)																
Total	\$2,540,826,450	Total	982	\$2,540,826,450	270	\$13,367,650	\$2,527,458,800	\$1,607,071	\$2,529,065,871	980	\$2,529,065,871	\$3,871,898,428	978	\$ 2,116,115,224	581	4	\$3,428,971
		Total State Obligation		\$972,275,620													
		Total Region Obligation		\$1,568,516,813													

¹ Total funds apportioned to state by FHWA and as distributed by California law AB 3X-20 (\$2,569,568,320)

² Obligations as of September 30, 2010

^{2A} Includes number of projects obligated as of September 30, 2010 deadline to obligate funds. Two projects were withdrawn after this date

^{2B} Increase in Obligation amounts as allowed by Upward Cost Adjustments. California's ceiling is \$2.3 million provided funds are available due to deobligations

³ Construction contracts awarded-assumes obligation amount

⁴ Total Leveraged Dollars include all fund sources

⁵ Outlays are eligible project expenditures reimbursed by FHWA

⁶ 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 April 25, 2012. Projects for: Chico, Baldwin Park, Thousand Oaks and Buena Park.

⁷ Projects administered by Caltrans, Region, or Local agency

⁸ Projects administered by Region or Local agency

⁹ 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

¹⁰ FHWA Funds transferred by Regions from FHWA to FTA for transit projects

¹¹ Transportation Enhancement funds made available for eligible projects on the state highway system

¹² Deobligations due to project savings, project close out, or projects withdrawn (2) after September 30, 2010

Recovery Act Program - Non Highway Programs March 31, 2012

Reference No.: 3.3
May 23, 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 ⁹
Doyle Drive Replacement (US-101)	\$46,000,000	\$1,045,000,000	\$46,000,000	\$19,949,475		
Otay Mesa POE (805/905 Interchange)	\$20,200,000	\$198,300,000	\$20,200,000	\$15,020,189	\$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 ⁸	\$30,000,000	\$69,300,000				
Total	\$130,000,000	\$1,761,600,000	\$100,000,000	\$35,969,665	\$2,293,686	

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	\$885,550

HIGH SPEED & INTERCITY PASSENGER RAIL (Discretionary) - FRA							
Nationally Available Grants ⁵		\$ 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
Total	38	\$1,149,322,000	10	\$164,905,755	10	\$164,905,755	\$4,578,414

AVIATION (Discretionary) - FAA			
Nationally Available Grants		\$1,300,000,000	
Projects	Awarded Amount ⁴	Obligations	Outlays
22	\$84,408,537	<i>Grants awarded by FAA directly to airports</i>	

ON-THE-JOB TRAINING / SUPPORTIVE SERVICES (Discretionary) - FHWA ⁷						
Projects	Awarded Amount	Obligations by CT	Projects Deobligated	Deobligations	Adjusted Obligations	Outlays ¹⁰
9	\$1,440,979	\$1,440,979	4	\$459,840	\$981,139	\$387,077

FEDERAL TRANSIT (Formula Distribution) - FTA				
Program	Projects	Recovery Dollars ¹	Obligations by CT ²	Outlays
5307 ³		\$968,313,640		
5307 Flex ⁶		\$26,764,736		
5309 ³		\$66,171,889		
5309 Flex ⁶		\$3,200,000		
5311	136	\$33,963,166	\$33,963,166	\$28,692,948
5311 Flex ⁶	2	\$1,977,134	\$1,977,134	\$1,977,134
Total	138	\$1,100,390,565	\$35,940,300	\$30,670,082

¹ Total funds apportioned to state by FTA.

² Commitment by FTA to reimburse eligible project expenditures

³ Grants awarded by FTA directly to transit agencies

⁴ Grants awarded by FAA directly to airports. Reflect most current award amounts

⁵ FRA allocates funds to specific projects

⁶ FHWA Funds transferred by regions from FHWA to FTA for transit projects. Amount total \$30,670,082.

⁷ On-the-Job Training - Support Services Grant for training centers

⁸ Grant funding does not flow through the Department

⁹ 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 April 25, 2012.

¹⁰ FRA Expenditures as of 12-31-11

Memorandum

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: May 23, 2012

Reference No.: 4.17
Information Item

From: NORMA ORTEGA
Chief Financial Officer

Prepared by: Gary Cathey
Chief
Division of Aeronautics

Subject: **ANNUAL REVIEW OF THE RATE FOR LOCAL GOVERNMENT MATCHING OF GRANTS FOR CALIFORNIA AID TO AIRPORTS PROGRAM (CAAP)**

ISSUE:

Under state requirements, the California Transportation Commission (Commission) is required to annually establish the rate at which local governments must match Acquisition and Development (A&D) grants from the Aeronautics Program.

The attached draft resolution establishes the matching rate for Fiscal Year (FY) 2012-13 A&D projects at 10 percent. The California Department of Transportation will request that the Commission adopt the attached resolution at its June 2012 meeting. The Technical Advisory Committee on Aeronautics (TACA) reviewed the matching rate at the May 9, 2012 meeting and recommended approval to the Commission.

BACKGROUND:

State law (Public Utilities Code Section 21684) requires local sponsors to match A&D grants at a rate between 10 percent and 50 percent of the project cost and requires the Commission to establish the matching rate annually.

In prior years, the Commission has established the matching rate at 10 percent. In 1995, the Commission stated its intention to consider changing the matching rate only at the same time as its biennial adoption of the Aeronautics Program. The Division of Aeronautics has developed the 2010 and 2012 Aeronautics Programs using a 10 percent matching rate.

Attachment

**Adoption of the Annual Rate for Local Government Matching
of California Aid to Airport Program (CAAP) Grants
for Fiscal Year 2012-13**

Resolution G-10-_____

- 1.1 WHEREAS, pursuant to Section 21684 of the Public Utilities Code, the California Transportation Commission (Commission) is charged with the responsibility of establishing the percentage rate of matching funds to be provided by public entities for Acquisition and Development projects under the California Aid to Airports Program (CAAP); and
- 1.2 WHEREAS, a 10 percent matching rate encourages timely use of funds from the Aeronautics Account; and
- 1.3 WHEREAS, a 10 percent matching rate ensures that the maximum number of airport sponsors can participate in the Aeronautics Program; and
- 1.4 WHEREAS, the 2010 and 2012 Aeronautics Programs were submitted with a matching rate of 10 percent.
- 2.1 NOW THEREFORE BE IT RESOLVED, that the Commission hereby establishes the local government matching rate for Fiscal Year 2012-13 for Acquisition and Development projects in the Aeronautics Program at 10 percent of the nonfederal portion of an airport project.

Memorandum

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: May 23, 2012

Reference No.: 4.18
Information Item

From: NORMA ORTEGA
Chief Financial Officer

Prepared by: Gary Cathey
Chief
Division of Aeronautics

Ref: **PROPOSED 2012 AERONAUTICS PROGRAM**

SUMMARY:

The California Department of Transportation's Division of Aeronautics Program is funded by the Aeronautics Account in the State Transportation Fund. It is prepared in accordance with Public Utilities Code Sections 21683 and 21706. The Technical Advisory Committee on Aeronautics approved the 2012 Aeronautics Program on May 9, 2012. This item will return at the June 27-28, 2012 California Transportation Commission (Commission) meeting for adoption.

The 2012 Aeronautics Program covers three Fiscal Years (FYs) 2012-13 through 2014-15. There are 18 projects totaling \$3.1 million. These projects were selected based on the current Capital Improvement Plan (CIP), using the Commission's approved priority ranking based on safety first, then capacity and security. The Commission approved the CIP on September 15, 2011.

Projects proposed in the 2012 Aeronautics Program are Acquisition and Development (A&D) projects. They are State funded at 90 percent of the total project with a 10 percent local match is required. On June 25, 2008, the Commission passed a resolution for the 2008 Aeronautics Program set asides. The new set aside ratio for A&D programmed projects are: 30 percent for Airport Land Use Compatibility Plans (ALUCP), 30 percent for Non-NPIAS (National Plan of Integrated Airport System) and 40 percent for NPIAS airports, per year. No safety projects were overlooked due to land use compatibility plan projects or any other projects.

The attached 2012 Aeronautics Program is recommended to go forward despite the uncertainty of the new State budget since the Division of Aeronautics forecasts the ability to fund these projects based on the monthly revenue sources: 18 cents/gallon motor vehicle fuel excise tax on general aviation gasoline and 2 cents/gallon excise tax on general aviation jet fuel. This program is consistent with the Fund Estimates for the Aeronautics Account.

BACKGROUND:

The 2012 Aeronautics Program is currently proposed at \$3.1 million for a total of 18 projects, including 4 (four) Airport Land Use Compatibility Plan Updates. All projects in the 2012 Aeronautics Program will be subject to the Commission's 2012 STIP Guidelines timely use of funds (TUF) Policy which requires that a project come in for allocation in the FY programmed or the project will lapse and be withdrawn from the Aeronautics Program.

The 2012 Aeronautics Program is composed of proposed projects that would be funded only after grants to local agencies (Annual Credit Grant Program of \$10,000) and then Airport Improvement Program (AIP) matching grant then, if money remains, the A&D program projects in the 2012 Aeronautics Program would be funded.

This new 2012 Aeronautics Program represents a fraction of the overall need of airport capital improvement projects for the State of California. There is currently a need of \$3.6 billion in capital improvement projects for all airports (commercial and general aviation). As acknowledged by the Commission letter dated February 4, 2010, sent to the State Senate and Assembly Committee Chairs, the creation of an adequate, dedicated revenue source would allow the State to better address these needs. Given current revenue constraints; however, these general aviation projects proposed in the new program will create jobs as well as improve the safety, capacity, and security of general aviation airports within the State.

Attachment

2012 Aeronautics Program Spreadsheet

2012 AERONAUTICS PROGRAM

Reference No.: 4.18
May 23, 2012
Attachment

FY 2012-13

<u>AIRPORT</u>	<u>CATEGORY</u>	<u>COUNTY</u>	<u>PROJECT DESCRIPTION</u>	<u>Priority Rank</u>	<u>TOTAL COST</u>	<u>STATE COST 90% ROUNDED</u>
Rio Vista Municipal Airport	Npias	Solano	ALUCP- Airport Land Use Compatibility Plan Update	1	\$128,000	\$116,000
Blue Canyon Airport	Non-Npias	Placer	Obstruction Removal (Trees)	1	\$30,000	\$27,000
Agua Caliente Springs Airport	Non-Npias	San Diego	Rehabilitate Runway 11/29	8	\$554,000	\$499,000
Hayward Executive Airport	Npias	Alameda	Runway 10R/28L and Taxiway Paving and Restriping	8	\$554,000	\$499,000
					Total	\$1,141,000

FY 2013-14

<u>AIRPORT</u>		<u>COUNTY</u>	<u>PROJECT DESCRIPTION</u>	<u>Priority Rank</u>	<u>TOTAL COST</u>	<u>STATE COST 90%</u>
Ward Field Airport	Non-Npias	Del Norte	ALUCP- Airport Land Use Compatibility Plan Update	1	\$150,000	\$135,000
Fall River Mills Airport	Npias	Shasta	ALUCP- Airport Land Use Compatibility Plan Update (County-wide)	1	\$220,000	\$198,000
Blue Canyon Airport	Non-Npias	Placer	Runway and Taxiway Light Repair	4	\$25,000	\$23,000
Calaveras Co./Maury Rasmussen Airport	Npias	Calaveras	Replace Rotating Beacon	5	\$22,000	\$20,000
Elk Hills-Buttonwillow Airport	Non-Npias	Kern	Widen Turnouts and Overlay Ramp	6	\$150,000	\$135,000
Calaveras Co./Maury Rasmussen Airport	Npias	Calaveras	Upgrade Automated Weather Observing System (AWOS)	7	\$55,000	\$50,000
Cameron Airpark Airport	Npias	El Dorado	Runway Crack Repair and Slurry Seal	8	\$73,000	\$66,000
Ward Field Airport	Non-Npias	Del Norte	Grade Runway Edges to Level	8	\$75,000	\$68,000
Jacumba Airport	Non-Npias	San Diego	Rehabilitate Runway 07/25	8	\$425,000	\$383,000
					Total	\$1,078,000

FY 2014-15

<u>AIRPORT</u>		<u>COUNTY</u>	<u>PROJECT DESCRIPTION</u>	<u>Priority Rank</u>	<u>TOTAL COST</u>	<u>STATE COST 90%</u>
Jacqueline Cochran Regional Airport	Npias	Riverside	ALUCP-Airport Land Use Compatibility Plan Update (County-wide)	1	\$150,000	\$135,000
Andy McBeth Airport	Non-Npias	Del Norte	Obstruction Removal (Trees)	1	\$150,000	\$135,000
Ravendale Airport	Non-Npias	Lassen	Construct Windsock Lighting and Beacon; Repair Segmented Circle	7	\$120,000	\$108,000
Taft Airport	Npias	Kern	Update Segmented Circle	7	\$30,000	\$27,000
Chiriaco Summit Airport	Non-Npias	Riverside	Runway Paving and Grading	8	\$477,000	\$430,000
					Total	\$835,000

Total Aeronautics Program 3 Years	\$3,054,000
--	--------------------

2012 AERONAUTICS PROGRAM

Reference No.: 4.18
May 23, 2012
Attachment

CIP Priority Ranking Matrix

Category	Description	Rank
Safety	Airport Land Use Compatibility Plan (ALUCP); Obstruction Mitigation/Abatement (Removal, trim, land acquisition, avigation easements for height restrictions)	1
	Obstruction Lighting (new)	2
	Runway Safety Area/Runway Protection Zone Land Acquisition	3
	Runway or Taxiway Lighting (repair or replace)	4
	Rotating Beacon (repair or replace)	5
	New Pavement for Runway turnaround (no parallel Taxiway)	6
	Landing Aids (e.g. Marking, Segmented Circle, VASI, AWOS, ASOS) (repair or replace)	7
	Capacity	Seal/Overlay/Rehab Existing Runway
		9
Runway Pavement (new) or Seal/Overlay/Rehab Existing Taxiway		
Runway Lighting or Rotating Beacon (new)		10
Airport Layout Plan (new or update)		11
Automated Weather Reporting Equipment (new)		12
		15
Taxiway Pavement (new) or Seal/Overlay/Rehabilitate Existing Apron		
Apron Pavement (new) or Service Roads		16
Landing Aids (new)		17
Utilities (drainage, water, sewage); Environmental Mitigation; Blast Wall; Fire Protection Systems; Radio Communication Equipment; Bond Servicing		18
Land Acquisition for Airside Usage; Taxiway Lighting (new); Master Plan		19
Noise Monitoring Equipment (new)	20	
Security	Security Fence (new)	13
	Apron Lighting (new)	14

Notes:

- 1.) Projects in the 2012 Aeronautics Program are considered acquisition and development (A&D) projects. They are state funded at 90 percent of the total project cost, with a 10 percent local match
- 2.) NPIAS (National Plan of Integrated Airport System) identifies airports that are significant to air transportation and eligible to receive grants under Federal Aviation Administration (FAA) for airport improvement program (AIP).
- 3.) On June 25, 2008, the Commission passed a resolution for the 2008 Aeronautics Program set asides. The new set aside ratio for A&D programmed projects are: 30 percent for Airport Land Use Compatibility Plans (ALUCP), 30 percent for Non-NPIAS and 40 percent for NPIAS airports, per year.
An attempt was made to program the new projects using the prescribed set-asides and up to \$1 million per fiscal year; however, the project amounts and descriptions can vary.
- 4.) This current Capital Improvement Plan (CIP) ranking was adopted by the Commission for the 2011 CIP and this priority ranking has been used for several programs. No Safety Projects were overlooked due to ALUCP projects or any other projects.
- 5.) G-12 Rules: If the project is less than \$120,000 at the time of Commission's allocation, the funds allocated for project can be adjusted not to exceed 110 percent.
If the project ranges from \$120,000 to \$500,000 at the time of allocation, the funds can be adjusted not to exceed the Commission's allocation by more than \$ 150,000.
- 6.) Newly programmed A&D Grant minimum amount is \$20,000 and the maximum amount is \$500,000 per airport per year.
- 7.) If the airport sponsor cannot document timely use of funds within the project's programmed year, the project will lapse and be withdrawn from the program.

8.) A&D Aeronautics Program	Goal	Total %	2012	%	2013	%	2014	%	Total 3 years
Non-NPIAS	30%	59%	\$526,000	46%	\$609,000	56%	\$673,000	81%	\$1,808,000
NPIAS	40%	22%	\$499,000	44%	\$136,000	13%	\$27,000	3%	\$662,000
ALUCP	30%	19%	\$116,000	10%	\$333,000	31%	\$135,000	16%	\$584,000
			<u>\$1,141,000</u>	<u>100%</u>	<u>\$1,078,000</u>	<u>100%</u>	<u>\$835,000</u>	<u>100%</u>	<u>\$3,054,000</u>

Memorandum

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: May 23, 2012

Reference No.: 2.2c.(1)
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**

RECOMMENDATION:

The California Department of Transportation (Department) recommends that the California Transportation Commission (Commission), as a responsible agency, approve the attached Resolutions E-12-25 and E-12-26.

ISSUE:

08-SBd-395, PM 19.05/35.6 **RESOLUTION E-12-25**

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 395 in San Bernardino County. Construct roadway improvements along a portion of SR 395 near the city of Adelanto. (PPNO 0259K)

This project in San Bernardino County will widen the median and shoulders along US 395, install rumble strips, resurface the roadway, and widen the following intersections to accommodate the new width of US 395: Colusa Road. Desert Flower Road. Purple Sage Street, Shadow Mountain Avenue, Sun Hill Ranch, and Princess Pat Mine. The project is programmed in the 2010 State Highway Operation and Protection Program (SHOPP). The total estimated project cost is \$55,460,000 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. The proposed project will involve construction activities in the habitat of the Desert tortoise and the Mohave ground squirrel, both special status species. Proposed measures including replacement habitat and protective fencing will mitigate any potential impacts to these species. As a result, an MND was completed for this project.

Attachment 1

ISSUE:

04-SM-101, PM 0.0, 04-SCL-101, PM 52.5
RESOLUTION E-12-26

The attached resolution proposes to approve for future consideration of funding the following project for which a Negative Declaration (ND) has been completed:

- Route 101 in Santa Clara and San Mateo Counties. Replace an existing bridge on Route 101 in the city of Palo Alto. (PPNO 0016V)

This project in Santa Clara County will replace the San Francisquito Creek Bridge on Route 101 at San Francisquito Creek, which divides the Cities of East Palo Alto and Palo Alto, and the Counties of San Mateo and Santa Clara. The project is programmed in the 2012 State Highway Operation and Protection Program (SHOPP). The total estimated project cost is \$15,676,000 for capital and support. Construction is estimated to begin in Fiscal Year 2013-14. The scope, as described for the preferred alternative, is consistent with the project scope programmed by the Commission in the 2012 SHOPP.

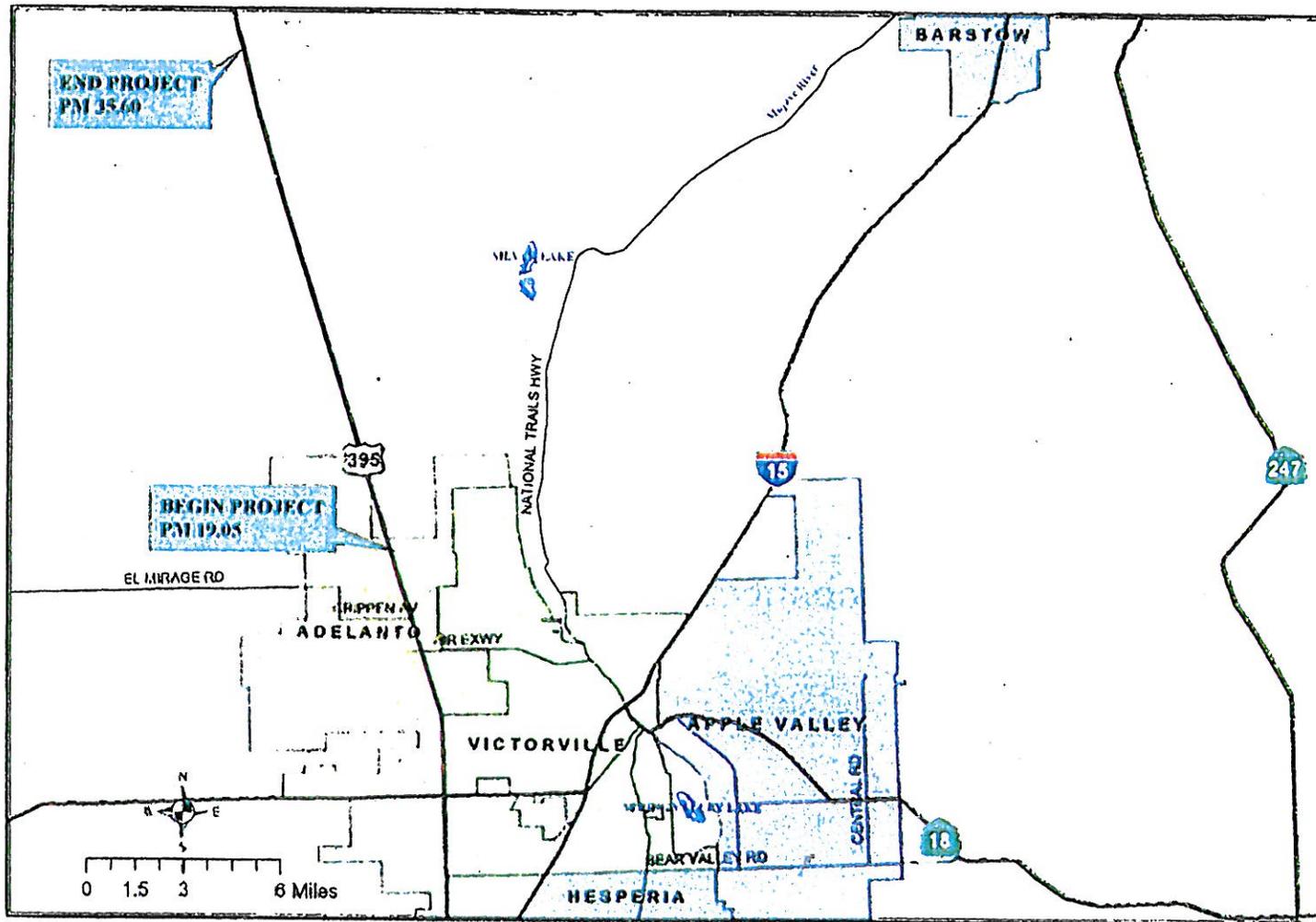
A copy of the ND has been provided to Commission staff. The project will result in no significant impacts to the environment. Avoidance and minimization measures would reduce any potential effects on biological resources and water quality. As a result, an ND was completed for this project.

Attachment 2

CALIFORNIA TRANSPORTATION COMMISSION

**Resolution for Future Consideration of Funding
08-SBD-395, PM 19.05/35.6
Resolution E-12-25**

- 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 395 in San Bernardino County. Construct roadway improvements along a portion of SR 395 near the city of Adelanto. (PPNO 0259K)
- 1.2** **WHEREAS**, the Department has certified that the Mitigated Negative Declaration has been completed pursuant to CEQA and the State CEQA Guidelines for its implementation; and
- 1.3** **WHEREAS**, the California Transportation Commission, as a responsible agency, has considered the information contained in the Mitigated Negative Declaration; and
- 1.4** **WHEREAS**, the project will not have a significant effect on the environment.
- 2.1** **NOW, THEREFORE, BE IT RESOLVED** that the California Transportation Commission does hereby approve the above referenced project to allow for future consideration of funding.



ATTACHMENT 1

US-395 Widening to Install Rumble Strips on Median and Outside Shoulders Project
PROJECT VICINITY MAP

CALIFORNIA TRANSPORTATION COMMISSION

**Resolution for Future Consideration of Funding
04-SM-101, PM 0.0, 04-SCL-101, PM 52.5
Resolution E-12-26**

- 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:
- Route 101 in Santa Clara and San Mateo Counties. Replace an existing bridge on Route 101 in the city of Palo Alto. (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.

ATTACHMENT 2

Route 101 San Francisquito Creek Bridge Replacement Project

FIGURE 1 – PROJECT VICINITY MAP



Memorandum

To: CHAIR AND COMMISSIONERS

CTC Meeting: May 23-24, 2012

Reference No.: 2.2c.(2)
Action


From: BIMLA G. RHINEHART
Executive Director

Subject: **APPROVAL OF PROJECT FOR FUTURE CONSIDERATION OF FUNDING
FINAL ENVIRONMENTAL IMPACT REPORT FOR THE NORTH SPRING STREET
VIADUCT WIDENING AND REHABILITATION PROJECT (RESOLUTION E-12-27)**

ISSUE:

Should the Commission, as a Responsible Agency, accept the Final Environmental Impact Report (FEIR) and Findings of Fact for the North Spring Street Viaduct Widening and Rehabilitation Project in Los Angeles County and approve project for future consideration of funding?

RECOMMENDATION:

Staff recommends that the Commission accept the FEIR and Findings of Fact and approve the project for future consideration of funding.

BACKGROUND:

The City of Los Angeles (City) is the CEQA lead agency for the North Spring Street Viaduct Widening and Rehabilitation Project. The project is located in the city of Los Angeles. The project will correct geometric deficiencies and retrofit the bridge to meet current seismic standards. The project will also provide bicycle and pedestrian access.

The overall project for which the FEIR covers will 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 visual/aesthetics and historical resources. Mitigation measures include, but are not limited to, replacing removed trees and/or landscaping with similar plantings and/or landscaping as agreed upon by the City's Street Services Bureau, Street Tree Division, in conjunction with Recreation and Park Architecture; relocating dedication plaques to an appropriate location on the widened section of the viaduct; and installing permanent metal plaques at both ends of the viaduct at public locations to provide a brief history of the viaduct.

The City adopted the FEIR and Findings of Fact for the project on June 4, 2011. On April 17, 2012 the City provided written confirmation that the preferred alternative set forth in the final environmental document is consistent project programmed by the Commission. The City also provided written confirmation of its commitment to all of the mitigation measures stipulated in the FEIR and Mitigation Monitoring Program.

The project is estimated to cost \$48,319,000. The project is funded with State (\$5,230,000) funds, Federal (\$39,546,000) funds, and Local (\$3,543,000) funds. Construction of is estimated to begin in fiscal year 2012/13.

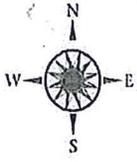
Attachment

- Resolution E-12-27
- Findings of Fact
- Project Location

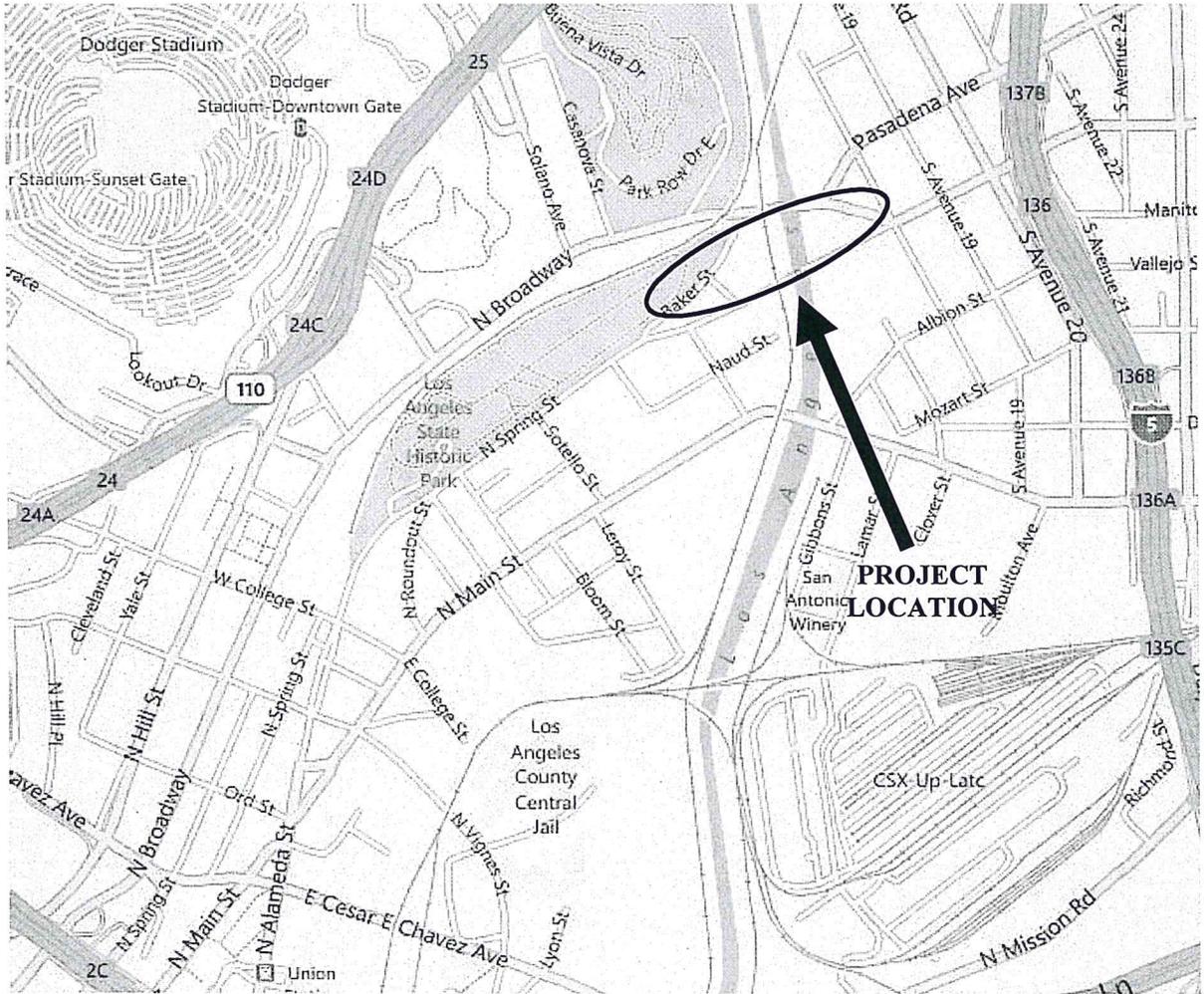
CALIFORNIA TRANSPORTATION COMMISSION

Resolution for Future Consideration of Funding 07 – Los Angeles County Resolution E-12-27

- 1.1 **WHEREAS**, the City of Los Angeles (City) has completed a Final Environmental Impact Report pursuant to the California Environmental Quality Act (CEQA) and the CEQA Guidelines for the following project:
 - North Spring Street Viaduct Widening and Rehabilitation Project
- 1.2 **WHEREAS**, the City has certified that the Final Environmental Impact Report has been completed pursuant to CEQA and the State CEQA Guidelines for its implementation; and
- 1.3 **WHEREAS**, the project will correct geometric deficiencies and retrofit the North Spring Street Viaduct; and
- 1.4 **WHEREAS**, the California Transportation Commission, as a Responsible Agency, has considered the information contained in the Final Environmental Impact Report; and
- 1.5 **WHEREAS**, Findings of Fact made pursuant to CEQA guidelines indicate that all significant impacts can be reduced by mitigation measures to a less than significant level; and
- 1.6 **WHEREAS**, the City adopted the Final Environmental Impact Report for the project; and
- 1.7 **WHEREAS**, the City adopted a Mitigation Monitoring Program for the project; and
- 2.1 **NOW, THEREFORE, BE IT RESOLVED** that the California Transportation Commission does hereby accept the Final Environmental Impact Report and Findings of Fact and approve the above referenced project to allow for future consideration of funding.



North Spring Street Grade Separation Widening and Rehabilitation Project Project Vicinity Map



NORTH SPRING STREET GRADE SEPARATION

**THOMAS GUIDE PAGE 634, GRID H-1 AND J-1
LOS ANGELES QUADRANGLE, TOWNSHIP T1S,
RANGE R13W**

**SCRRA MP RI-1.36 – RIVER SUBDIVISION (WEST
BANK)**

**DOT NO.: 027606W
CPUC NO.: RI-1.36-A
CPUC NO.: RI – 139.5-A**

And

**SCRRA MP RI-481 – RIVER SUBDIVISION (EAST
BANK)**

**DOT NO.: 811042B
CPUC NO.: RI – 481.44-A
LOS ANGELES, CALIFORNIA**

North Spring Street Viaduct Widening and Rehabilitation Project

Los Angeles, California
State Clearinghouse No. 2006091076
Bridge No. 53C-0859

California Environmental Quality Act Findings

**Prepared by
City of Los Angeles
June 2011**

**CITY OF LOS ANGELES
CALIFORNIA ENVIRONMENTAL QUALITY ACT FINDINGS
FOR THE
NORTH SPRING STREET VIADUCT WIDENING AND REHABILITATION PROJECT**

June 2011

The City of Los Angeles (City), acting as lead agency under the California Environmental Quality Act (CEQA), prepared an Environmental Impact Report/Environmental Assessment (EIR/EA) for the North Spring Street Viaduct Widening and Rehabilitation Project (project) (State Clearinghouse Number 2006091076). CEQA and the CEQA Guidelines adopted by the State Office of Planning and Research require a lead agency to make a series of certifications and findings in conjunction with approving any project for which an EIR has been prepared, and where the EIR shows that the project may have significant adverse effects on the environment. The Council of the City of Los Angeles hereby makes the following findings relating to the EIR for the project. The Council's findings contained herein are based on the entire record before the City, including, but not limited to, the EIR/EA and the Mitigation Monitoring and Reporting Program (MMRP) prepared for this project.

Record of Proceedings

The documents and other materials that constitute the record of proceedings upon which the City's project approval is based are located in the offices of the City Clerk, and at the Department of Public Works Bureau of Engineering, Bridge Improvement Program, located at 1149 South Broadway, Suite 750, Los Angeles, CA 90015.

Findings

The EIR/EA identifies several significant impacts that may result from development of the project. Pursuant to Public Resources Code Section 21081 of CEQA and Section 15091 of the CEQA Guidelines, the Los Angeles City Council hereby makes the following findings for each significant impact.

Traffic and Transportation/Pedestrian and Bicycle Facilities

Significant Environmental Impact:

Temporary construction impacts could occur from disruption of pedestrian access to the walkway on the viaduct.

Findings:

Changes or alterations have been required in, or incorporated into, the project that avoid or substantially lessen this significant effect as identified in the EIR/EA. The Council finds that with adoption of mitigation measure TRA-1, the impact would be reduced to a less-than-significant level.

Visual and Aesthetics

Significant Environmental Impact:

The project has the potential to degrade the existing visual quality and character of the site and its surroundings by removing or obscuring the view historic features of the viaduct, and by removing trees and other landscaping along the project route.

Findings:

Changes or alterations have been required in, or incorporated into, the project that avoid or substantially lessen the significant effect as identified in the EIR/EA. The Council finds that with the adoption of mitigation measure AES-1, the impacts would be reduced to a less-than-significant level.

Cultural Resources

Significant Environmental Impact:

The project has the potential to degrade the existing historic quality and character the historic viaduct and its surroundings by removing or obscuring the view historic features of the viaduct, and by and damaging the historic fabric however, the intent of the south sided widening is to minimize physical impacts to the existing viaduct, while introducing a new, light weight, structure that minimally impacts the view of the historic viaduct from the south, while preserving the entire viaduct from the north. Therefore, although from a regulatory perspective, the project would cause physical damage to the North Spring Street Viaduct, it would still preserve the scale, location, setting, design, materials, workmanship, feeling, and association of the historic viaduct.

Additionally, the new reduced addition to the south side of the viaduct would be constructed in a manner that would have the least physical impact on the viaduct and it would not materially impair in an adverse manner the characteristics of the historical resource that justify its eligibility as a Los Angeles Historic-Cultural Monument. The majority of design features and historic fabric would be preserved (the entire north side, the entire substructure, arches, spandrel columns, Beaux-Arts design, etc.). Additionally, the proposed reduced single-sided addition would meet the Secretary of the Interior's Standards for Rehabilitation if it is designed in a manner that is compatible, yet distinguishable, and not an exact replica of the existing historic viaduct.

Although this option would cause a regulatory adverse effect on the viaduct due to the loss of some historic fabric, the overall impacts to the viaduct could be reduced to a less-than-significant level.

Findings:

Changes or alterations have been required in, or incorporated into, the project that avoid or substantially lessen the significant effect as identified in the EIR/EA. The Council finds that with the adoption of mitigation measure HIS-1 through HIS-9, the impacts would be reduced to a less-than-significant level.

Memorandum

To: CHAIR AND COMMISSIONERS

CTC Meeting: May 23-24, 2012

Reference No.: 2.2c. (3)
Action


From: BIMLA G. RHINEHART
Executive Director

Subject: **APPROVAL OF PROJECT FOR FUTURE CONSIDERATION OF FUNDING
MITIGATED NEGATIVE DECLARATION FOR THE LA PAZ ROAD AND BRIDGE
WIDENING PROJECT (RESOLUTION E-12-28)**

ISSUE:

Should the Commission, as a Responsible Agency, accept the Mitigated Negative Declaration (MND) for the La Paz Road and Bridge Widening Project (project) in Orange County and approve the project for future consideration of funding?

RECOMMENDATION:

Staff recommends that the Commission accept the MND and approve the project for future consideration of funding.

BACKGROUND:

The City of Mission Viejo (City) is the CEQA lead agency for the project. On June 27, 2005 the City adopted the MND and found that the project would not have a significant effect on the environment after mitigation.

The project is located in the City of Mission Viejo in Orange County. The project will widen La Paz Road from four lanes to six lanes, between Muirlands Boulevard and Chrisanta Drive, including the widening of the existing bridge structures over the Southern California Railroad Authority railroad tracks.

Impacts that require mitigation measures to be reduced to a less than significant level relate to aesthetics, air quality, cultural resources, hydrology/water quality, and noise. Mitigation measures include, but are not limited to, removing trees in accordance with the guidelines set by the City of Mission Viejo; implementing a Traffic Management Plan and prior notification to emergency service providers; and perform construction activities in accordance with the City's established noise standards.

On April 17, 2012 the City confirmed that the preferred alternative set forth in the final environmental document is consistent with the project scope of work programmed by the Commission.

The project is estimated to cost \$7,323,000 and is programmed with State (\$1,275,000) funds, Federal (\$4,320,000) funds, and Local (\$1,728,000) funds. Construction is estimated to begin in fiscal year 2011/12.

Attachment

- Resolution E-12-28
- Project Location

CALIFORNIA TRANSPORTATION COMMISSION

Resolution for Future Consideration of Funding 12 – Orange County Resolution E-12-28

- 1.1 **WHEREAS**, the City of Mission Viejo (City) has completed a Mitigated Negative Declaration pursuant to the California Environmental Quality Act (CEQA) and the CEQA Guidelines for the following project:
 - La Paz Road and Bridge Widening Project
- 1.2 **WHEREAS**, the City has certified that the Mitigated Negative Declaration has been completed pursuant to CEQA and the State CEQA Guidelines for its implementation; and
- 1.3 **WHEREAS**, the project will widen La Paz Road bridge from four lanes to six lanes, between Muirlands Boulevard and Chrisanta Drive, including the widening of the existing bridge structures over the Southern California Railroad Authority railroad tracks, in the City of Mission Viejo, Orange 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 City 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 City adopted the Mitigated Negative Declaration; and
- 1.7 **WHEREAS**, the City 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.

**LA PAZ BRIDGE AND ROAD WIDENING: MUIRLANDS TO CHRISANTA
PROJECT LOCATION**



Memorandum

To: CHAIR AND COMMISSIONERS

CTC Meeting: May 23-24, 2012

Reference No.: 2.2c.(4)
Action


From: BIMLA G. RHINEHART
Executive Director

Subject: **APPROVAL OF PROJECT FOR FUTURE CONSIDERATION OF FUNDING
FINAL ENVIRONMENTAL IMPACT REPORT FOR THE TUSTIN RANCH ROAD
EXTENSION PROJECT (RESOLUTION E-12-29)**

ISSUE:

Should the Commission, as a Responsible Agency, accept the Final Environmental Impact Report (FEIR), Findings of Fact and Statement of Overriding Considerations for the Tustin Ranch Road Extension Project in Orange County and approve the Moulton project for future consideration of funding?

RECOMMENDATION:

Staff recommends that the Commission accept the FEIR, Findings of Fact and Statement of Overriding Considerations and approve the project for future consideration of funding.

BACKGROUND:

The City of Tustin (City) is the CEQA lead agency for the Tustin Ranch Road Extension Project. The project is located in the city of Tustin. Tustin Ranch Road is an incomplete roadway with a gap between Warner Avenue and Walnut. The project will close the gap between the two terminuses to connect the Tustin Legacy with neighboring residential areas and the Tustin Metrolink Station by constructing a new six lane grade separated road facility with bicycle and pedestrian facilities. The FEIR was approved and certified by the City Council of the City of Tustin on December 6, 2004.

The overall project for which the FEIR covers will result in significant unavoidable impacts to aesthetics; cultural and paleontological resources; agricultural resources; traffic/circulation; and air quality. Specifically, the overall project would result in loss of two discontinuous historic districts; conversion of 702 acres of Prime Farmland to non-agricultural use; decreased level of service at certain intersections and road segments; and the projected growth in the South Coast Air Basin will contribute to significant air quality impacts.

The City adopted the FEIR, Findings of Fact and a Statement of Overriding Considerations for the project on December 23, 2004. The City found that there were several benefits that outweigh the unavoidable adverse environmental effects of the project. These benefits include, but are not limited to, offsetting the negative socioeconomic effects caused by the Base Realignment and Closure Act; providing a substantial amount of both employment and housing opportunities by providing 77,401 jobs and providing over 4,600 housing units; solve existing community circulation and recreation parkland deficiencies by providing approximately 85 acres of parkland; and enabling the City of Tustin to generate sufficient revenue to support the investment in infrastructure. The City established a Mitigation Monitoring Program to ensure that the mitigation measures specified for the project are implemented.

On March 19, 2012 the City provided written confirmation that the preferred alternative set forth in the final environmental document is consistent project programmed by the Commission. The City also provided written confirmation of its commitment to all of the mitigation measures stipulated in the FEIR and Mitigation Monitoring Program.

The project is estimated to cost \$21,303,000. The project is funded with SLPP (\$4,510,000) funds and Local (\$16,793,000) funds. Construction of is estimated to begin in fiscal year 2012/13.

Attachment

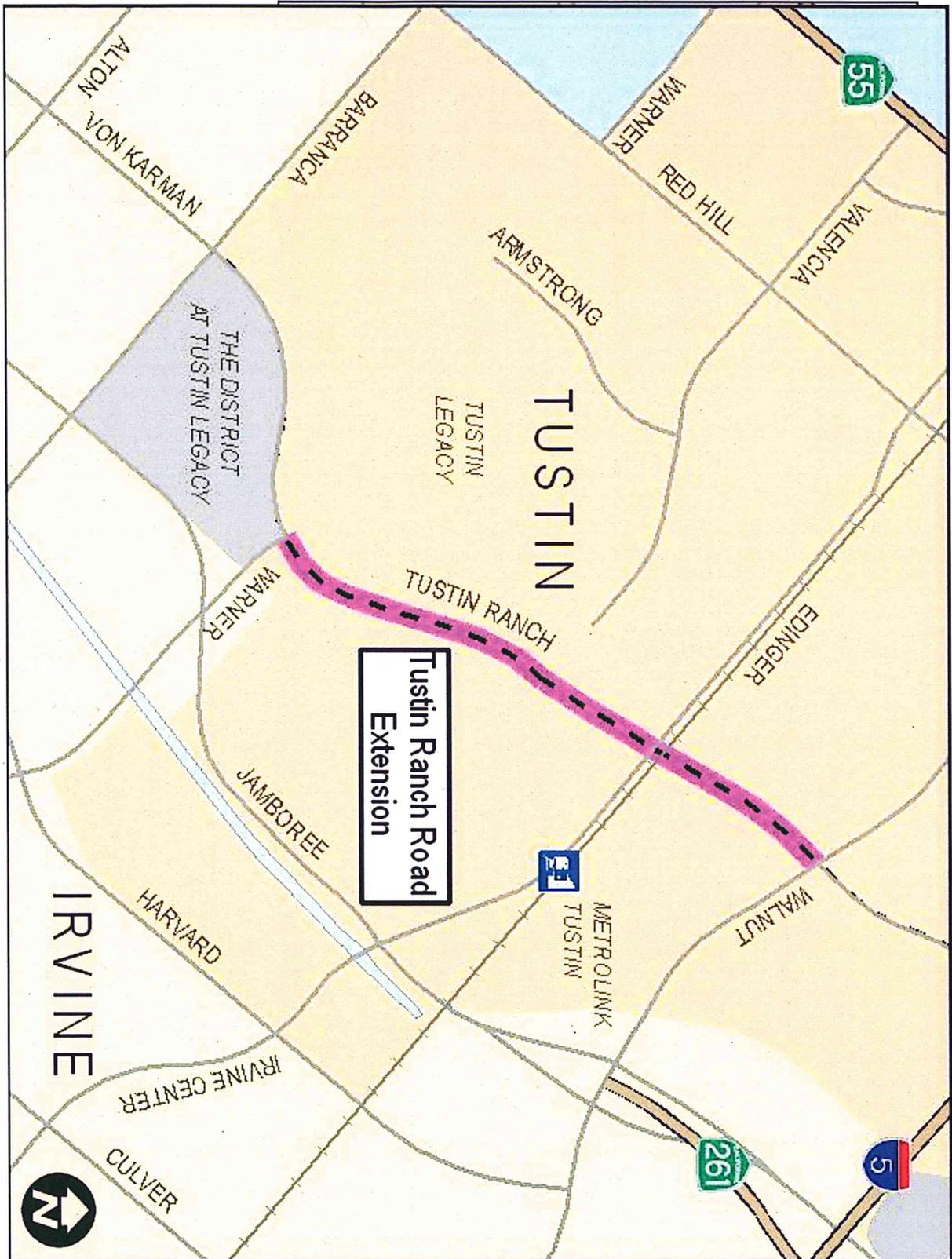
- Resolution E-12-29
- Findings of Fact & Statement of Overriding Considerations
- Project Location

CALIFORNIA TRANSPORTATION COMMISSION

Resolution for Future Consideration of Funding 12 – Orange County Resolution E-12-29

- 1.1 **WHEREAS**, the City of Tustin (City) has completed a Final Environmental Impact Report pursuant to the California Environmental Quality Act (CEQA) and the CEQA Guidelines for the following project:
 - Tustin Ranch Road Extension Project
- 1.2 **WHEREAS**, the City has certified that the Final 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 six lane grade separated road facility with bicycle and pedestrian facilities; and
- 1.4 **WHEREAS**, the California Transportation Commission, as a Responsible Agency, has considered the information contained in the Final Environmental Impact Report; and
- 1.5 **WHEREAS**, Findings of Fact made pursuant to CEQA guidelines indicate that specific unavoidable significant impacts related to aesthetics, cultural and paleontological resources, agricultural resources, traffic/circulation, and air quality 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 City adopted a Statement of Overriding Considerations for the project; and
- 1.7 **WHEREAS**, the City 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 Environmental Impact Report, Findings of Fact and Statement of Overriding Considerations and approve the above referenced project to allow for future consideration of funding.

Project Location Map



X. STATEMENT OF OVERRIDING CONSIDERATIONS

SUMMARY OF OVERRIDING CONSIDERATIONS

The California Environmental Quality Act (CEQA) requires a decision-maker, in this case the Tustin City Council, to balance the benefits of a proposed project (Tustin Ranch Road Extension in conjunction with the MCAS, Tustin Reuse Plan Project) against its unavoidable environmental risks in determining whether to approve the project. If the Tustin City Council allows the occurrence of significant effects through approval of a project, it must state its specific reasons for so doing in writing. Such reasons are included in the "statement of overriding considerations."

Section 15093 of the CEQA Guidelines establishes the following requirements for a statement of overriding considerations:

- (a.) CEQA requires the decision-making agency to balance, as applicable, the economic, legal, social, technological or other benefits of a proposed project against its unavoidable environmental risks when determining whether to approve the project. If the specific economic, legal, social, technological or other benefits of a proposed project outweigh the unavoidable adverse environmental effects, the adverse environmental effects may be considered "acceptable."
- (b) When the lead agency approves a project which will result in the occurrence of significant effects, which are identified in the final EIR but are not avoided or substantially lessened, the agency shall state in writing the specific reasons to support its action based on the final EIR and/or other information in the record. The statement of overriding considerations shall be supported by substantial evidence in the record.
- (c) If an agency makes a statement of overriding considerations, the statement should be included in the record of the project approval and should be mentioned in the notice of determination. This statement does not substitute for, and shall be in addition to, findings required pursuant to Section 15091.

The City of Tustin (hereafter referred to as "City") adopts and makes the following statement of overriding considerations regarding the remaining unavoidable impacts identified within Final Supplement #1 to the Final EIS/EIR for the Extension of Tustin Ranch Road Between Walnut Avenue and the Future Alignment of Valencia North Loop Road, in conjunction with the MCAS, Tustin Reuse Plan Project. In adopting Resolution 04-77, the Tustin City Council acknowledges that it has weighed the benefits of the Extension of Tustin Ranch Road) against the adverse significant impacts that have not been avoided or substantially lessened to less-than-significant levels through mitigation.

The Tustin City Council hereby determines that the benefits of the Reuse Plan (Alternative 1) and Extension of Tustin Ranch Road outweigh the unmitigated adverse impacts and the project should be approved. The Tustin City Council finds that to the extent that the identified significant adverse impacts have not been avoided or substantially lessened, there are specific economic, legal, social, technological or other considerations which support approval of the project.

SIGNIFICANT UNAVOIDABLE IMPACTS

Unavoidable or potentially unavoidable significant environmental effects of the project identified in Final Supplement #1 to Final EIR/EIS, the Final EIS/EIR and Findings of Significant Impacts include the following:

The loss of both hangars would be a significant unmitigable visual impact. (MCAS Tustin Reuse Plan project)

All of the two discontinuous historic districts would be eliminated. The intent is to retain both hangars, if financially feasible, but one or both of the blimp hangars could be eliminated. (MCAS Tustin Reuse Plan project)

Existing farmland would no longer be cultivated. Project development will result in the conversion of approximately 682 acres of Prime Farmland and 20 acres of Farmland of Statewide Importance for a total of 702 acres of Farmland to non-agricultural use. (MCAS Tustin Reuse Plan project and Tustin Ranch Road Extension project)

There would be decreased levels of service at certain intersections and road segments. With feasible mitigation measures to reduce this impact, significant traffic impacts would remain at the intersections of Tustin Ranch Road and Walnut Avenue, and Jamboree Road and Barranca Parkway under full buildout (year 2020). (MCAS Tustin Reuse Plan project and Tustin Ranch Road Extension project)

Peak reduced emissions of suspended particulates (PM₁₀), reactive organic compounds (ROC), and oxides of nitrogen (NO_x) due to construction activities would exceed South Coast Air Quality Management District (SCAQMD) thresholds of significance during some or all phases of the project. (MCAS Tustin Reuse Plan project)

Long-term operation emissions from mobile (vehicular) and stationary sources would exceed SCAQMD thresholds of significance for CO, NO_x, and ROC. (MCAS Tustin Reuse Plan project)

The proposed project has not been included in the modeling assumptions of the 1994 or 1997 AQMPs, and is therefore inconsistent with the AQMP. (MCAS Tustin Reuse Plan project)

Reuse of MCAS Tustin and the possible resultant loss of both blimp hangars, in conjunction with other development in Orange County (in particular, reuse of the former MCAS El Toro), would result in a significant change in the visual setting of the area. (MCAS Tustin Reuse Plan project)

The project would result in irreversibly eliminating most of the two discontinuous eligible historic districts and could result in the demolition of one or both blimp hangars, depending on whether reuse is financially feasible. These actions would contribute to a cumulative loss of World War II United States military development, which is increasingly being demolished due to military base closings. (MCAS Tustin Reuse Plan project)

The proposed project would result in conversion of approximately 702 acres of Farmland. While this conversion is typical in Orange County, the cumulative impact would be significant because this Farmland and other agricultural land being converted in Orange County represents some of the last remaining agricultural land in the County. (MCAS Tustin Reuse Plan project and Tustin Ranch Road Extension project)

The analysis of project-level impacts in Final Supplement #1 to Final EIS/EIR and the Final EIS/EIR consider the project's contribution to cumulative impacts. While most impacts can be mitigated to less-than-significant levels, significant traffic impacts would remain at the intersections of Tustin Ranch Road and Walnut Avenue, and Jamboree Road and Barranca Parkway under full buildout (year 2020). (MCAS Tustin Reuse Plan project and Tustin Ranch Road Extension project)

The project, when considered with projected growth in the South Coast Air Basin (SCAB), will contribute to significant air quality impacts. (MCAS Tustin Reuse Plan project)

Private property owners may refuse to permit the City to make improvements, or may delay implementation of mitigation measures NR1-NR7, and the noise impacts may be unavoidable. (Tustin Ranch Road Extension project)

ADOPTION OF OVERRIDING CONSIDERATIONS

The City finds that each of the overriding considerations set forth below constitutes a separate and independent ground for finding that the benefits of the Extension of Tustin Ranch Road in conjunction with the MCAS, Tustin Reuse Plan Project outweigh its significant adverse environmental impacts and is an overriding consideration warranting approval of the Extension of Tustin Ranch Road. These matters are supported by substantial evidence in the record.

FINDINGS OF OVERRIDING CONSIDERATIONS

The approval of the MCAS, Tustin Reuse Plan Project will enable the City of Tustin to offset the negative socioeconomic effects caused by the Base Realignment and Closure Act (BRAC) and the resultant closure of MCAS Tustin to the greatest degree of the alternatives considered. Specifically, the project will provide the greatest number of jobs. The City finds that the benefits of reuse of MCAS Tustin override the significant impacts associated with the project.

The approval of the MCAS, Tustin Reuse Plan Project will enable the City of Tustin to reuse the reuse plan area under an economically viable and balanced reuse plan to the greatest degree of the alternatives considered. The City finds that the benefits of reuse of MCAS Tustin and implementation of the Extension of Tustin Ranch Road override the significant impacts associated with the project.

The approval of the MCAS, Tustin Reuse Plan Project will enable the City of Tustin to provide a substantial amount of both employment and housing opportunities. Specifically, the project will provide 77,401 jobs, the greatest number of jobs of the alternatives, as well as provide over 4,600 housing units. The City finds that the benefits of reuse of MCAS Tustin and implementation of the Extension of Tustin Ranch Road override the significant impacts associated with the project.

The approval of the MCAS, Tustin Reuse Plan Project will enable the City of Tustin to solve existing community circulation and recreation parkland deficiencies to the greatest degree of the alternatives considered. The project will result in approximately 85 acres of parkland, the greatest amount of parkland of the alternatives. The project will connect local and regional thoroughfares and will result in significant unavoidable impacts at two intersections, the least of the reuse alternatives considered. Thus, the project will provide the greatest amount of parkland and least number of unmitigable traffic impacts. The City finds that the benefits of reuse of MCAS Tustin and implementation of the Extension of Tustin Ranch Road override the significant impacts associated with the project.

The approval of the MCAS, Tustin Reuse Plan Project will enable the City of Tustin to generate sufficient revenue (property tax, sales tax or others) to support the investment in infrastructure required to improve the site for civilian purposes to the greatest degree of the alternatives considered. The City finds that the benefits of reuse of MCAS Tustin and implementation of the Extension of Tustin Ranch Road override the significant impacts associated with the project.

The approval of the MCAS, Tustin Reuse Plan Project will result in the least overall relative environmental impact of the alternatives considered. Specifically, the project will result in the least relative impact to aesthetics, traffic/circulation, and air quality. Moreover, the project could provide for incorporation of both blimp hangars, while Alternatives 2 and 3 would retain only the northern blimp hangar, if financially feasible. The City finds that the benefits of reuse of MCAS Tustin and implementation of the Extension of Tustin Ranch Road override the significant impacts associated with the project.

The proposed extension of Tustin Ranch Road between Walnut Avenue and the future alignment of Valencia North Loop Road (Tustin Ranch Road Extension Project) will improve north-south regional and local circulation in Tustin by extending Tustin Ranch Road southerly from its existing terminus to Walnut Avenue, thereby providing an additional north-south arterial in Tustin. This will link the area of Tustin north of Edinger Avenue with the area to the south of Edinger Avenue. The Tustin Ranch Road Extension Project will also provide adequate capacity to accommodate existing and future local and regional traffic based on the forecast traffic modeling described in the Traffic Analysis for Tustin Ranch Road dated March 10, 2004, prepared by Kimley-Horn and Associates, Inc. (See Draft Supplement).

As presented on page 11 of the Traffic Analysis, the Tustin Ranch Road Extension Project will improve conditions at several intersections in 2005, but not sufficiently to eliminate the mitigation needs identified in the FEIR. If the Tustin Ranch Road Extension Project were not constructed, there would be significant traffic impacts at eight (8) intersections in 2020 that were not identified in the FEIR. These intersections are listed on page 20 of the Traffic Analysis.

Tustin Ranch Road is designated as a Major Arterial on the County's Master Plan of Arterial Highways and in the Circulation Element of the Tustin General Plan. Major Arterials are multilane roadways designed to carry a substantial volume of local and regional traffic. They are also designed with concentrated access locations and allow minimum driveways, which have been shown to reduce roadway capacity due to the interruption of the steady progression of traffic. The Tustin Ranch Road Extension Project will bring the roadway into conformance with these plans and provide relief to other arterials such as Red Hill Avenue as shown in the Traffic Analysis. Conformity is a requirement of the Orange County Growth Management Element to participate in the County's Measure M Program, which is the primary transportation funding program for the County. One of the goals of the County's Growth Management Plan Element is to reduce traffic congestion and ensure that adequate transportation facilities are provided for existing and future residents. This project will meet these goals. This project is also included as one of the planned transportation improvements in the City's Growth Management Element of the General Plan.

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Memorandum

To: CHAIR AND COMMISSIONERS

CTC Meeting: May 23-24, 2012

Reference No.: 2.2c. (5)
Action



From: BIMLA G. RHINEHART
Executive Director

Subject: **APPROVAL OF PROJECT FOR FUTURE CONSIDERATION OF FUNDING
MITIGATED NEGATIVE DECLARATION FOR THE CALABASAS ROAD
IMPROVEMENTS-BRADFORD ROAD TO BUENA VISTA DRIVE PROJECT
(RESOLUTION E-12-30)**

ISSUE:

Should the Commission, as a Responsible Agency, accept the Mitigated Negative Declaration (MND) for the Calabasas Road Improvements-Bradford Road to Buena Vista Drive Project (project) in Santa Cruz County and approve the project for future consideration of funding?

RECOMMENDATION:

Staff recommends that the Commission accept the MND and approve the project for future consideration of funding.

BACKGROUND:

The City of Watsonville (City) is the CEQA lead agency for the project. On June 3, 2005 the City adopted the MND and found that the project would not have a significant effect on the environment after mitigation.

The project is located in the City of Watsonville in Santa Cruz County. The project will construct a storm drain outfall pipe, headwall, and 130 linear feet of grading of an existing drainage ditch of the City of Watsonville Airport Property.

Impacts that require mitigation measures to be reduced to a less than significant level relate to biological resources, hydrology/water quality, and hazardous waste. Mitigation measures include, but are not limited to, conducting a pre-construction survey in late June-early July, concurrent with the blooming of the Santa Cruz tarplant and prior to site work; complying with the City of Watsonville's Storm Water Development and Land Standards; clearly delineating project limits to prevent potential impacts for work on the drainage swell; and thoroughly rinsing all seeding equipment at least three times offsite prior to commencement of seeding work.

On April 9, 2012 the City confirmed that the preferred alternative set forth in the final environmental document is consistent with the project scope of work programmed by the Commission.

The project is estimated to cost \$1,911,914 and is programmed with State (\$1,050,000) funds, Federal (\$550,000) funds, and Local (\$622.927) funds. Construction is estimated to begin in fiscal year 2012/13.

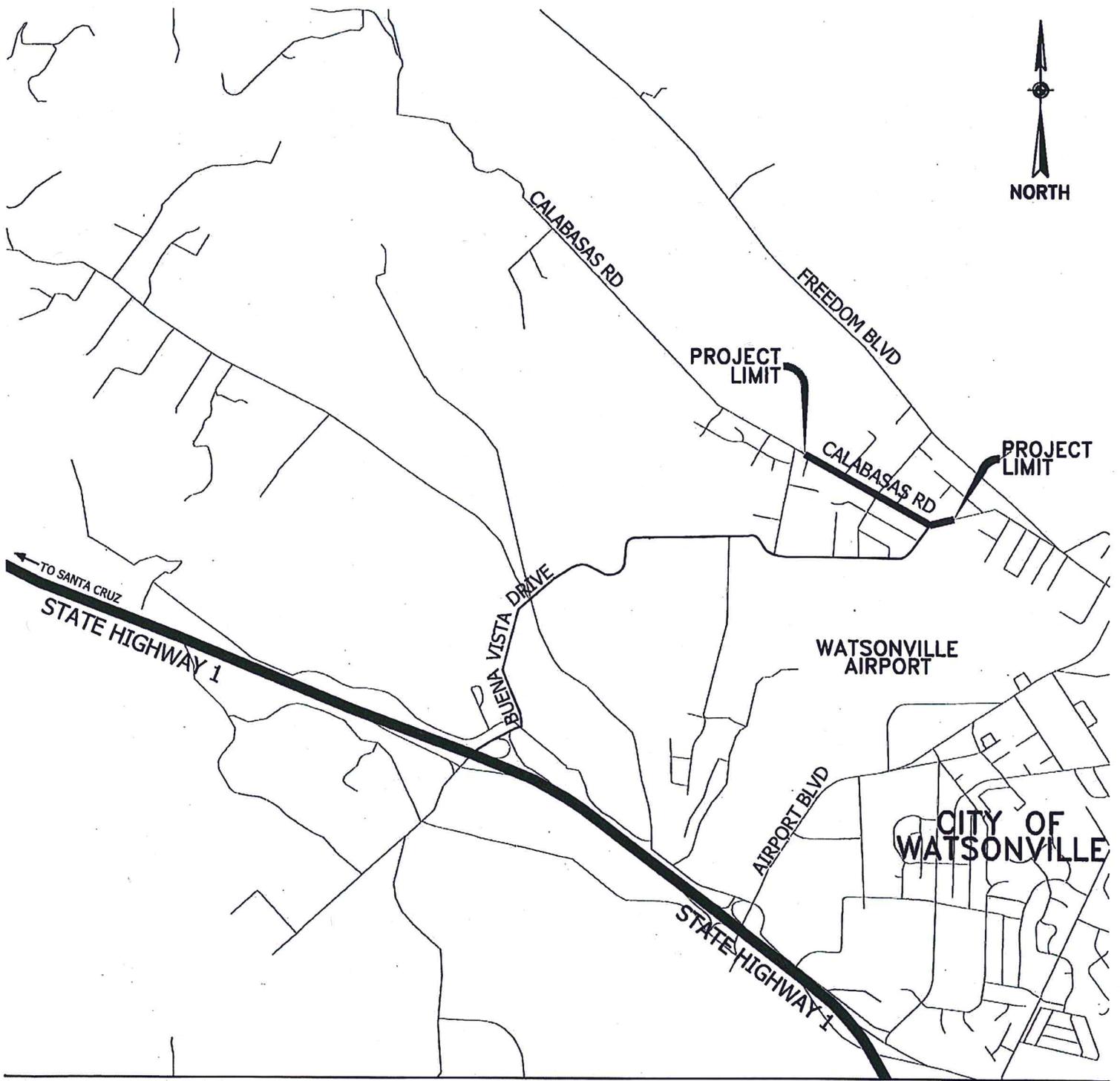
Attachment

- Resolution E-12-30
- Project Location

CALIFORNIA TRANSPORTATION COMMISSION

Resolution for Future Consideration of Funding 05 – Santa Cruz County Resolution E-12-30

- 1.1 **WHEREAS**, the City of Watsonville (City) has completed a Mitigated Negative Declaration pursuant to the California Environmental Quality Act (CEQA) and the CEQA Guidelines for the following project:
 - Calabasas Road Improvements-Bradford Road to Buena Vista Drive Project
- 1.2 **WHEREAS**, the City has certified that the Mitigated Negative Declaration has been completed pursuant to CEQA and the State CEQA Guidelines for its implementation; and
- 1.3 **WHEREAS**, the project will construct a storm drain outfall pipe, headwall, and grading of existing drainage ditch in the City of Watsonville, Santa Cruz 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 City 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 City adopted the Mitigated Negative Declaration; and
- 1.7 **WHEREAS**, the City 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.



Directions:

From Ocean Street in Santa Cruz,
Travel South on State Highway 1 approx. 12.8 miles
Take the Buena Vista Drive Exit and turn left onto Buena Vista Drive,
Continue on Buena Vista Drive approx. 1.9 miles,
Turn left onto Calabasas Road.

Vicinity Map

Scale: 1" = 2000'

Memorandum

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: May 23, 2012

Reference No.: 2.3b.(1)
Action Item

From: NORMA ORTEGA
Chief Financial Officer

Prepared by: Terry L. Abbott
Chief
Division of Design

Subject: **NEW PUBLIC ROAD CONNECTION, 04-SCL-880 PM 0.4**
RESOLUTION S-751

RECOMMENDATION:

The Department of Transportation (Department) recommends the California Transportation Commission (Commission) approve the attached Resolution S-751 and map authorizing a new public road connection to I-880 at North Monroe Street in the city of San Jose.

ISSUE:

The Santa Clara Valley Transportation Authority has requested approval of a new public road connection to I-880. Pursuant to Section 100.2 of the Streets and Highways Code, no local road shall be connected with any freeway until the Commission adopts a resolution consenting thereto. It is recommended that the Commission approve the resolution in accordance with the recommendation of the Acting Chief Engineer. The resolution grants approval of a new public road connection on the west side of I-880 to North Monroe Street connection in the city of San Jose, in the county of Santa Clara, at Post Mile 0.4.

Recommended by: _____
ROBERT PIEPLOW
Acting Chief Engineer

BACKGROUND:

The Santa Clara Valley Transportation Authority (VTA), in cooperation with the Department and the city of San Jose, proposes to improve the State Route 17 (SR 17)/Interstate 280 (I-280) /Interstate 880 (I-880) freeway-to freeway interchange and the I-880/Stevens Creek Boulevard interchange in the city of San Jose to improve operations and safety, improve traffic circulation, and reduce traffic congestion and delay.

Substantial residential and commercial growth has occurred in the area of the Stevens Creek Boulevard corridor. Included in this growth are several expansions of a large regional shopping mall (Westfield Valley Fair) and the construction of a large mixed-use development (Santana Row). High traffic volumes have resulted from this growth.

This project proposes to construct a dedicated lane directly onto Monroe Street from the realigned Southbound I-880/Stevens Creek Boulevard exit-ramp. The dedicated lane to Monroe Street will have an 18-foot-wide lane with 4-foot-wide left and 8-foot-wide right shoulders. This project would reconfigure a portion of Monroe Street, approximately 400 feet north of the intersection with Stevens Creek Boulevard, to accommodate the dedicated lane from the southbound I-880 exit ramp. In order to accommodate realigning the exit ramp and to terminate it onto Monroe Street, additional Right of Way will be required. This will also require a new access point along the existing controlled access right of way.

I- 880 in this vicinity is part of the California Freeway and Expressway System. I-880 extends from I-280 in San Jose to I-80 in Oakland. I-880 and I-280 are part of a belt route around the Bay Area connecting multiple cities and counties. Within the project area, SR 17, I-880 and I-280 are located entirely within an urbanized area.

On April 19, 1951, the California Highway Commission adopted the portion of I-880 from Hamilton Avenue to Bascom Avenue as a freeway. The current I-880 designation was assigned in 1984 after a transfer from SR 17.

Within the project limits, I-880 is predominantly comprised of three mixed-flow lanes with inside and outside shoulders in both directions. An existing median barrier separates the northbound and southbound traffic. Auxiliary lanes exist between the Stevens Creek Boulevard and Bascom Avenue interchanges in both directions. The mixed-flow lanes are 12 feet wide. The outside shoulder is 10 feet wide and the inside shoulder width varies from 2 to 6 feet. There are existing sound walls north of Forest Avenue, on both sides of I-880. The existing right of way varies from 150 to 500 feet wide within the project limits.

Stevens Creek Boulevard is an east-west major arterial, which extends from the City of Cupertino to Bascom Avenue, just east of I-880. At Bascom Avenue, the arterial becomes San Carlos Street. San Carlos Street runs easterly through Downtown San Jose. Within the project limits, Stevens Creek Boulevard is a divided six-lane road. Numerous retail stores such as Westfield Valley Fair (one of the largest malls in Northern California), restaurants, the famous Winchester Mystery House, auto dealerships, movie theatres, a local park (Frank Santana Park) and residential houses occupy the area west of I-880 and north of I-280.

On March 27, 2008, VTA completed a corridor study on I-880 between US 101 and I-280. In this corridor study a Traffic Operations Analysis Report (TOAR) was prepared for the Improvements at SR-17/I-280/I-880 Interchange and the I-880/Stevens Creek Boulevard Interchange. The TOAR concluded that the proposed modifications at I-880 and Stevens Creek Boulevard would remove a number of existing merge/weave constraints and separate regional (NB I-280 to NB I-880) and local traffic (NB I-280 to Stevens Creek Boulevard). It would also improve the flow through the interchange allowing more traffic to get onto Stevens Creek Boulevard. Realigning the I-880 southbound exit ramp to connect to Monroe Street would provide significant benefit during Saturday mid-day delays and reduce spillback from Stevens Creek Boulevard/NB I-880 exit ramp to NB I-280 resulting in decrease in congestion.

An Environmental Scoping Meeting was held on January 28, 2009 to discuss the planned improvements and seek input from the community. A Public Hearing was held on December 8, 2010 for the proposed improvements at SR-17/I-280/I-880 Interchange, I-280/Winchester Boulevard Interchange and I- 880/Stevens Creek Boulevard Interchange. These meetings were organized by VTA, the Department, City of San Jose and consultant staff. Local elected officials, residents and local business representatives attended the meetings. The project was presented to VTA's Bicycle & Pedestrian Advisory Committee during a February 9, 2011 meeting.

VTA's *Valley Transportation Plan (VTP) 2035* is the countywide transportation plan for Santa Clara County for the next 25 years. It was adopted by the VTA Board of Directors in January 2009. The plan includes the vision for transportation, support for the regional (Bay Area) vision for transportation and outlines transportation planning projects and programs for Santa Clara County. This project is listed as project #H73 (I-280/I-880/Stevens Creek Boulevard Interchange Improvements) and #H70 (I-280 Northbound Winchester Boulevard Interchange Improvements) with \$64 million and \$59 million VTP allocation in 2008 dollars, respectively.

The estimated construction cost for this project is \$46,400,000. The right of way cost is estimated at \$4,800,000 including utilities. Capital Outlay Support is estimated at \$14,200,000. This project is currently on the May, 2012 Commission Agenda to vote construction funds; proposed funding includes Corridor Mobility Improvement Account money.

All applicable Mandatory and Advisory Design Exceptions have been approved. The Final Environmental Impact Report/Environmental Assessment was approved by the Department on July 8, 2011. The Department approved the Project Report on July 25, 2011. The Final Environmental Impact Report/Environmental Assessment was approved by the Commission on October 27, 2011. A Superseding Freeway Agreement with the City of San Jose is currently in draft form and will be sent to the City of San Jose for execution in the near future.

Attachments

Resolution S-751
Location Map

**CALIFORNIA TRANSPORTATION COMMISSION
Resolution Authorizing a New Public Road Connection**

4-SCL-880 PM 0.4

Resolution S-751

WHEREAS, the Santa Clara Valley Transportation Authority has requested approval of a new public road connection on State Route 880 for Monroe Street; and

WHEREAS, the Final Environmental Impact Report/Environmental Assessment was approved on July 8, 2011, in compliance with the California Environmental Quality Act; and

WHEREAS, the project will have impacts on the environment that will be mitigated.

NOW, THEREFORE, BE IT RESOLVED by the California Transportation Commission that pursuant to the authority vested in it by law, this Commission does hereby authorize one new public road connection on State Route 880 at Monroe Street, PM 0.4, in the city of San Jose, in the county of Santa Clara.

Memorandum

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: May 23, 2011

Reference No.: 2.3b.(3)
Action Item

From: NORMA ORTEGA
Chief Financial Officer

Prepared by: Terry L. Abbott
Chief
Division of Design

Subject: **NEW PUBLIC ROAD CONNECTION, 03-ED-50 PM 16.5**
RESOLUTION S-753

RECOMMENDATION:

The Department of Transportation (Department) recommends the California Transportation Commission (Commission) approve the attached Resolution S-753 and map authorizing a new public road connection at Ray Lawyer Drive to State Route (SR) 50 in the city of Placerville.

ISSUE:

The City of Placerville has requested approval of a new public road connection to SR 50. Pursuant to Section 100.2 of the Streets and Highways Code, no local road shall be connected with any freeway until the Commission adopts a resolution consenting thereto. It is recommended that the Commission approve the resolution in accordance with the recommendation of the Acting Chief Engineer. The resolution grants approval of a new public road connection as an interchange to SR 50 in the county of El Dorado, in the city of Placerville, at Ray Lawyer Drive at Post Mile (PM) 16.5.

Recommended by: _____
ROBERT PIEPLOW
Acting Chief Engineer

BACKGROUND:

Due to projected growth and congestion in the western area of the City of Placerville (City), the City is proposing to construct a new interchange on SR 50 at the existing Ray Lawyer Drive overcrossing location, east of the Placerville Drive/Forni Road interchange. This new interchange is part of a much larger project known as the Western Placerville Interchanges Project. The purpose of the project is to address current and projected regional and local traffic demand, improve traffic circulation and emergency access, and relieve overall congestion in the area.

SR 50 is part of the California Freeway and Expressway System and it runs west to east traversing the counties of Sacramento and El Dorado to the Nevada State line. It is a major and historic thoroughfare through El Dorado County to Lake Tahoe and beyond to Nevada. SR 50 is access controlled freeway from Sacramento County to the community of Pollock Pines in El Dorado County, east of the proposed project location. It is the primary route of travel for goods and services through El Dorado County. In the project area, SR 50 was designated as freeway by the California Highway Commission in 1957.

This segment of SR 50 is classified as a principal arterial, federal aid primary route. It is a four-lane divided freeway with a 22 feet wide median, 12-foot lanes, and inside and outside shoulders that vary in width to a maximum of 8 feet. In the area of downtown Placerville, SR 50 serves as an expressway with three at-grade signalized intersections and several right in/out access points and off ramps. From the eastern Placerville city limit, SR 50 serves as a 4-lane expressway with multiple access points and unprotected left turn movements.

Ray Lawyer Drive is a two-lane roadway with left turn channelization at major intersections or points of access to local businesses.

In 1993, the Department approved a Project Study Report for the Government Center Interchange, now known as Ray Lawyer Drive Interchange. In 1995, the Department approved a Project Report to construct the Ray Lawyer Drive overcrossing as Phase 1 of the interchange. Now, it is proposed to construct new on and off ramps (eastbound and westbound) at this location in concert with the overall Western Placerville Interchanges project.

The overall Western Placerville Interchanges project will consist of replacing the existing Placerville Drive/Forni Road overcrossing to meet vertical clearance standards and provide sufficient width for future SR 50 widening; constructing new on and off ramps at Ray Lawyer Drive overcrossing; widening of eastbound ramps at Forni Road/Placerville Drive; and widening and overlay portions of Forni Road, Placerville Drive, and Fair Lane. This project also proposes construction of new eastbound auxiliary lanes from Forni Road to Ray Lawyer Drive and westbound from Ray Lawyer Drive to the Placerville Drive interchange; Ray Lawyer Drive will be widened and extended 820 feet south; Forni Road will be realigned and widened and will terminate at a new signalized intersection at the new Justice Center Driveway/Ray Lawyer Drive intersection.

The project also includes Class II bike lanes on both sides of Placerville Drive, Forni Road and Ray Lawyer Drive. Sidewalks are included along at least one side of all of the local streets except for Fair Lane. These improvements will provide safer routes for pedestrian and bicycle travelers.

Traffic studies for the design year 2045 No-Build Alternative predicts that the intersections of Placerville Drive/Fair Lane/SR 50 westbound, Placerville Drive/Forni Road and the Forni Road/Lo-Hi Way/SR 50 eastbound would operate at Level of Service (LOS) F during peak hours. The study also predicts that queues at these intersections would spill back into adjacent intersections and onto the freeway mainline in both directions resulting on LOS F along SR 50. Once the proposed project improvements have been constructed, including the new SR 50/Ray Lawyer Drive interchange, all study intersections would operate at LOS C or better and all freeway facilities would operate at LOS D or better during peak hours.

Some exceptions to mandatory design standards were approved by the Department on April 2001. Recently, additional non-standard features have been identified. Therefore, a supplemental fact sheet for exceptions to mandatory design standards is required and is expected to be approved by the Department by May 17, 2012. Updated Traffic studies were completed in April 2012.

Public Meetings for this proposed project were held on January 7, 2004, June 29, 2005, and October 21, 2005.

The City of Placerville has been the California Environmental Quality Act lead agency for this project and certified the Final Environmental Impact Report (FEIR) on November 22, 2005.

A Project Study Report was developed by El Dorado County Transportation Commission (EDCTC) and approved by the Department on June 2001. The Draft Project Report was developed by the City of Placerville and approved by the Department on September 2005. The Project Report was approved by the Department on January 15, 2008.

The City of Placerville passed Resolutions in support of this New Public Road Connection at its March 13, 2012 meeting. EDCTC has programmed funding in support of this project. The County of El Dorado is in full support of this project. The Western Placerville Interchanges Project is specifically listed in the Sacramento Area Council of Governments (SACOG) Metropolitan Transportation Plan for 2025 and the SACOG Regional Transportation Improvement Program.

The estimated project cost for the Ray Lawyer Drive improvements is estimated to be \$10,800,000. The City is seeking \$5,330,000 in Congestion Mitigation Improvement Account funds for the westbound on-ramp (Phase 1A) project scheduled for construction summer of 2012. The project is considered for programming in the 2012 Regional Transportation Improvement Program in the amount of \$5,542,000. The remaining project costs will be programmed as available and applicable from local funds, Traffic Impact Mitigation Fees, Regional, State, and Federal transportation sources.

Unless the proposed improvements are undertaken, future planned development and background regional growth will increase traffic volumes such that all intersections in the vicinity of the Forni Road/Placerville Drive/SR 50 interchange will operate with severe congestion during both the morning and afternoon peak hours resulting in congestion on SR 50 from backups at the off-ramp intersections. This congestion would affect both local traffic on Placerville Drive and Forni Road and regional traffic on SR 50.

The Commission accepted the FEIR and Findings of Fact and approved the Western Placerville Interchanges Project for future consideration of funding on April 25, 2012 under Resolution E-12-16.

A Superseding Freeway Agreement was approved for signatures by the Placerville City Council on March 13, 2012, and will be executed by the Department after Commission approval of the new connection.

Attachments

Resolution S-753
Location Map

**CALIFORNIA TRANSPORTATION COMMISSION
Resolution Authorizing a New Public Road Connection**

4-SCL-880 PM 0.4

Resolution S-751

WHEREAS, the Santa Clara Valley Transportation Authority has requested approval of a new public road connection on State Route 880 for Monroe Street; and

WHEREAS, the Final Environmental Impact Report/Environmental Assessment was approved on July 8, 2011, in compliance with the California Environmental Quality Act; and

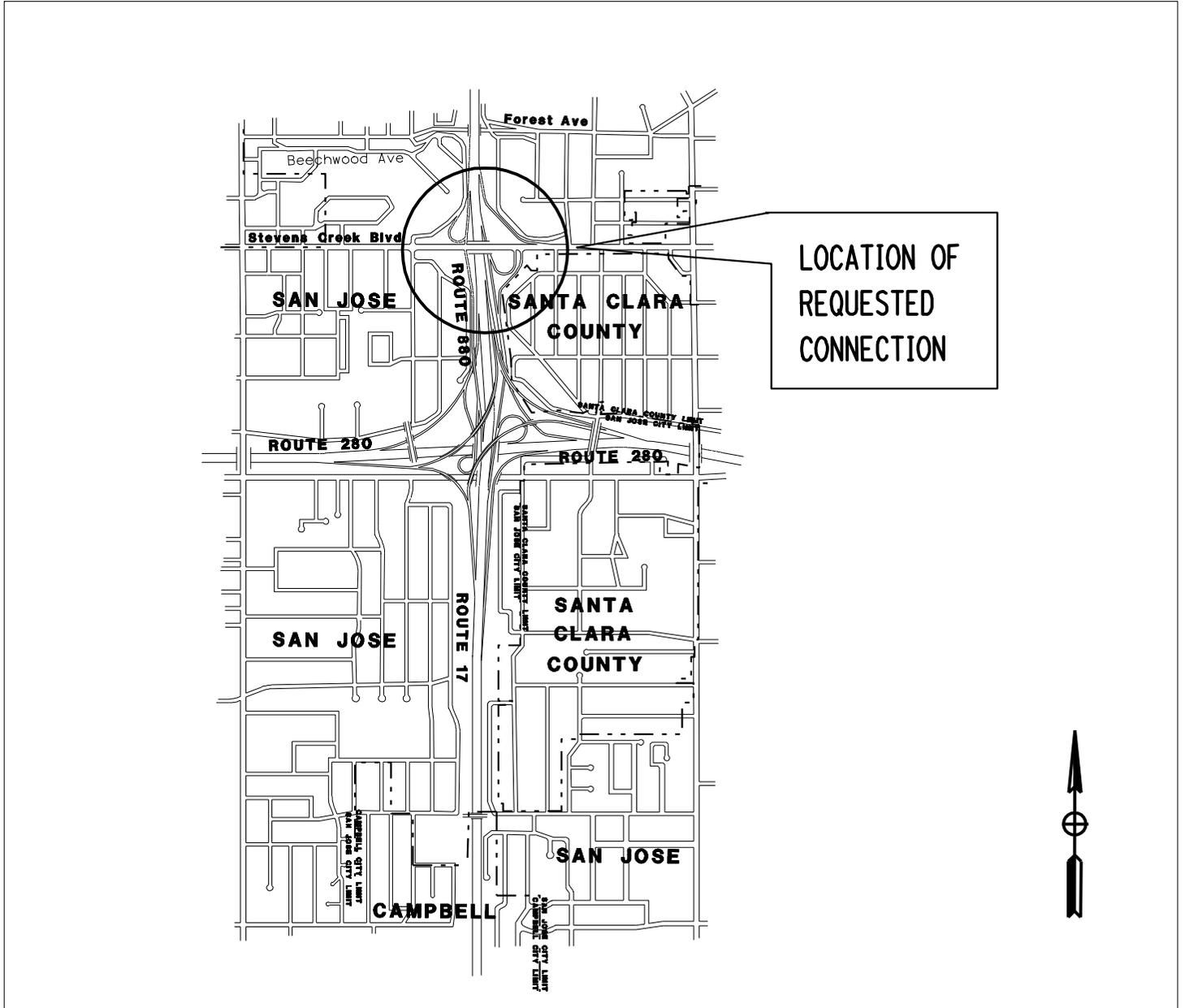
WHEREAS, the project will have impacts on the environment that will be mitigated.

NOW, THEREFORE, BE IT RESOLVED by the California Transportation Commission that pursuant to the authority vested in it by law, this Commission does hereby authorize one new public road connection on State Route 880 at Monroe Street, PM 0.4, in the city of San Jose, in the county of Santa Clara.



NEW PUBLIC ROAD CONNECTION

04-SANTA CLARA-880



LOCATION MAP

Memorandum

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: May 23, 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-3838 – 10-SJ-120-PM 6.8
(Request No. 16339) – 1 Segment

Relinquishes right of way in the city of Manteca along Route 120 on Austin Road, consisting of a collateral facility. The City, by resolution dated March 20, 2012, waived the 90-day notice requirement and agreed to accept title upon relinquishment by the State.

Resolution R-3839 – 11-SD-52-PM 15.8/16.9
(Request No. R31129) – 6 Segments

Relinquishes right of way in the city of Santee along Route 52 from Olive Lane to Railroad Avenue, consisting of collateral facilities. The City, by letter dated March 20, 2012, agreed to waive the 90-day notice requirement and by freeway agreement dated August 8, 2007, agreed to accept title upon relinquishment by the State.

Resolution R-3840– 07-LA-1-PM 33.3/R34.5
(Request No. 1245) – 1 Segment

Relinquishes right of way in the city of Santa Monica on Route 1 between Route 10 and the southeasterly city limits, under terms and conditions as stated in the relinquishment agreement scheduled to be signed by the City Manager by May 5, 2012. The City Council authorized the City Manager to sign the relinquishment agreement during the City Council meeting dated August 23, 2011. Authorized by Chapter 189, Statutes of 2009, which added Section 301.2 of the Streets and Highways Code.

Memorandum

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: May 23, 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-20852 through C-20867 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-20852 - HFW III, LLC

04-Son-12-PM 32.9 - Parcel 58705-3,-4,-6,-7,-8,-9 - EA 3A3309.

Right of Way Certification (RWC) Date: 06/01/2012; Ready to List (RTL) Date: 06/07/2012;
Conventional highway - installing traffic signals and widening the roadway at the intersection of
State Route (SR) 12 and Madrone Road in Sonoma County. Authorizes condemnation of land in
fee for a State highway, a permanent drainage easement, a permanent easement to be conveyed to
PG&E for utility purposes, and two temporary easements for highway construction. Located in the
unincorporated area of Sonoma County at 15401 Sonoma Highway.
Assessor's Parcel Number (APN) 056-012-008.

C-20853- Zelman Petaluma, LLC, a Delaware limited liability company

04-Son-101-PM 7.65 - Parcel 60981-1, 2 - EA 0A1859

RWC Date 08/01/12; RTL Date: 08/24/12. Freeway - Old Redwood Highway Interchange
Project (ORHIP) - reconstruct southbound off-ramp along Route 101. Authorizes condemnation
of land in fee for a State highway and a temporary easement for highway construction. Located in
the city of Petaluma at 200 Stony Point Road. APNs 007-422-019, -037, -039.

C-20854 - B & V Investments, LLC, a California limited liability company

04-Son-101-PM 7.35- Parcel 60984-1, 2 - EA 0A1859.

RWC Date: 08/01/12; RTL Date: 08/24/12. Freeway - ORHIP - reconstruct southbound
off-ramp along Route 101. Authorizes condemnation of land in fee for a State highway and a
temporary easement for highway construction. Located in the city of Petaluma at
1370 Auto Center Drive. APN 007-412-070.

C-20855 - Chevron USA, Inc. DBA Chevron Products Co.

04-Son-101-PM 7.65- Parcel 60987-1, 2 - EA 0A1859.

RWC Date: 08/01/12; RTL Date: 08/24/12. Freeway - ORHIP - reconstruct southbound
off-ramp along Route 101. Authorizes condemnation of a permanent easement for drainage
purposes and a temporary easement for highway construction. Located in the city of Petaluma at
4999 North Petaluma Boulevard. APNs 007-422-034, -035, -036.

C-20856 - Raul Torrico, et al.

07-LA-10-PM 31.3 - Parcel 79791-1 - EA 245409.

RWC Date: 05/17/11; RTL Date: 08/12/11 (Design Build - under construction).

Freeway - interchange improvements. Authorizes condemnation of a temporary easement for
construction purposes. Located in the city of Baldwin Park at 12760 Dalewood Street.
APN 8564-002-034.

C-20857 - City of Los Angeles, a municipal corporation

07-LA-10-PM 31.3 - Parcel 79795-1, 2 - EA 245409.

RWC Date: 05/17/11; RTL Date: 08/12/11 (Design Build - under construction).

Freeway - interchange improvements. Authorizes condemnation of a permanent easement for
State highway purposes, extinguishment of abutter's rights of access, and a temporary easement for
construction purposes. Located in the city of Baldwin Park between Dalewood Street on the north
and Ledford Street on the south. APN 8564-002-270.

C-20858 - San Gabriel Valley Water Company, a California corporation

07-LA-10-PM 31.7 - Parcel 79806-1, 2 - EA 245409.

RWC Date: 05/17/11; RTL Date: 08/12/11 (Design Build - under construction).

Freeway - interchange improvements. 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 Baldwin Park at the southwest corner of Dalewood Street and Bess Avenue. APNs 8559-009-030, -036, -037.

C-20859 - 940-970 Lakes Drive Holdings, LLC, a Maryland Limited Liability Company

07-LA-10-PM 35.4 - Parcel 79819-1, 2 - EA 1170U9.

RWC Date: 06/08/12; RTL Date: 06/15/12. Freeway - construct high occupancy vehicle (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 940-950 Lakes Drive. APN 8474-011-028.

C-20860 - Pried Holding Company LLC, a Delaware Limited Liability Company

07-LA-10-PM 35.7 - Parcel 79822-1, 2 - EA 1170U9.

RWC Date: 06/08/12; RTL Date: 06/15/12. 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 195 South Glendora Avenue. APN 8474-011-046.

C-20861 - Rosewood Properties, LLC, an Alaska limited liability company, et al.

08-SBd-10-PM 26.36 - Parcel 21743-1 - EA 448129.

RWC Date: 07/01/13; RTL Date: 08/01/13. Freeway - Reconstruct interchange at Interstate 10 and Tippecanoe Avenue. Authorizes condemnation of land in fee for a State highway. Located in the city of San Bernardino at 1185 East Rosewood Drive. APN 0281-161-41.

C-20862 - Say & Seng Phonpradith

10-SJ-4-PM 15.3 - Parcel 16445-1, 16445-01-01 - EA 0S1109.

RWC Date: 01/01/13; RTL Date: 02/01/13. Freeway - extend freeway from west end of SR 4 to Navy Drive. 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 unincorporated area of Stockton at 1743 West Hazelton Avenue. APN 145-140-15.

C-20863 - Vanessa Miranda

10-SJ-4-PM 15.3 - Parcel 16448-1 - EA 0S1109.

RWC Date: 01/01/13; RTL Date: 02/01/13. Freeway - extend freeway from west end of SR 4 to Navy Drive. Authorizes condemnation of land in fee for a State highway. Located in the city of Stockton at 1709 West Hazelton Avenue. APN 145-140-18.

C-20864 - Sonora Market, et al.

10-SJ-4-PM 15.3 - Parcel 16455-A - EA 0S1109.

RWC Date: 01/01/13; RTL Date: 02/01/13. Freeway - extend freeway from west end of SR 4 to Navy Drive. Authorizes condemnation of interests relating to business goodwill from the property operated on the described parcel. Located in the city of Stockton at 545 South Fresno Avenue.

C-20865 - Clear Channel Outdoor Advertising, Inc.

10-SJ-99-PM 16.3 - Parcel 16163-A - EA 3A1009.

RWC Date: 01/15/12; 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 at 3206 SR 99. APN 179-560-01.

C-20866 - Frank Saunders, Trustee, etc., et al.

11-SD-805-PM 5.0 - Parcel 34846-1 - EA 2T1829.

RWC Date: 06/07/12; RTL Date: 06/14/12. Freeway - construct Direct Access Ramp. Authorizes condemnation of a temporary easement for construction purposes. Located in the city of Chula Vista at 1167 Nacion Avenue. APN 639-641-43.

C-20867 - Sylvia Perez

11-SD-805-PM 5.0 - Parcel 34847-1 - EA 2T1829.

RWC Date: 06/07/12; RTL Date: 06/14/12. Freeway - construct Direct Access Ramp. Authorizes condemnation of a temporary easement for construction purposes. Located in the city of Chula Vista at 1171 Nacion Avenue. APN 639-641-44.

Memorandum

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: May 23, 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 \$1,174,003.74. The State will receive a return of \$1,272,503.74 from the sale of these properties. A recapitulation of the items presented and corresponding maps are attached.

ISSUE:

<u>01</u> -03-But-99 PM 4.0	Gridley
Disposal Unit #DD 022758-01-01 et al	21.01 acres
Convey to: Iqbal S. Sangha	\$226,000 (Public Sale Estimate \$130,000)

Public Sale. Subject property sold via sealed bid sale on April 4, 2012. There were five registered and active bidders.

<u>02</u> -03-Sut-99 PM 37.1	Live Oak
Disposal Unit #DK 022934-03-01	0.61 acre
Convey to: Sharanjit S. Sidhu and Iqbal K. Sidhu	\$1 (Appraisal \$1)

Direct Sale. Quitclaim to the underlying fee owner of a drainage easement no longer required that was purchased for a route that was rescinded in 2007.

<u>03</u> -04-Ala-238 PM 12.0x	Hayward
Disposal Unit #DD 031124-01-01	0.36 acre
Convey to: Anthony R. Fidel	\$250,000 (Appraisal \$250,000)

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.

04-04-Ala-238 PM 8.2x Hayward
Disposal Unit #DD 033897-01-01 0.21 acre
Convey to: Aimee Adams (Teeter) and Darrell Teeter \$NA (Appraisal \$NA)
This is a change in vesting. The sale of this parcel was previously approved at the January 2012 Commission meeting as a sale to Aimee Adams. After the Director's Deed was approved and signed, the purchasers requested a change in vesting.

05-04-Ala-238 PM 14.5x Castro Valley
Disposal Unit #DD 043082-01-01 0.20 acre
Convey to: Beverly T. Maris 185,000 (Appraisal \$185,000)
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.

06-04-Ala-580 PM 30.5 Hayward
Disposal Unit #DD 040773-01-01 0.24 acre
Convey to: Carol Perkins and Casey Perkins \$NA (Appraisal \$NA)
This is a change in vesting. The sale of this parcel was previously approved at the January 2012 Commission meeting as a sale to Carol Perkins and Jerry Perkins. After the Director's Deed was approved and signed, the purchasers requested a change in vesting.

07-04-SCI-85 PM 15.7 San Jose
Disposal Unit #DD 020822-01-02 0.024 acre
Convey to: Saratoga Business Square, LLC \$2,500 (Appraisal nominal)
Direct sale to the only adjoining owner. The highest and best use of the subject property is as plottage to the adjoining property. A sale to another party would deprive the adjoining owner of a vested right of access.

08-04-SCI-85 PM 2.0 San Jose
Disposal Unit #DK 048354-01-02 0.34 acre
Convey to: City of San Jose \$0 (Appraisal \$NA)
Direct conveyance for no monetary consideration. Conveyance is pursuant to Section 18 of the March 26, 1982 Joint Powers Agreement for the Guadalupe Corridor Project and Cooperative Agreement #4-1667-RW.

09-04-SCI-85 PM 1.8 San Jose
Disposal Unit #DK 048354-01-03 1.72 acres
Convey to: City of San Jose \$0 (Appraisal \$NA)
Direct conveyance for no monetary consideration. Conveyance is pursuant to Section 18 of the March 26, 1982 Joint Powers Agreement for the Guadalupe Corridor Project and Cooperative Agreement #4-1667-RW.

10-04-SF-80 PM 5.6

Disposal Unit #DD 000016-02-01

Convey to: 401 Harrison Investor, LLC

This is a change in vesting. The sale of this parcel was previously approved at the February 2009 Commission meeting as a sale to One Rincon Hill Phase II, LP. After the Director's Deed was approved and signed, the purchasers requested a change in vesting.

San Francisco

0.04 acre

\$NA (Appraisal \$NA)

11-05-SLO-46 PM 35.9

Disposal Unit #DD 009299-01-01

Convey to: Diamond Creek LLC

Direct sale to the only adjoining owner. The subject property is landlocked, and its highest and best use is as plottage to the adjoining property.

Paso Robles

2.37 acres

\$21,700 (Appraisal \$21,700)

12-05-SLO-46 PM 35.9

Disposal Unit #DE 009299-01-02

Convey to: Pacific Gas & Electric Company and
Southern California Gas Company

Direct Sale. Conveyance is pursuant to Utility Agreement 05-UT-857.562 and UT-857.862. Sale price reflects the buyers' share of liability for a replacement utility easement.

Paso Robles

0.19 acre

\$1,302.74 (Appraisal \$1,302.74)

13-07-LA-60 PM R7.2/7.47

Disposal Unit #DD 000226-01-01 et al

Convey to: OII Site Custodial Trust

Direct sale via exchange to an adjoining owner. The subject property is being conveyed as partial compensation to an adjoining owner for property required for a State highway project.

Monterey Park

0.96 acre

\$584,600 (Appraisal \$584,600)

14-07-LA-405 PM 27.03

Disposal Unit #DD 004427-01-02

Convey to: Brian Hudson and Pamela Smith-Hudson

Direct sale to the only adjoining owner. The subject property is landlocked, and its highest and best use is as plottage to the adjoining property.

Culver City

0.028 acre

\$1,200 (Appraisal \$1,200)

15-07-LA-405 PM 27.03

Disposal Unit #DD 004428-01-02

Convey to: Sherif Mikhail

Direct sale to the only adjoining owner. The subject property is landlocked, and its highest and best use is as plottage to the adjoining property.

Culver City

0.006 acre

\$200 (Appraisal \$200)

Attachments

SUMMARY OF DIRECTOR'S DEEDS - 2.4d.

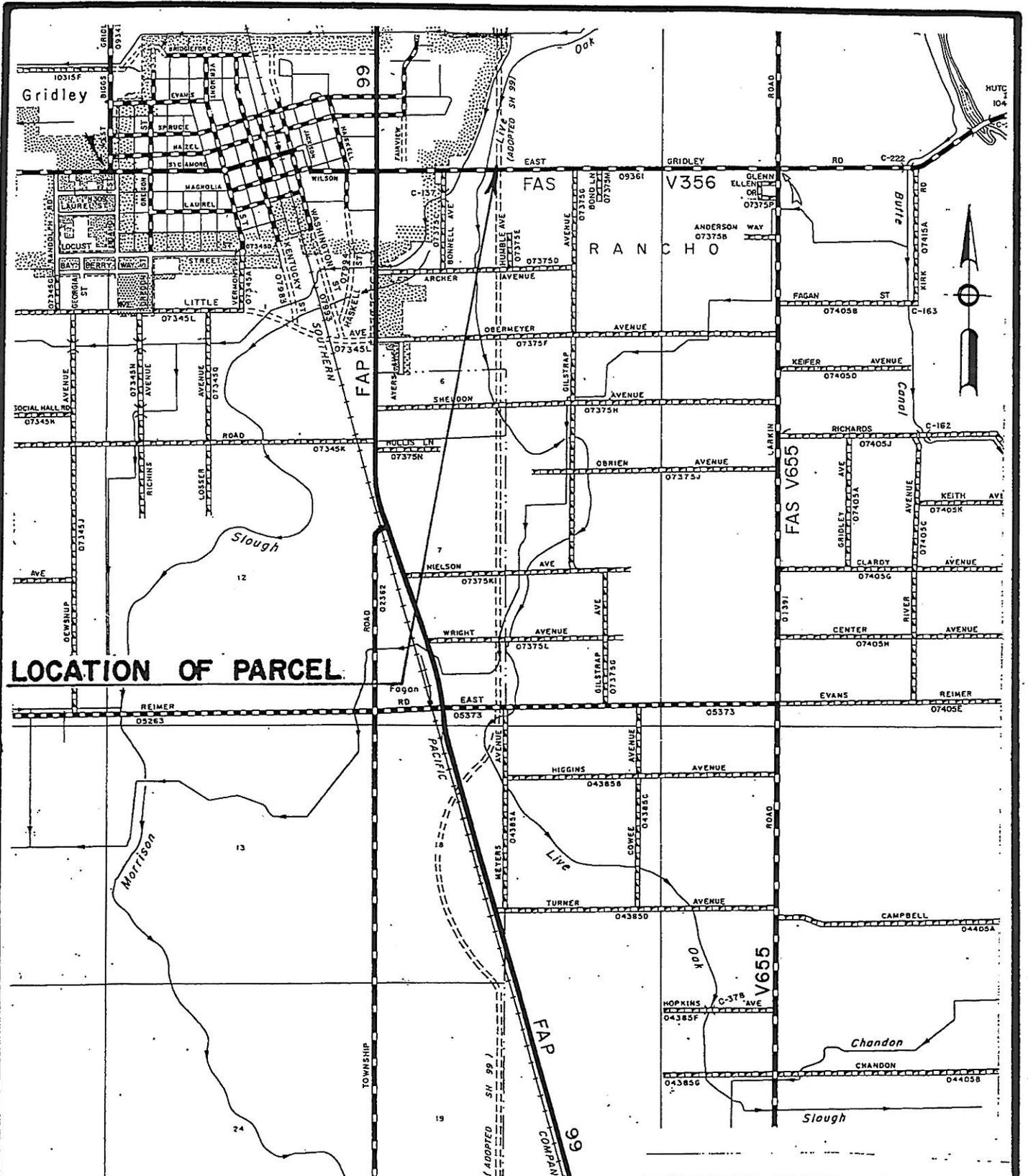
PRESENTED TO CALIFORNIA TRANSPORTATION COMMISSION - May 23, 2012

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	0%
02	0	0			0	\$0.00	\$0.00	0%
03	1	1			2	\$130,001.00	\$226,001.00	174%
04	8	0			8	\$435,000.00	\$437,500.00	101%
05	2	0			2	\$23,002.74	\$23,002.74	100%
06	0	0			0	\$0.00	\$0.00	0%
07	3	0			3	\$586,000.00	\$586,000.00	100%
08	0	0			0	\$0.00	\$0.00	0%
09	0	0			0	\$0.00	\$0.00	0%
10	0	0			0	\$0.00	\$0.00	0%
11	0	0			0	\$0.00	\$0.00	0%
12	0	0			0	\$0.00	\$0.00	0%
Total	14	1			15	\$1,174,003.74	\$1,272,503.74	108%

Table II - Analysis by Type of Sale

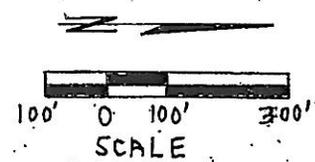
Type of Sale	# of Items	Current Estimated Value	Return From Sales	Recovery %
				% Return From Sales Current Value
Direct Sales	14	\$1,044,003.74	\$1,046,503.74	100%
Public Sales	1	\$130,000.00	\$226,000.00	174%
Non-Inventory Conveyances				
Sub-Total	15	\$1,174,003.74	\$1,272,503.74	108%
Other Funded Sales	0			
Total	15	\$1,174,003.74	\$1,272,503.74	108%



LOCATION OF PARCEL.

LOCATION MAP

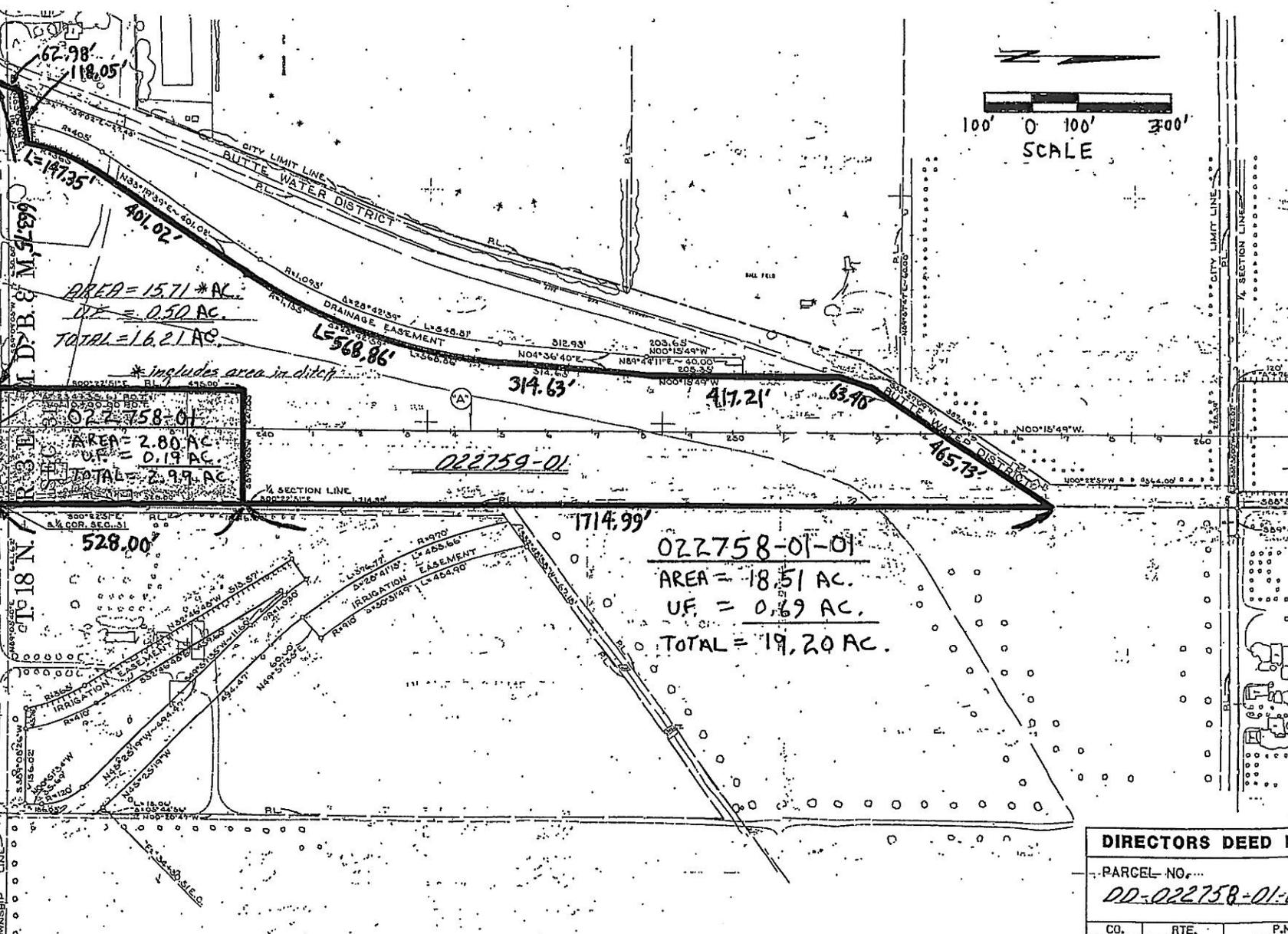
DIRECTORS DEED MAP		
PARCEL NO.		
DD-022758-01-01		
CO.	RTE.	P.M.
BILT	99	4.0



AREA = 15.71 * AC
UF = 0.50 AC
TOTAL = 16.21 AC

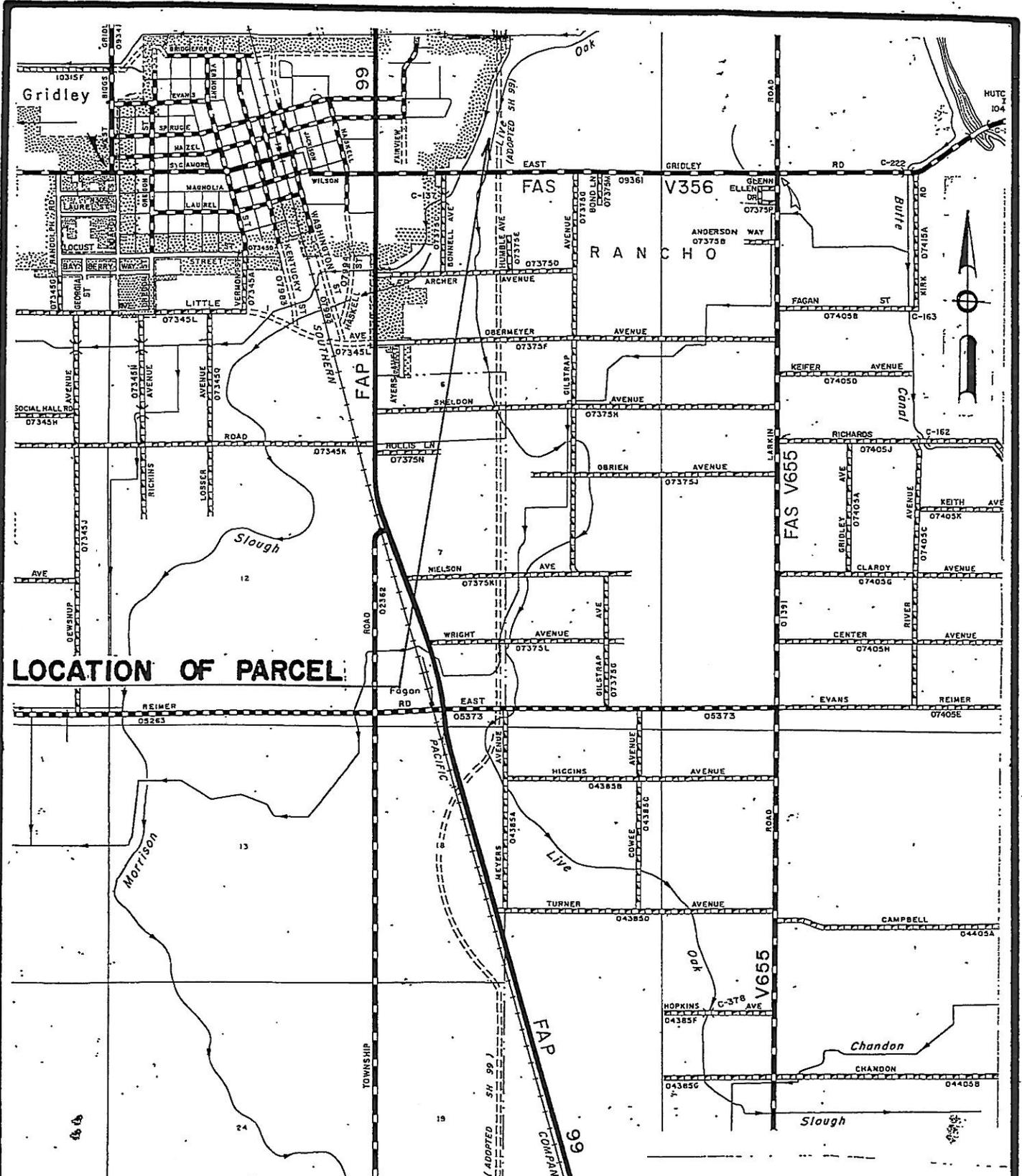
022758-01
AREA = 2.80 AC
UF = 0.19 AC
TOTAL = 2.99 AC

022758-01-01
AREA = 18.51 AC
UF = 0.69 AC
TOTAL = 19.20 AC



DIRECTORS DEED MAP		
PARCEL NO.		
DD-022758-01-01		
CO.	RTE.	P.M.
BUT	99	40

ACCESS PROHIBITED



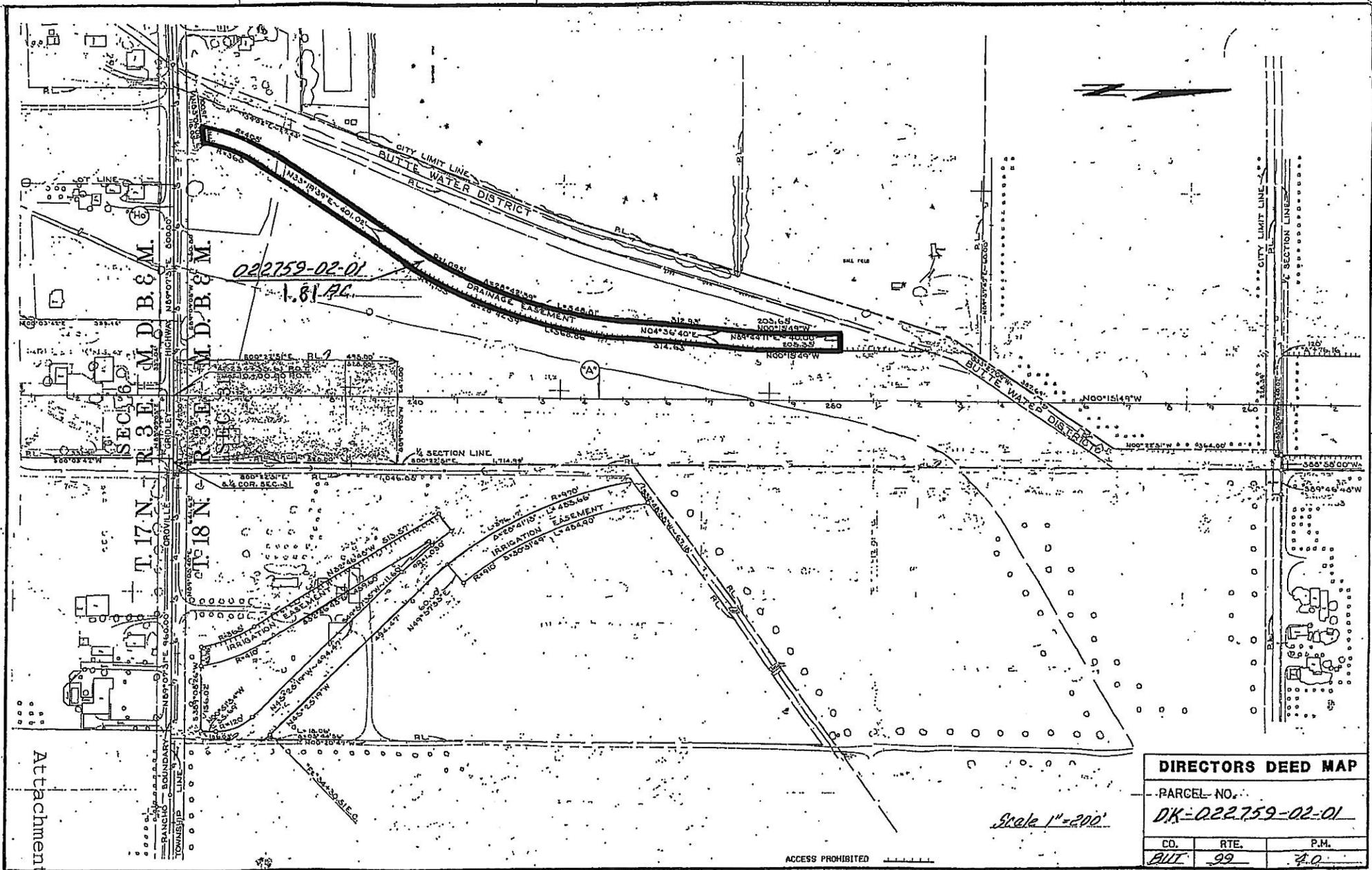
LOCATION OF PARCEL

LOCATION MAP

DIRECTORS DEED MAP

PARCEL NO.
DK-022759-02-01

CO.	RTE.	P.M.
<i>Butte</i>	<i>99</i>	<i>4.0</i>



Attachment ID

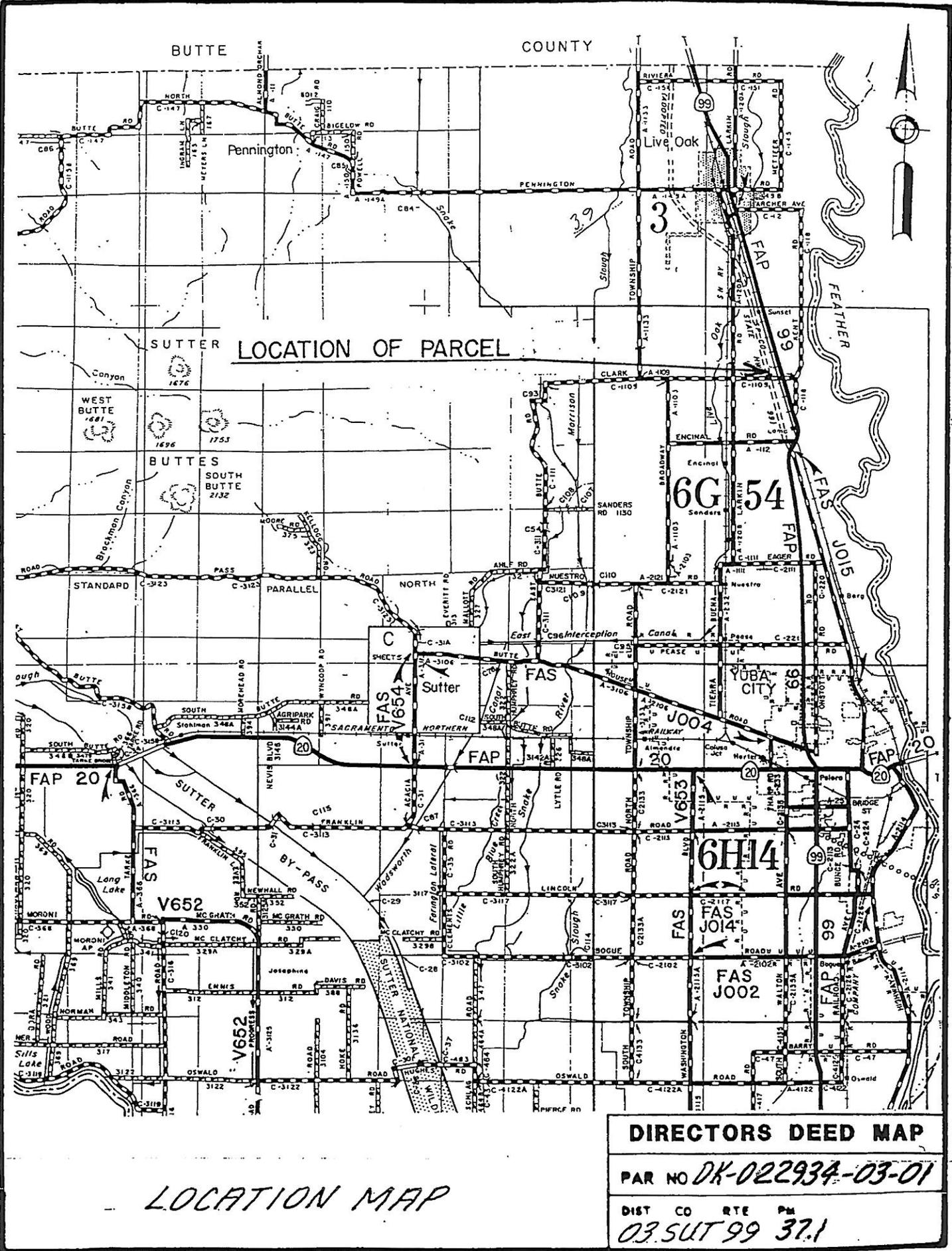
DIRECTORS DEED MAP

PARCEL NO.:
DK-022,759-02-01

CO.	RTE.	P.M.
<i>BUT</i>	<i>99</i>	<i>7.0</i>

Scale 1" = 200'

ACCESS PROHIBITED



LOCATION OF PARCEL

DIRECTORS DEED MAP

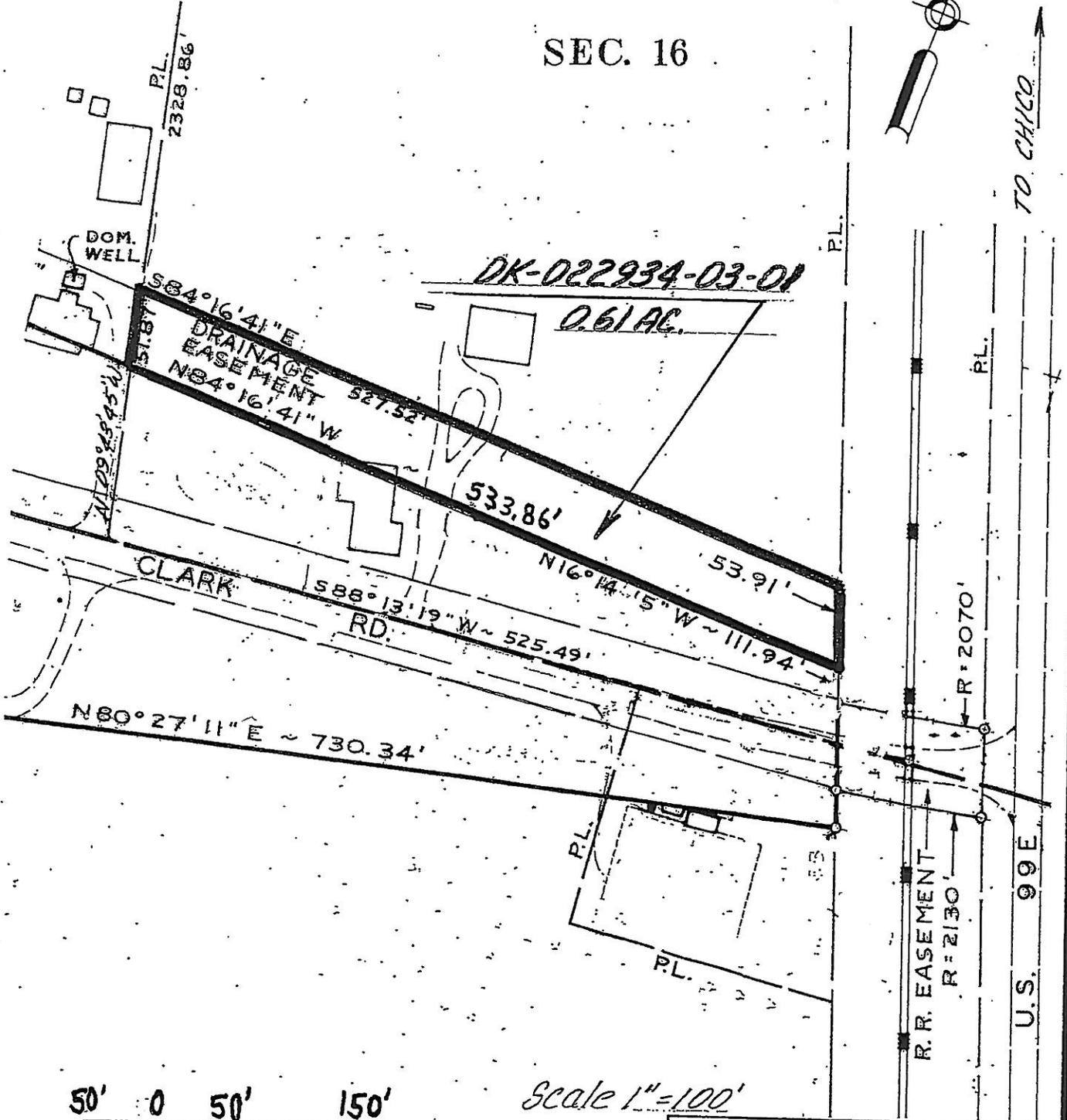
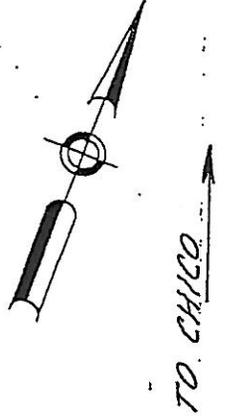
PAR NO *DK-022934-03-01*

DIST CO RTE PM
03.SUT 99 37.1

LOCATION MAP

RANCHO BOGA
T16N R3E MDB&M
(PROJECTED)

SEC. 16



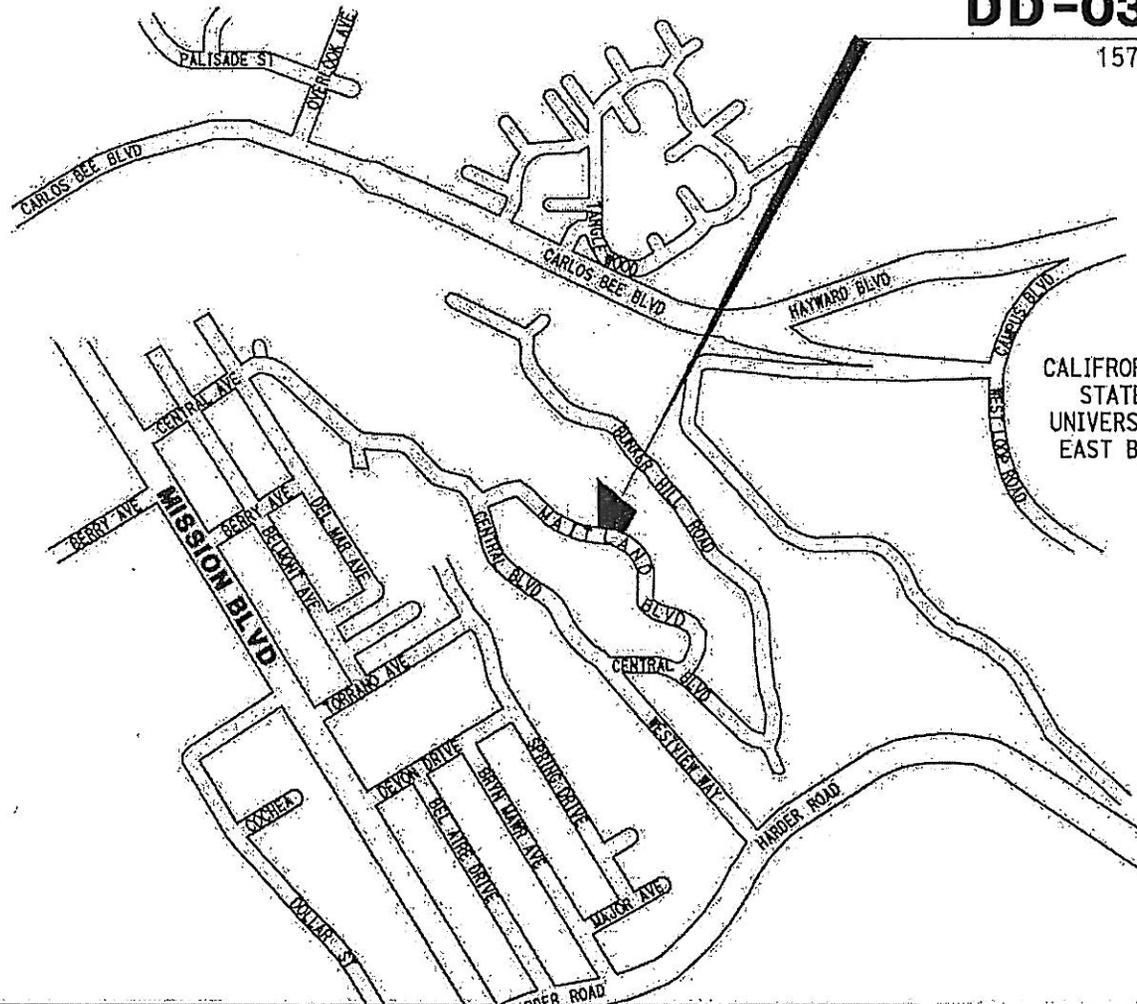
Scale 1"=100'

DIRECTORS DEED MAP			
PAR NO <i>DK-022934-03-01</i>			
DIST	CO	RTE	PM
<i>03</i>	<i>SUT</i>	<i>99</i>	<i>37.1</i>

ALAMEDA COUNTY CITY OF HAYWARD

DD-031124-01-01

15717 SQ. FT. +/-



CALIFORNIA
STATE
UNIVERSITY
EAST BAY

STATE OF CALIFORNIA BUSINESS, TRANSPORTATION AND HOUSING AGENCY DEPARTMENT OF TRANSPORTATION DISTRICT 4			
DIRECTOR'S DEED DD-031124-01-01			
DRAWN BY: CH	DATE: 4/5/12		
CHECK BY: WDN	NO SCALE		
COUNTY: ALA	ROUTE: 238	P.M.:	DR.NO.:
		12.0X	1 OF 2

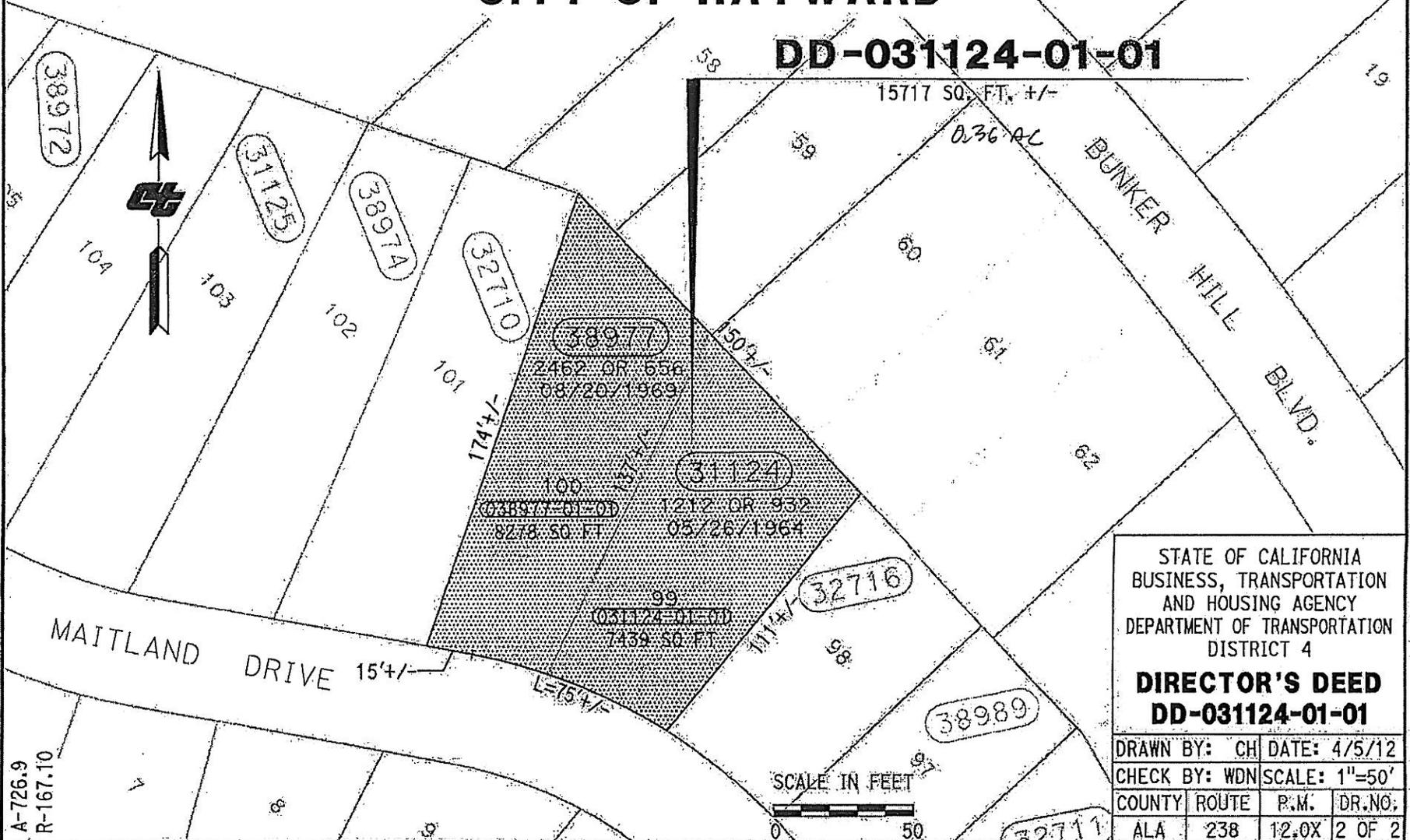
Attachment 3A

R-167.10

DISTANCES SHOWN ARE ON THE CALIFORNIA COORDINATE SYSTEM OF 1927, ZONE 3. MULTIPLY DISTANCES SHOWN BY 1.0000787 TO OBTAIN GROUND LEVEL DISTANCES.

ALAMEDA COUNTY CITY OF HAYWARD

DD-031124-01-01



STATE OF CALIFORNIA
BUSINESS, TRANSPORTATION
AND HOUSING AGENCY
DEPARTMENT OF TRANSPORTATION
DISTRICT 4

DIRECTOR'S DEED
DD-031124-01-01

DRAWN BY: CH	DATE: 4/5/12		
CHECK BY: WDN	SCALE: 1"=50'		
COUNTY	ROUTE	P.M.	DR. NO.
ALA	238	12.0X	2 OF 2

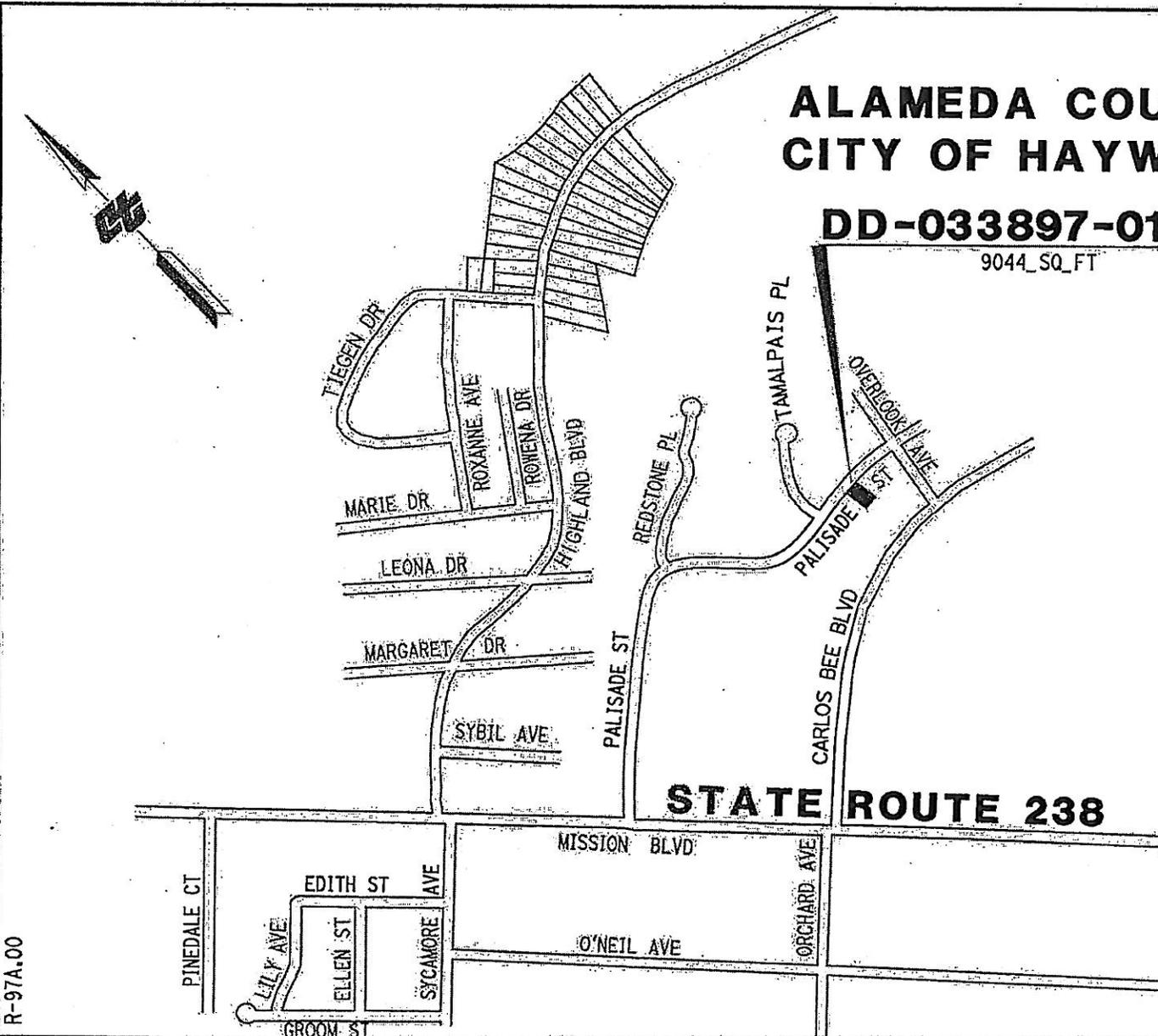
Attachment 3B

A-726.9
R-167.10

ALAMEDA COUNTY CITY OF HAYWARD

DD-033897-01-01

9044_SQ_FT



STATE ROUTE 238

STATE OF CALIFORNIA
BUSINESS, TRANSPORTATION
AND HOUSING AGENCY
DEPARTMENT OF TRANSPORTATION
DISTRICT 4

DIRECTOR'S DEED
DD-033897-01-01

DRAWN BY: CH	DATE: 11/15/11		
CHECK BY: WDN	NO SCALE		
COUNTY	ROUTE	P.M.	DR. NO.
ALA	238	8.2X	1 OF 2

Attachment 4A

R-97A.00

DISTANCES SHOWN ARE ON THE CALIFORNIA
 COORDINATE SYSTEM OF 1927, ZONE 3.
 MULTIPLY DISTANCES SHOWN BY 1.0000787
 TO OBTAIN GROUND LEVEL DISTANCES.

ALAMEDA COUNTY CITY OF HAYWARD

TRACT 1801
 38/43-44

DD-033897-01-01

9044_SQ_FT



OVERLOOK

S88°43'04"W 127.32'

12
 (33898)

L=27.36'
 11
 (AF33533)
 BLOCK
 B

L=85.47'
 10
 (33897)
 2655 SQ. FT.
 7-17-70
 (033897-01-01)
 9044 SQ. FT.
 65' W/

R=499.96' A=22°36'57" L=197.34'

0.21 AC

9
 (AF33532)

8
 (33884)

PALISADE ST.

STATE OF CALIFORNIA
 BUSINESS, TRANSPORTATION
 AND HOUSING AGENCY
 DEPARTMENT OF TRANSPORTATION
 DISTRICT 4

DIRECTOR'S DEED
DD-033897-01-01

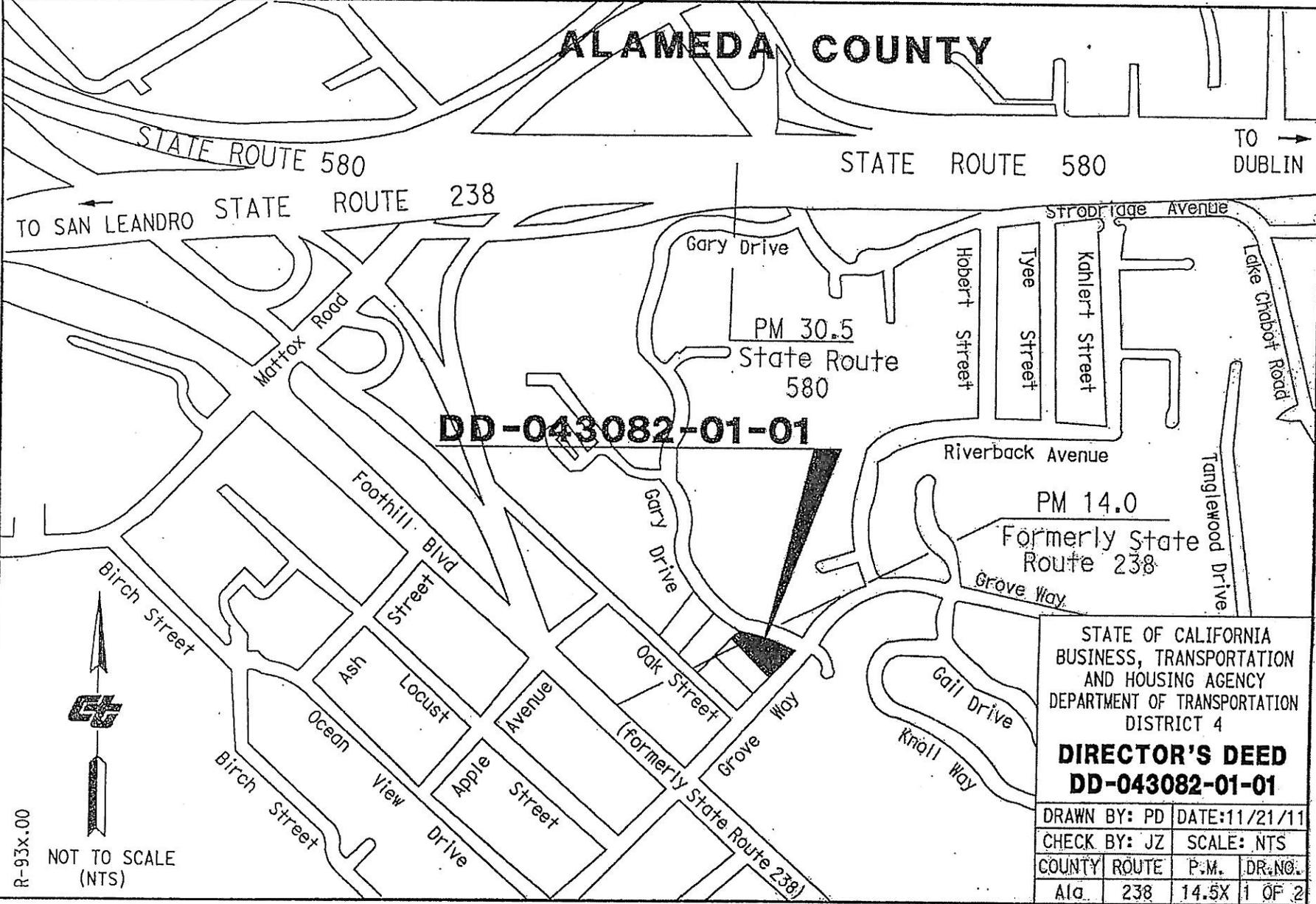
DRAWN BY: CH	DATE: 11/15/11
CHECK BY: WDN	SCALE: 1"=50'
COUNTY: ALA	ROUTE: 238
P.M.:	DR. NO.:
8.2X	2 OF 2



Attachment 4B

R-97A.21; .22

ALAMEDA COUNTY



STATE OF CALIFORNIA
BUSINESS, TRANSPORTATION
AND HOUSING AGENCY
DEPARTMENT OF TRANSPORTATION
DISTRICT 4

DIRECTOR'S DEED
DD-043082-01-01

DRAWN BY: PD	DATE: 11/21/11		
CHECK BY: JZ	SCALE: NTS		
COUNTY	ROUTE	P.M.	DR. NO.
Ala.	238	14.5X	1 OF 2

Attachment 5A

R-93x.00
NOT TO SCALE
(NTS)

Bearings & DISTANCE SHOWN ARE ON THE CALIFORNIA COORDINATE SYSTEM OF 1927, ZONE 3. MULTIPLY DISTANCES SHOWN BY 1.0000759 TO OBTAIN GROUND LEVEL DISTANCES.

ALAMEDA COUNTY

SCALE IN FEET
 0 50
 1" = 50'

TRACT 699
 27 Maps. 58
 BLOCK 2

LEGEND
 Sq. Ft. square feet
 O.R. official records

GARY DR.
 50'

DD-043082-01-01

8,842 Sq. Ft. 0.20 AC

R=324.98'
 $\Delta=1^{\circ}29'40''$
 L=8.48'
 S44 $^{\circ}07'15''$ W
 35.40'

N77 $^{\circ}02'35''$ W 33.00'
 R=274.98'
 $\Delta=15^{\circ}43'50''$
 L=75.50'

TRACT 699
 27 Maps 58

BLOCK 1
 2
 STATE OF CALIFORNIA
 2720 O.R. 359

043082-01-01



STATE OF CALIFORNIA
 BUSINESS, TRANSPORTATION
 AND HOUSING AGENCY
 DEPARTMENT OF TRANSPORTATION
 DISTRICT 4
DIRECTOR'S DEED
DD-043082-01-01

DRAWN BY: PD		DATE: 11/21/11	
CHECK BY: JZ		SCALE: 1"=50'	
COUNTY	ROUTE	P.M.	DR. NO.
Ala.	238	14.5X	2 of 2

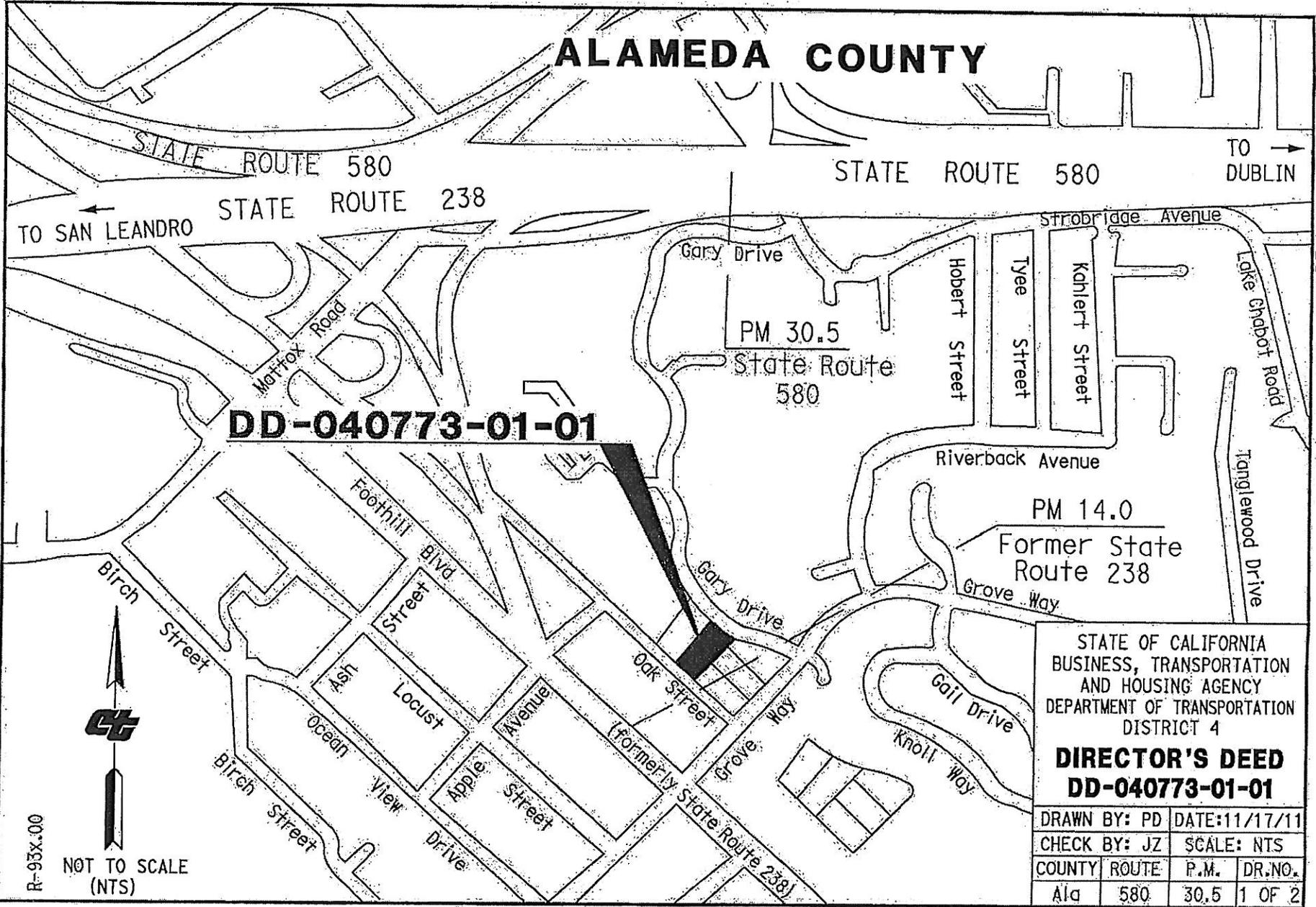
HAYWARDS PARK
 HOMESTEAD UNION
 7 MAPS 30

BLOCK 14

Attachment 5B

R-93X.4b

ALAMEDA COUNTY



DD-040773-01-01

STATE OF CALIFORNIA
BUSINESS, TRANSPORTATION
AND HOUSING AGENCY
DEPARTMENT OF TRANSPORTATION
DISTRICT 4

DIRECTOR'S DEED
DD-040773-01-01

DRAWN BY: PD	DATE: 11/17/11		
CHECK BY: JZ	SCALE: NTS		
COUNTY	ROUTE	P.M.	DR.NO.
Ala	580	30.5	1 OF 2



NOT TO SCALE
(NTS)

R-93x.00

Bearings & DISTANCE SHOWN ARE ON THE CALIFORNIA COORDINATE SYSTEM OF 1927, ZONE 3. MULTIPLY DISTANCES SHOWN BY 1.0000759 TO OBTAIN GROUND LEVEL DISTANCES.

ALAMEDA COUNTY



TRACT 699
27 Maps 58
BLOCK 2

DD-040773-01-01

10, 267 Sq. Ft.
0.24 Ac

STATE OF CALIFORNIA
2761 O.R. 695

SCALE IN FEET



1" = 50'

LEGEND

Sq. Ft. square feet
O.R. official records

GARY DR.

040773-01-01

HAYWARDS PARK
HOMESTEAD UNION
7 MAPS 30

TRACT 699
27 Maps 58

BLOCK 1 2

N45°39'47"W 63.71'

BLOCK 14

N39°44'05"E 134.77'

S44°07'15"W 163.10'

T-324.98'
L-126.10'
L-80.37'

STATE OF CALIFORNIA
BUSINESS, TRANSPORTATION
AND HOUSING AGENCY
DEPARTMENT OF TRANSPORTATION
DISTRICT 4

DIRECTOR'S DEED
DD-040773-01-01

DRAWN BY: PD	DATE: 11/17/11
CHECK BY: JZ	SCALE: 1"=50'
COUNTY: ALA	ROUTE: 580
P.M.: 30.5	DR. NO.: 2 of 2

Attachment 6B

R-93X-4b

CITY OF SAN JOSE

SALES PARCEL
DD-020822-01-02

PM 16.0

DE ANZA

BOULEVARD

(SARATOGA - SUNNYVALE ROAD)

SAN JOSE

ROUTE 85

CITY OF SARATOGA
CITY OF CUPERTINO
SAN JOSE

BROOKVALE DRIVE

TO GILROY

EDGINGTON PLACE

LOCH LOMOND LANE

SHARON DRIVE

RAINBOW DRIVE

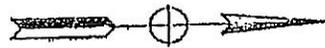
CORONADO DRIVE

BARK LANE

CLEO AVENUE

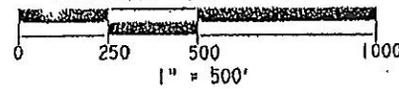
KINGSLEURY PLACE

TO MOUNTAIN VIEW



STATE OF CALIFORNIA BUSINESS, TRANSPORTATION AND HOUSING AGENCY DEPARTMENT OF TRANSPORTATION DISTRICT 4			
DIRECTOR'S DEED DD-020822-01-02			
DR. BY:	M.M.	DATE:	07/98
CKD. BY:		SCALE:	1"=500'
CO.	RTE.	P.M.	DR. No.
SCI	85	15.7	1 OF 2

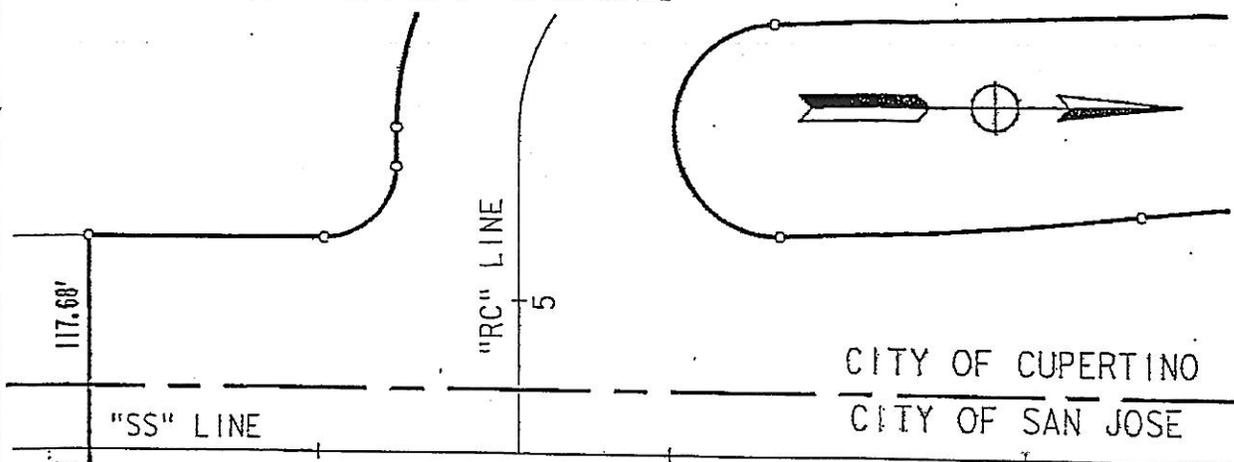
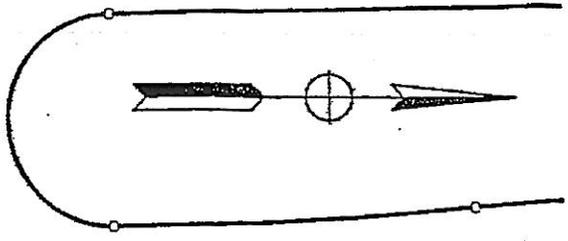
SCALE IN FEET



Attachment 7A

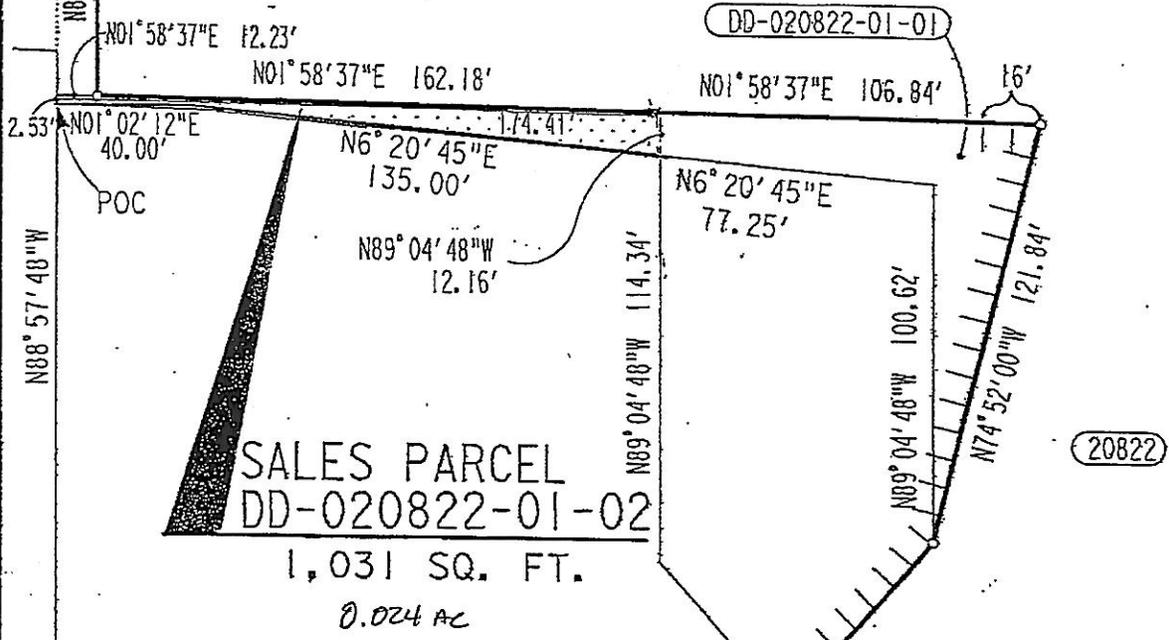
R-X162.0

CITY OF SAN JOSE



CITY OF CUPERTINO
CITY OF SAN JOSE

DE ANZA BOULEVARD (SARATOGA - SUNNYVALE ROAD)

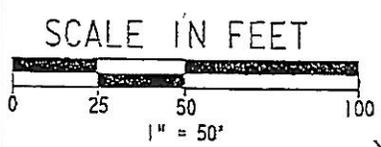


DD-020822-01-01

20822

LEGEND

ACCESS PROHIBITED

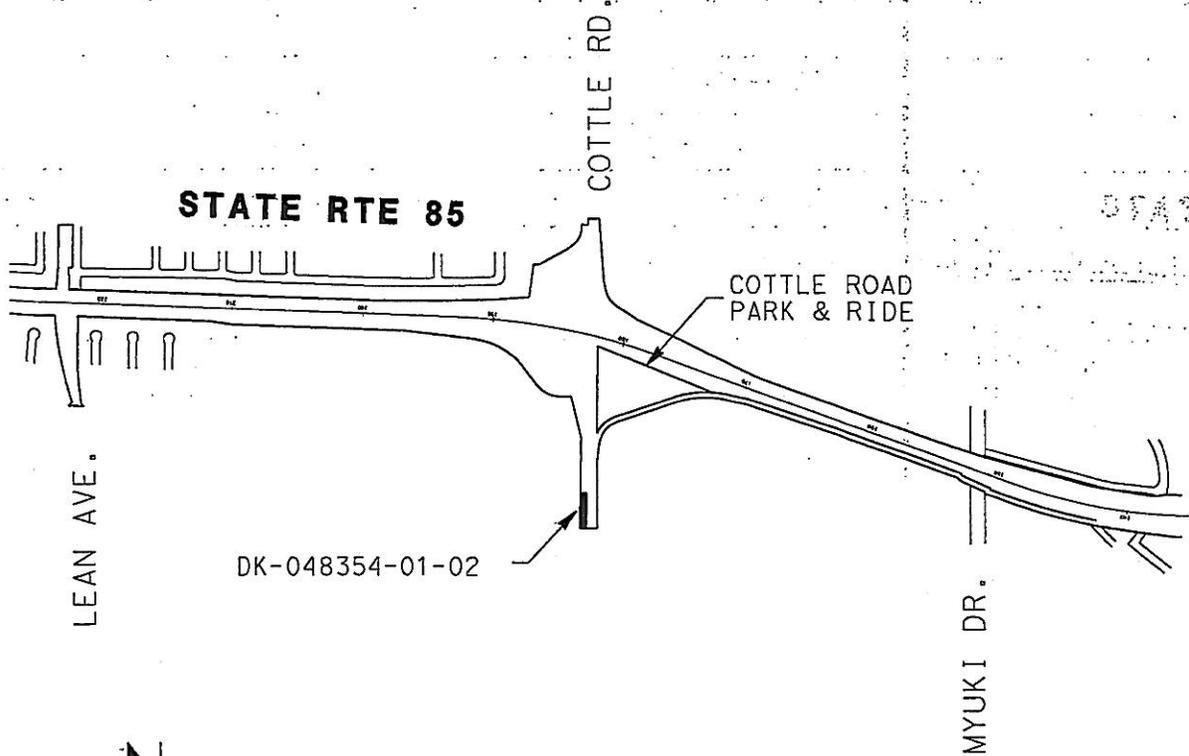


STATE OF CALIFORNIA
BUSINESS, TRANSPORTATION
AND HOUSING AGENCY
DEPARTMENT OF TRANSPORTATION
DISTRICT 4

DIRECTOR'S DEED DD-020822-01-02

DR. BY: M.M.	DATE: 8/98
CKD. BY: HRA	SCALE: 1"=50'
CO. RTE. P.M. DR. No.	
SCI 85 15.7	1 OF 2

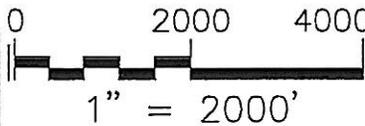
City of San Jose
Santa Clara County



R-MAP 151.07



GRAPHIC SCALE



DISTANCES SHOWN ARE ON THE CALIFORNIA COORDINATE SYSTEM OF 1927, ZONE 3. MULTIPLY DISTANCES BY 1.0000478 TO OBTAIN GROUND-LEVEL DISTANCES.

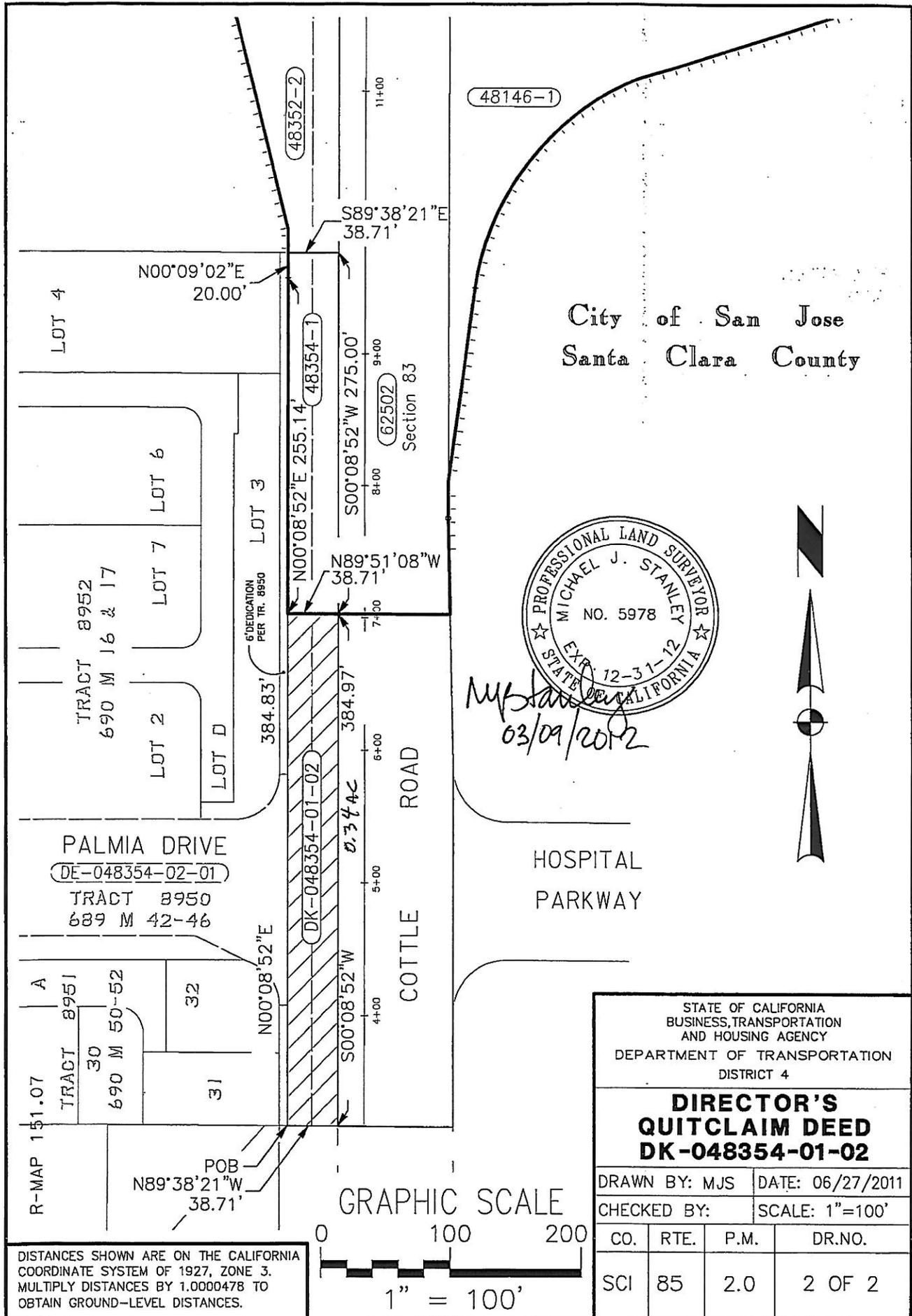
STATE OF CALIFORNIA
BUSINESS, TRANSPORTATION
AND HOUSING AGENCY
DEPARTMENT OF TRANSPORTATION
DISTRICT 4

**DIRECTOR'S
QUITCLAIM DEED
DK-048354-01-02**

DRAWN BY: MJS DATE: 06/27/2011

CHECKED BY: SCALE: 1"=2000'

CO.	RTE.	P.M.	DR.NO.
SCI	85	2.0	1 OF 2



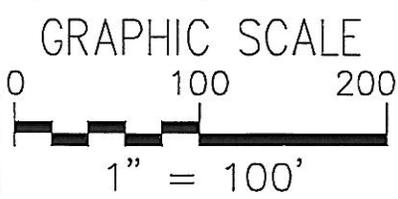
City of San Jose
Santa Clara County



M.J. Stanley
03/09/2012



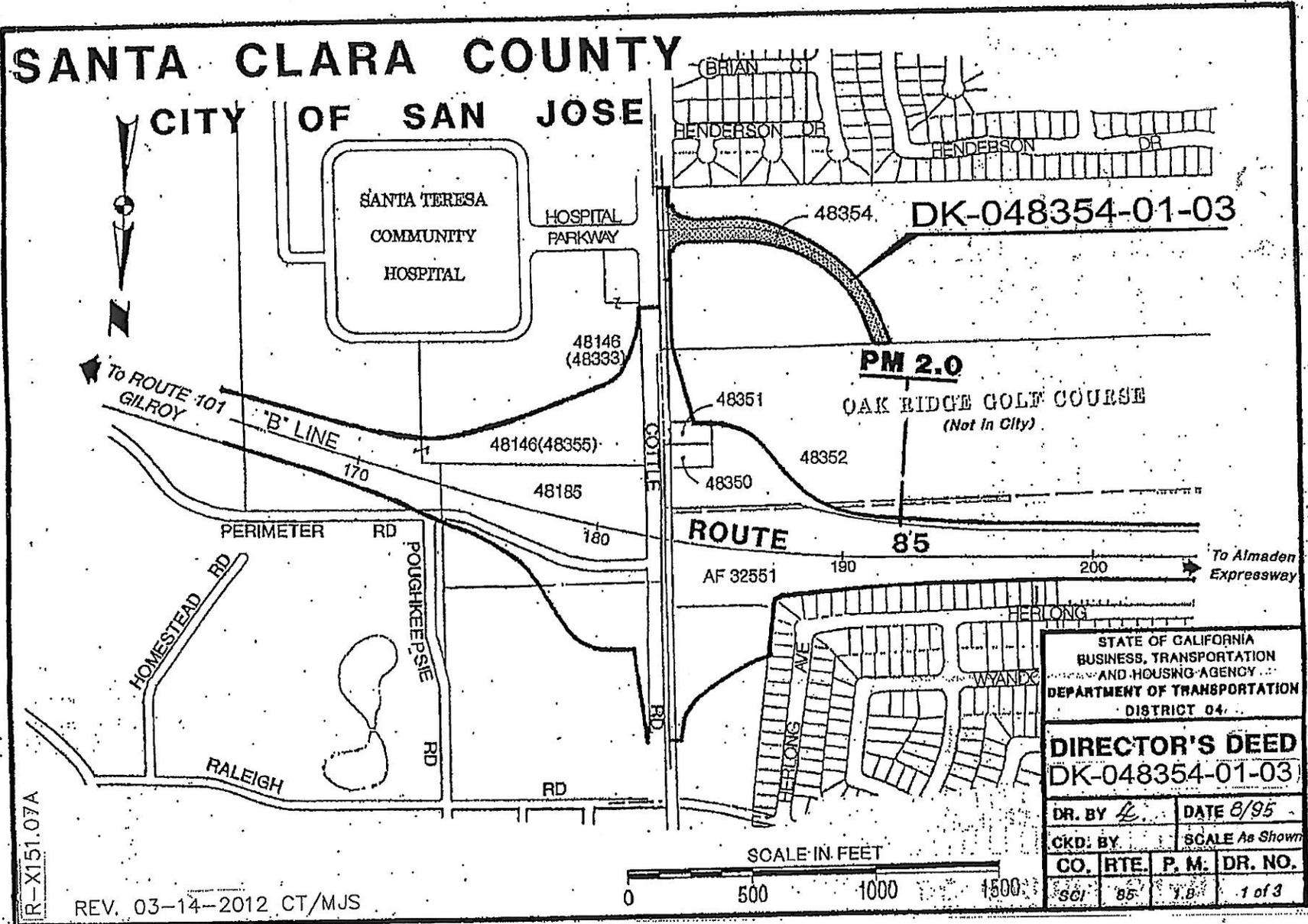
DISTANCES SHOWN ARE ON THE CALIFORNIA COORDINATE SYSTEM OF 1927, ZONE 3. MULTIPLY DISTANCES BY 1.0000478 TO OBTAIN GROUND-LEVEL DISTANCES.



STATE OF CALIFORNIA BUSINESS, TRANSPORTATION AND HOUSING AGENCY DEPARTMENT OF TRANSPORTATION DISTRICT 4			
DIRECTOR'S QUITCLAIM DEED DK-048354-01-02			
DRAWN BY: MJS		DATE: 06/27/2011	
CHECKED BY:		SCALE: 1"=100'	
CO.	RTE.	P.M.	DR.NO.
SCI	85	2.0	2 OF 2

SANTA CLARA COUNTY

CITY OF SAN JOSE



48146 (48333) 48354. **DK-048354-01-03**

PM 2.0

OAK RIDGE GOLF COURSE
(Not In City)

ROUTE 85

STATE OF CALIFORNIA
BUSINESS, TRANSPORTATION
AND HOUSING AGENCY
DEPARTMENT OF TRANSPORTATION
DISTRICT 04.

DIRECTOR'S DEED
DK-048354-01-03

DR. BY <i>L</i>	DATE 8/95
CKD: BY	SCALE As Shown
CO. RTE. P. M. DR. NO.	
scj 85 1.9	1 of 3

SCALE IN FEET



REV. 03-14-2012 CT/MJS

Attachment 9A

R-X151.07A

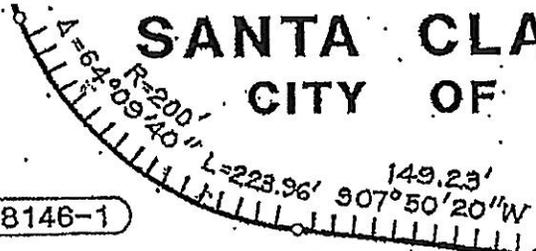
ROUTE 85

SANTA CLARA COUNTY CITY OF SAN JOSE

HOSPITAL
PARKWAY



48146-1

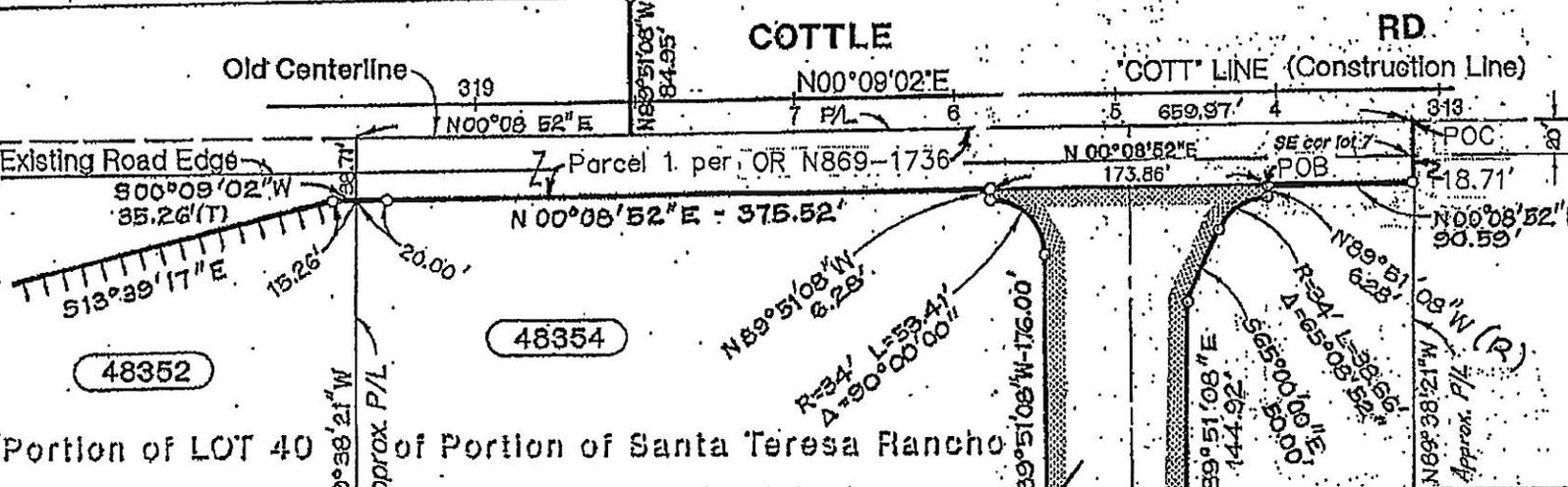


COTTLE RD.

RD.

Old Centerline

'COTT' LINE (Construction Line)



48352

48354

Portion of LOT 40 of Portion of Santa Teresa Rancho

FROST

TRACT

LOT 9

LOT 7

DK-048354-01-03

1.724 Ac.

POC = Point of Commencement
POB = Point of Beginning

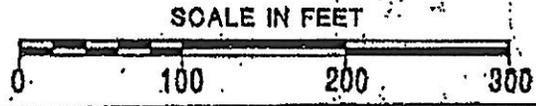
LEGEND

Access Prohibited [diagonal lines]

STATE OF CALIFORNIA
BUSINESS, TRANSPORTATION
AND HOUSING AGENCY
DEPARTMENT OF TRANSPORTATION
DISTRICT 04

DIRECTOR'S DEED
DK-048354-01-03

DR. BY <i>L.</i>	DATE 8-95
CKD. BY	SCALE As Shown
CO. RTE. P. M. DR. NO.	
SCI 85 1.8	2 of 3



R-X151.07A

REV. 03-14-2012
CT/MJS

Attachment 9B

SANTA CLARA COUNTY

CITY OF SAN JOSE



48354

Portion of LOT 40 of Portion of
Santa Teresa Rancho

FROST

TRACT

LOT 9

LOT 7

48352

N 69° 36' 21" W
Approx. P/L

N 20° 01' 30" W
81.77'

R=555'

Δ=39° 16' 10"

64.01'

104.07'
S 20° 01' 30" E

R=615'

L=380.39'

L=421.51'

N 07° 24' 03" W
530.42

R=423.04'
Δ=20° 09' 13"

L=148.06'

R=547'
Δ=10° 30' 15"

L=100.28'

R=305.14'
Δ=20° 03' 13"

L=106.80'

R=635'
Δ=10° 30' 15"

L=116.42'

176.00'
N 89° 51' 08" W
144.92'

S 10° 39' 07" W
Radial

N 69° 38' 21" W
Approx. P/L

DK-048354-01-03

1.724 Ac.

STATE OF CALIFORNIA
BUSINESS, TRANSPORTATION
AND HOUSING AGENCY
DEPARTMENT OF TRANSPORTATION
DISTRICT 04

DIRECTOR'S DEED

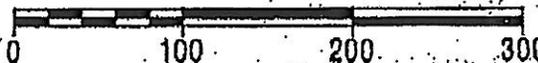
DK-048354-01-03

DR. BY *L.* DATE 8-95

CKD. BY SCALE As Shown

CO.	RTE.	P. M.	DR. NO.
SDI	85	1.8	9 of 9

SCALE IN FEET

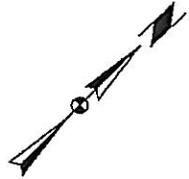


REV. 03-14-2012 CT/MJS

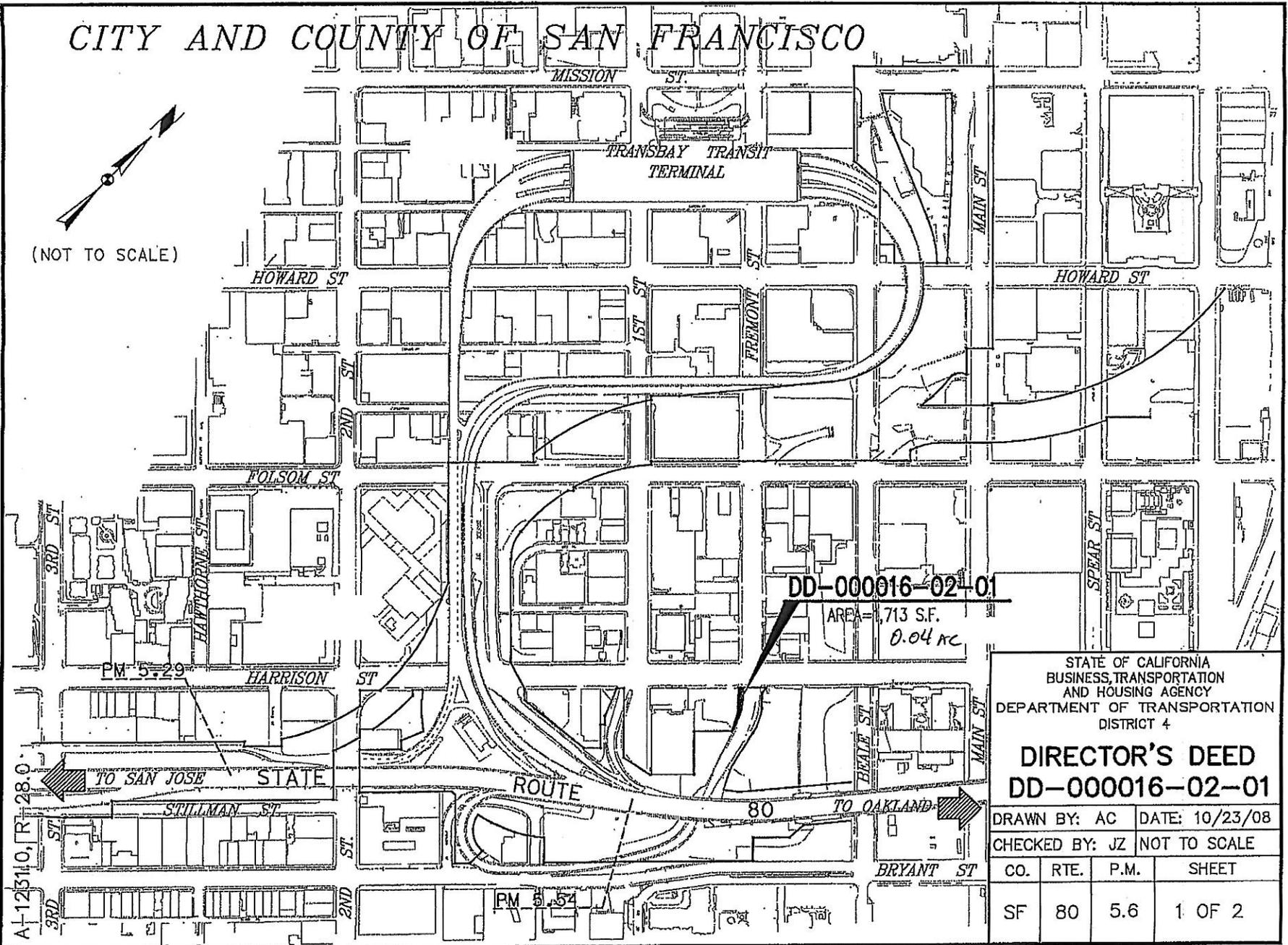
Attachment

R-X151.07A

CITY AND COUNTY OF SAN FRANCISCO



(NOT TO SCALE)



DD-000016-02-01
 AREA = 1,713 S.F.
 0.04 AC

STATE OF CALIFORNIA
 BUSINESS, TRANSPORTATION
 AND HOUSING AGENCY
 DEPARTMENT OF TRANSPORTATION
 DISTRICT 4

DIRECTOR'S DEED DD-000016-02-01

DRAWN BY: AC DATE: 10/23/08

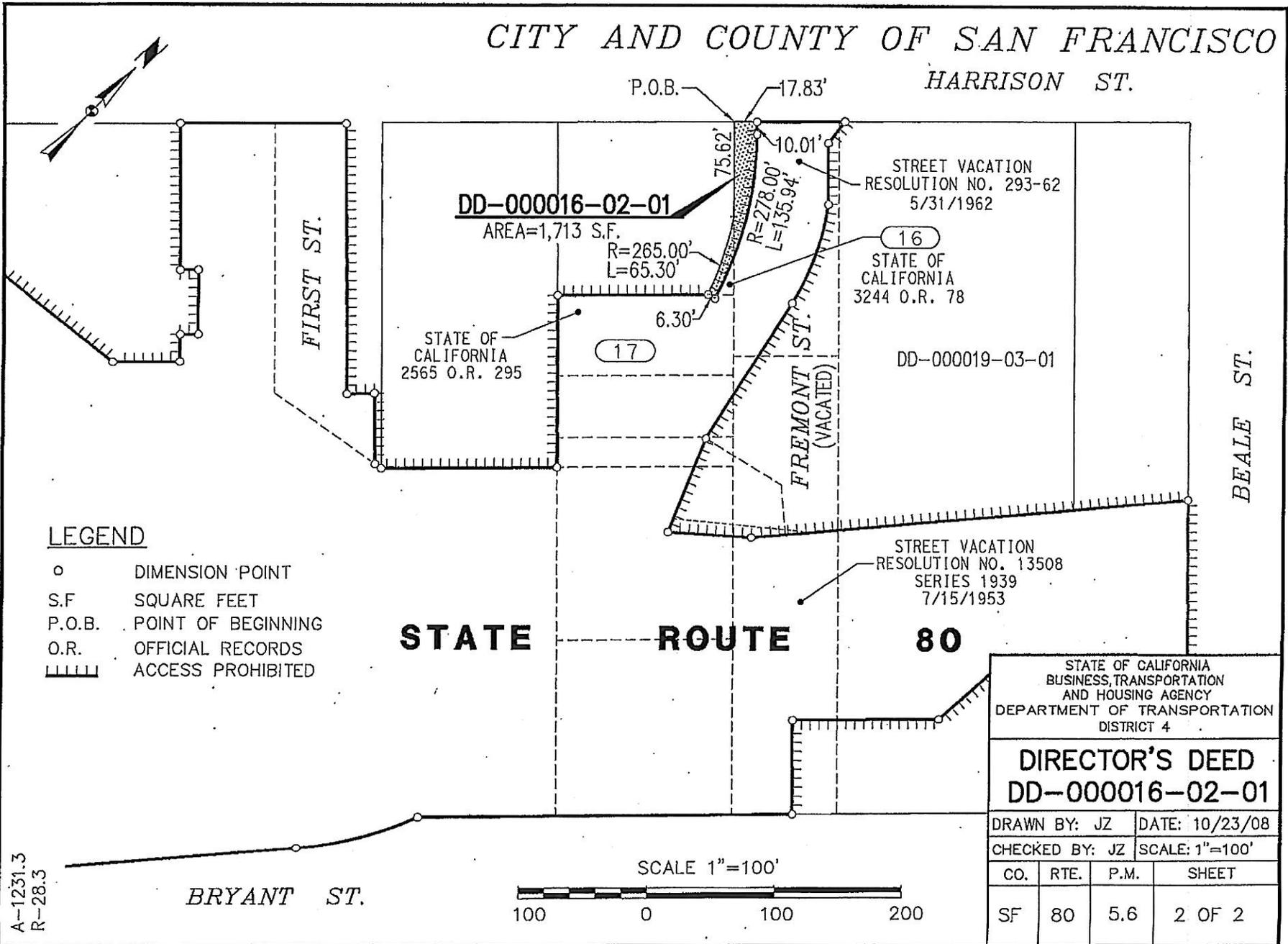
CHECKED BY: JZ NOT TO SCALE

CO.	RTE.	P.M.	SHEET
SF	80	5.6	1 OF 2

Attachment 10A

CITY AND COUNTY OF SAN FRANCISCO

HARRISON ST.



LEGEND

- DIMENSION POINT
- S.F. SQUARE FEET
- P.O.B. POINT OF BEGINNING
- O.R. OFFICIAL RECORDS
- ||||| ACCESS PROHIBITED

STATE ROUTE 80

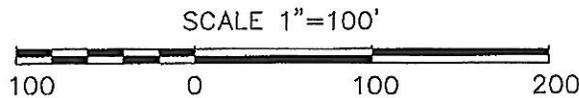
STATE OF CALIFORNIA
BUSINESS, TRANSPORTATION
AND HOUSING AGENCY
DEPARTMENT OF TRANSPORTATION
DISTRICT 4

DIRECTOR'S DEED
DD-000016-02-01

DRAWN BY: JZ DATE: 10/23/08

CHECKED BY: JZ SCALE: 1"=100'

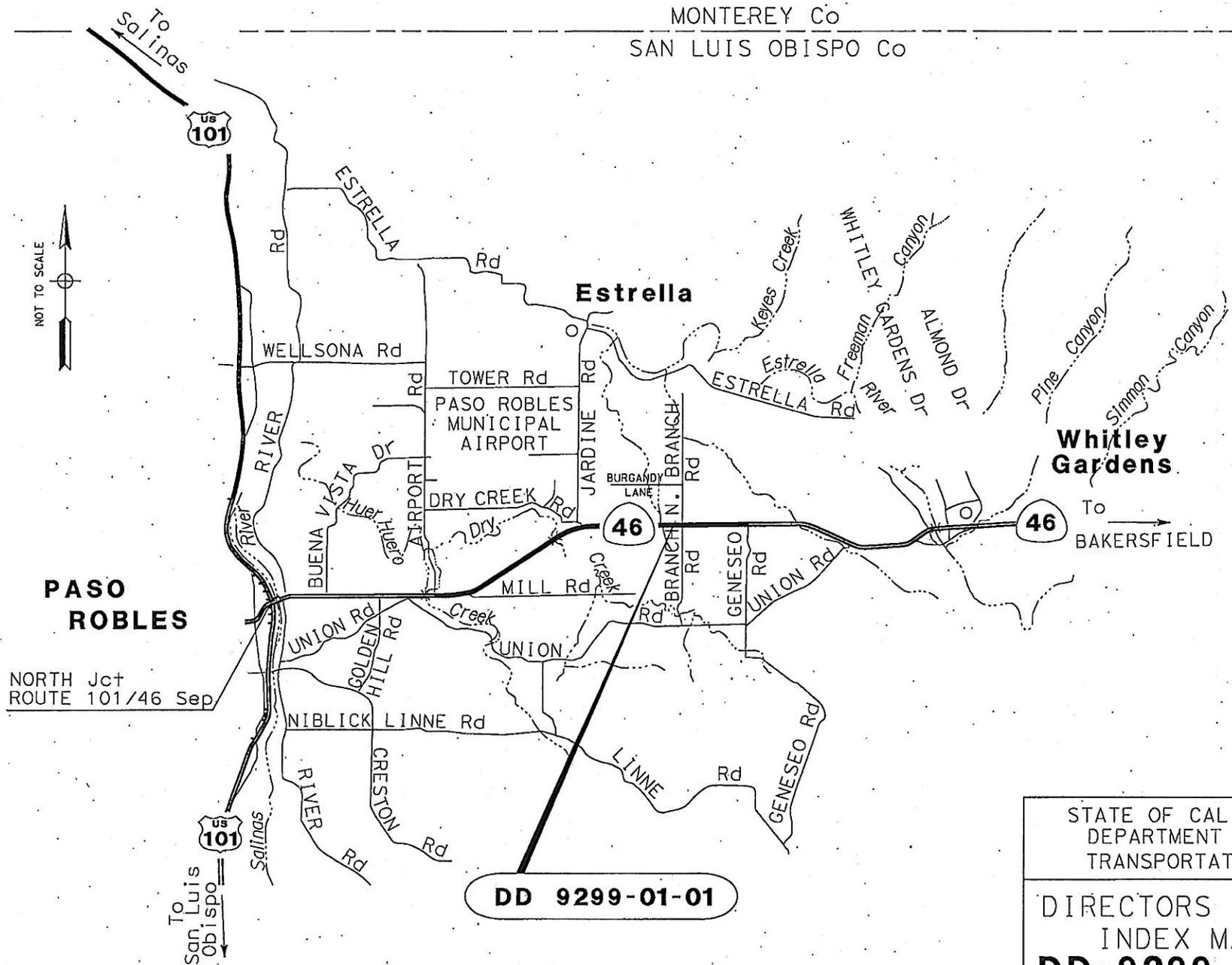
CO.	RTE.	P.M.	SHEET
SF	80	5.6	2 OF 2



A-1231.3
R-28.3

BRYANT ST.

MONTEREY Co
SAN LUIS OBISPO Co



NORTH Jct
ROUTE 101/46 Sep

DD 9299-01-01

STATE OF CALIFORNIA DEPARTMENT OF TRANSPORTATION		
DIRECTORS DEED INDEX MAP DD-9299-01-01		
COUNTY	ROUTE	KILO POST
SLO	46	57.8
		POST MILE
		35.9

Attachment 11A

TO PASO ROBLES

TO BAKERSFIELD

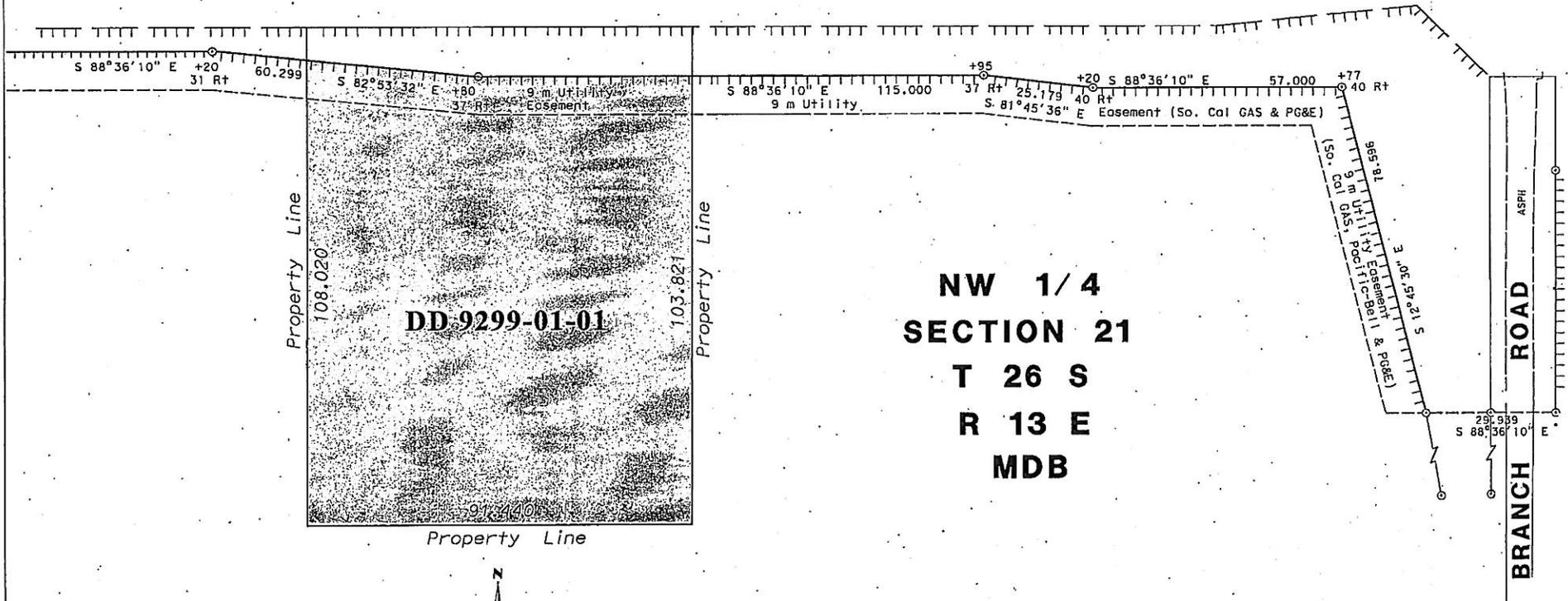
ROUTE 46

106

107

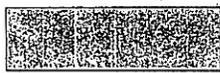
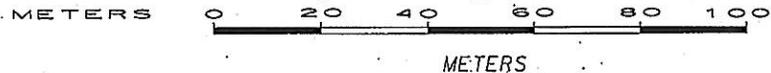
108

109



DD-9299-01-01

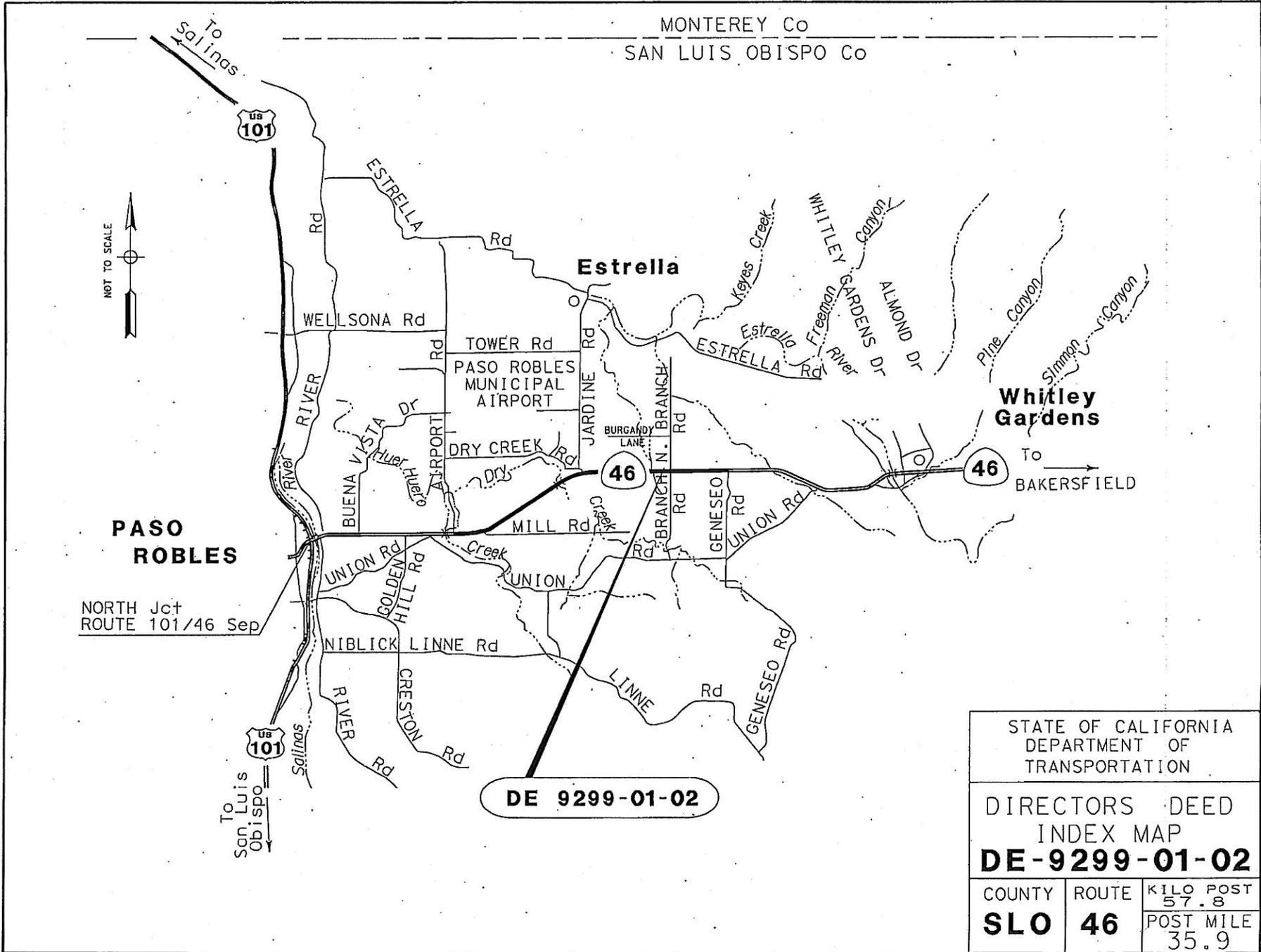
NW 1/4
SECTION 21
T 26 S
R 13 E
MDB



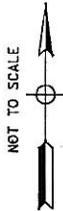
DD 9299-01-01
Approximately 2.37 Acres

STATE OF CALIFORNIA DEPARTMENT OF TRANSPORTATION		
DIRECTORS DEED DD-9299-01-01		
COUNTY SLO	ROUTE 46	POST MILE 35.9

Attachment 11B



MONTEREY Co
SAN LUIS OBISPO Co



NORTH Jct
ROUTE 101/46 Sep

DE 9299-01-02

STATE OF CALIFORNIA
DEPARTMENT OF
TRANSPORTATION

DIRECTORS DEED
INDEX MAP
DE-9299-01-02

COUNTY	ROUTE	KILO POST
SLO	46	57.8
		POST MILE
		35.9

TO PASO ROBLES

TO BAKERSFIELD

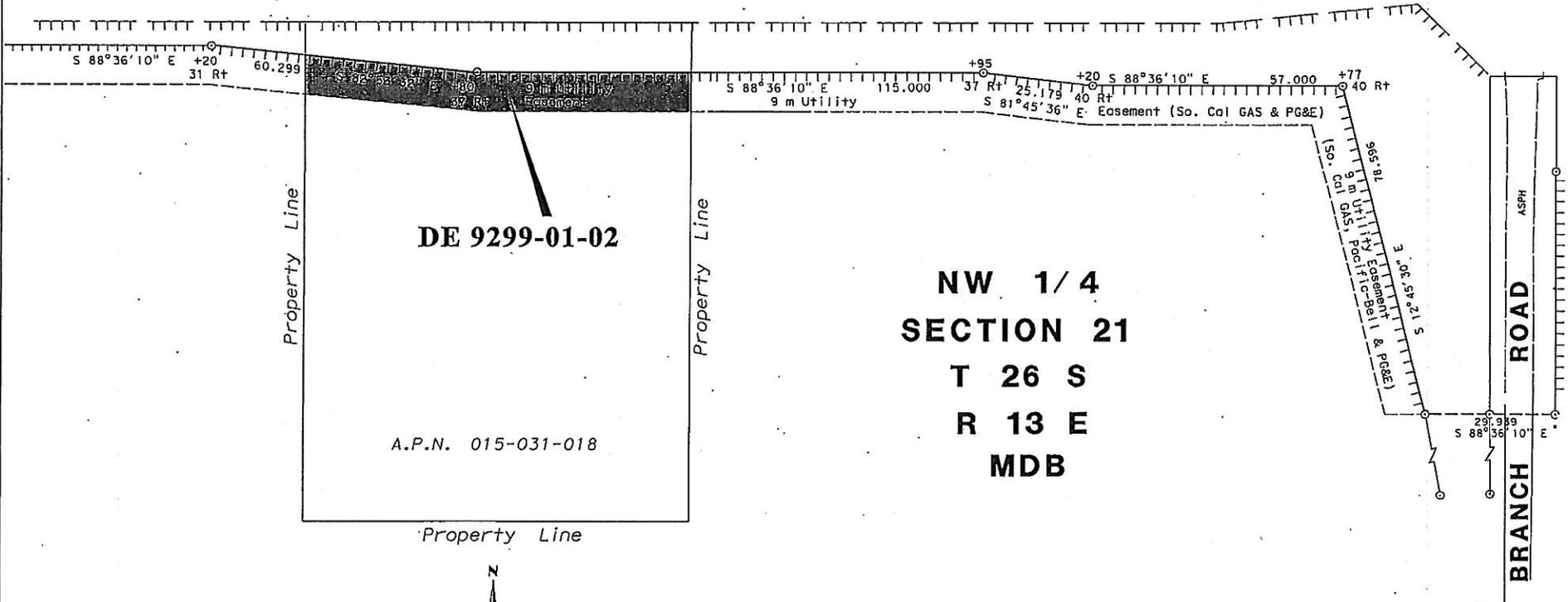
ROUTE 46

106

107

108

109



DE 9299-01-02

A.P.N. 015-031-018

NW 1/4
SECTION 21
T 26 S
R 13 E
MDB

BRANCH ROAD ASPH

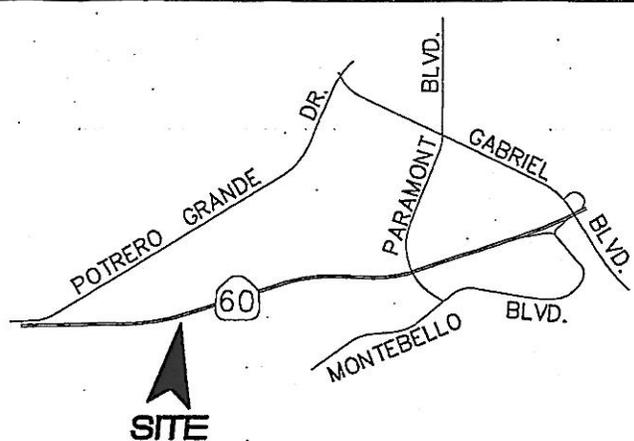


METERS 0 20 40 60 80 100

STATE OF CALIFORNIA DEPARTMENT OF TRANSPORTATION		
DIRECTORS DEED DE-9299-01-02		
COUNTY SLO	ROUTE 46	POST MILE 35.9

DE 9299-01-02
9 Meter Wide Utility Easement (0.19 acres)

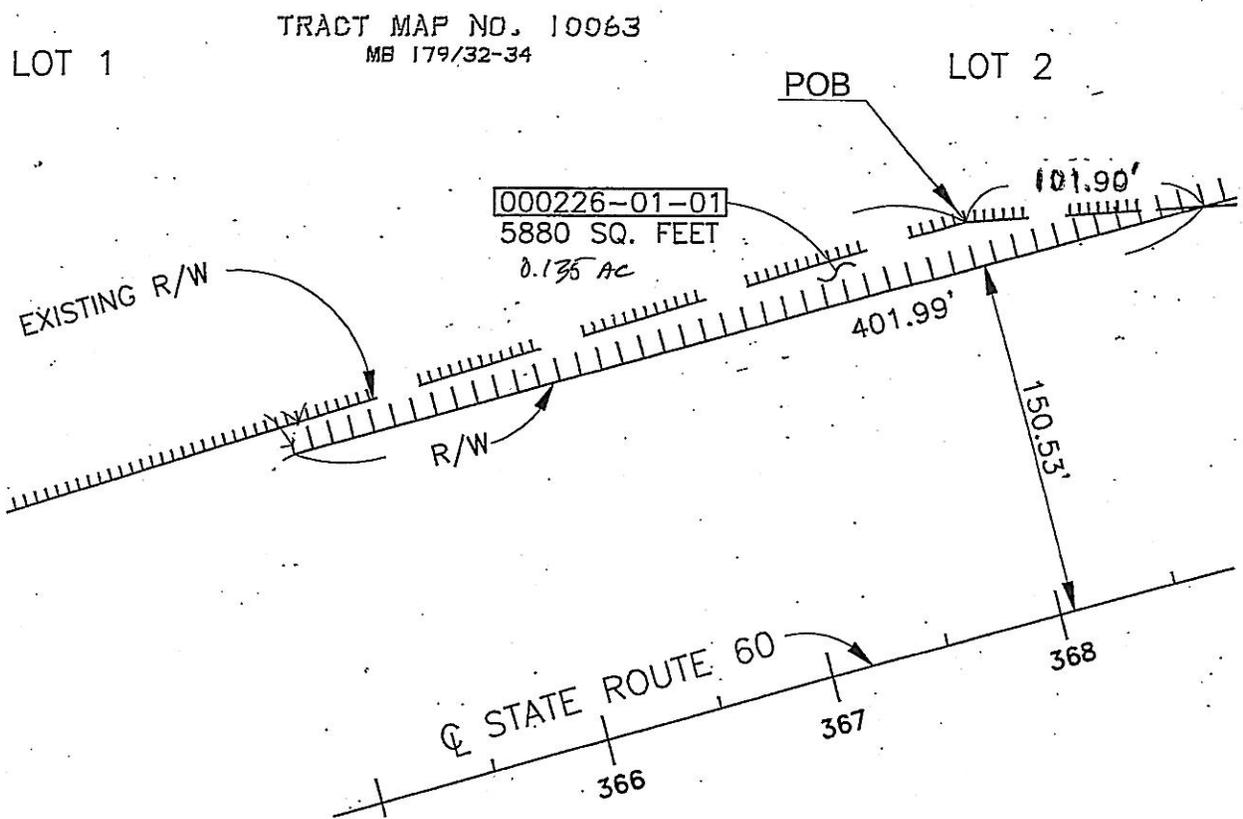
DIST	COUNTY	ROUTE	POST MILE
07	LA	60	R6.95



VICINITY MAP
NOT TO SCALE



SCALE: 1"=80'



||| STATE RETAINS ACCESS RIGHTS

STATE OF CALIFORNIA-DEPARTMENT OF TRANSPORTATION-DISTRICT 07

PLAT ACCOMPANYING

DIRECTOR'S DEED DD 000226-01-01

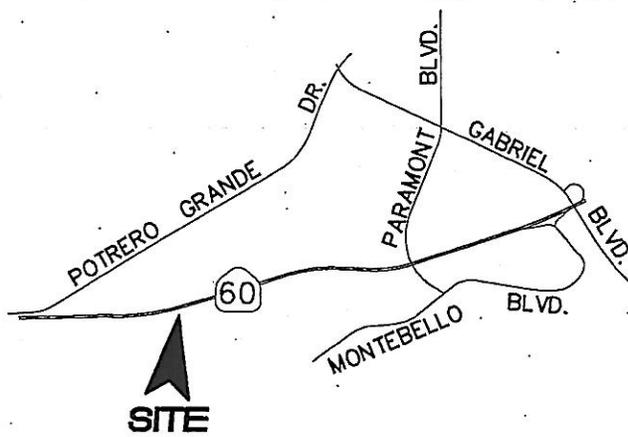
CITY OF
MONTEREY PARK

PREPARED BY:
ASSOCIATED ENGINEERS, Inc.

REF. MAP: F1786-8

BY: A.P. CHECKED: J.L.E.

DIST	COUNTY	ROUTE	POST MILE
07	LA	60	R7.20

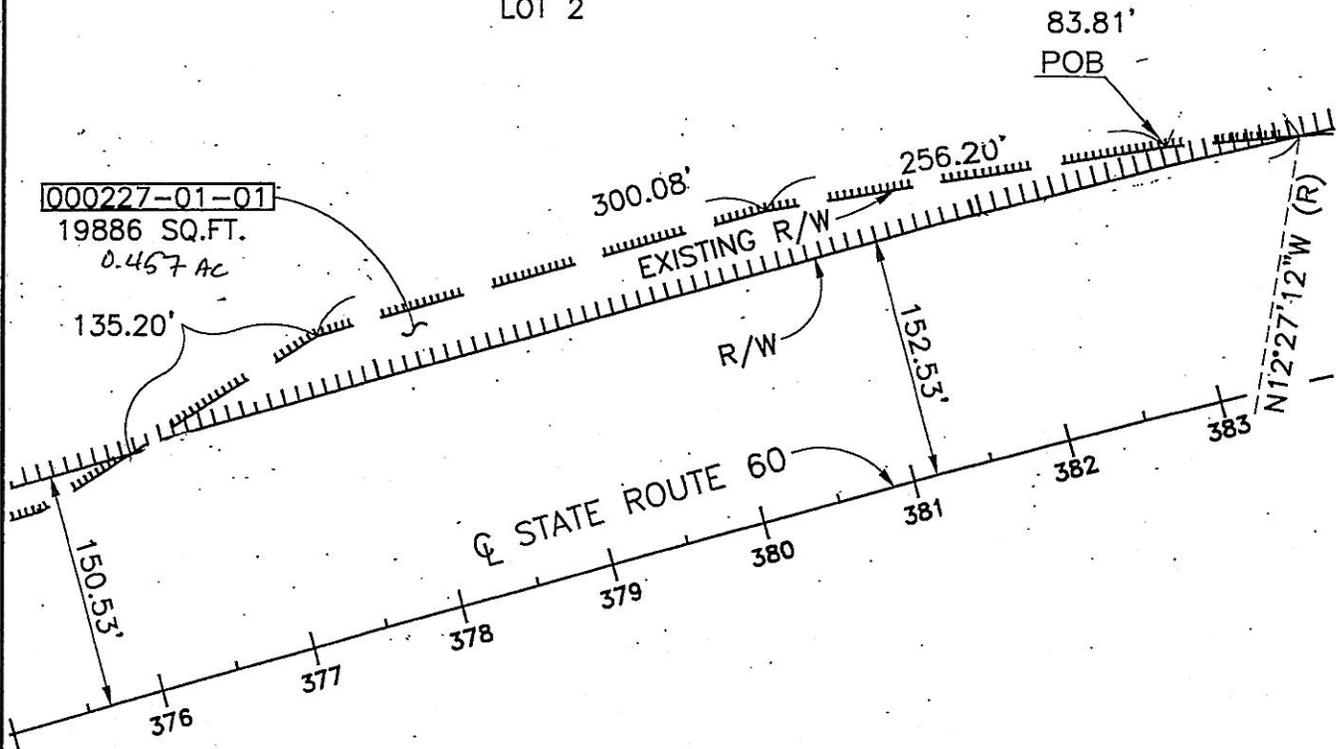


VICINITY MAP
NOT TO SCALE



SCALE: 1"=120'

TRACT MAP NO. 10063
MB 179/32-34
LOT 2



STATE RETAINS ACCESS RIGHTS

STATE OF CALIFORNIA-DEPARTMENT OF TRANSPORTATION-DISTRICT 07

PLAT ACCOMPANYING

DIRECTOR'S DEED DD 000227-01-01

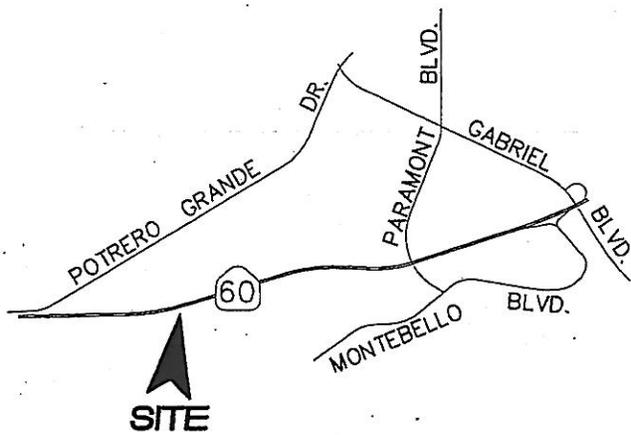
CITY OF
MONTEREY PARK

PREPARED BY:
ASSOCIATED ENGINEERS, Inc.

REF. MAP: F1786-9

BY: A.P. CHECKED: J.L.E.

DIST	COUNTY	ROUTE	POST MILE
07	LA	60	R7.47



SITE

VICINITY MAP

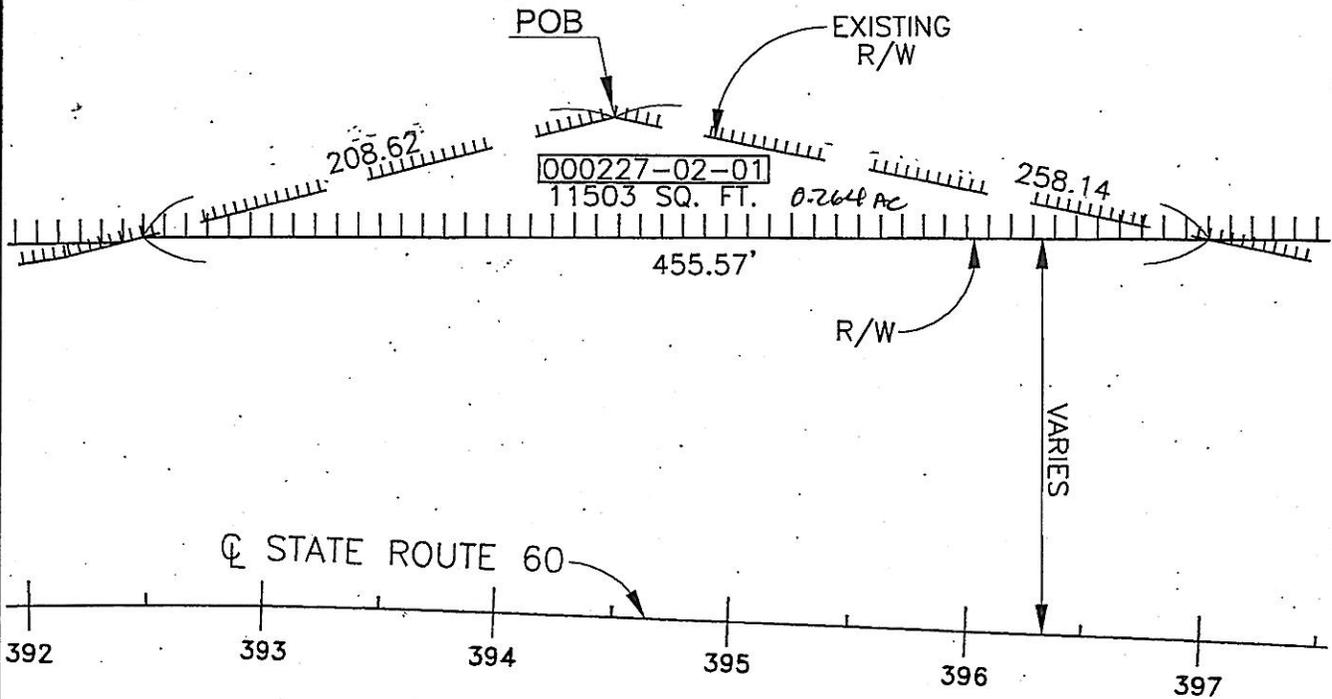
NOT TO SCALE



SCALE: 1"=80'

TRACT MAP NO. 10063
MB 179/32-34

LOT 2



STATE RETAINS ACCESS RIGHTS

STATE OF CALIFORNIA-DEPARTMENT OF TRANSPORTATION-DISTRICT 07

PLAT ACCOMPANYING

DIRECTOR'S DEED DD 000227-02-01

CITY OF
MONTEREY PARK

PREPARED BY:
ASSOCIATED ENGINEERS, Inc.

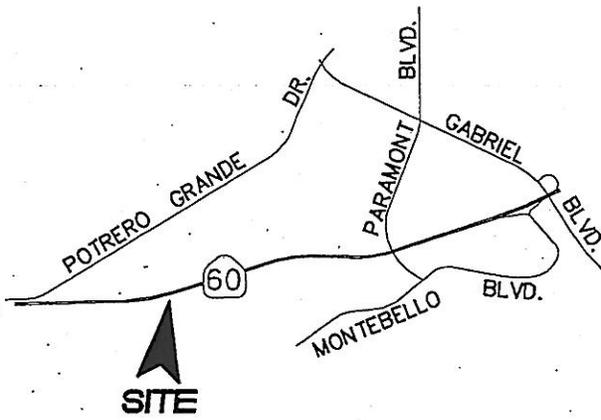
REF. MAP: F1786-10

BY: A.P.

CHECKED: J.L.E.

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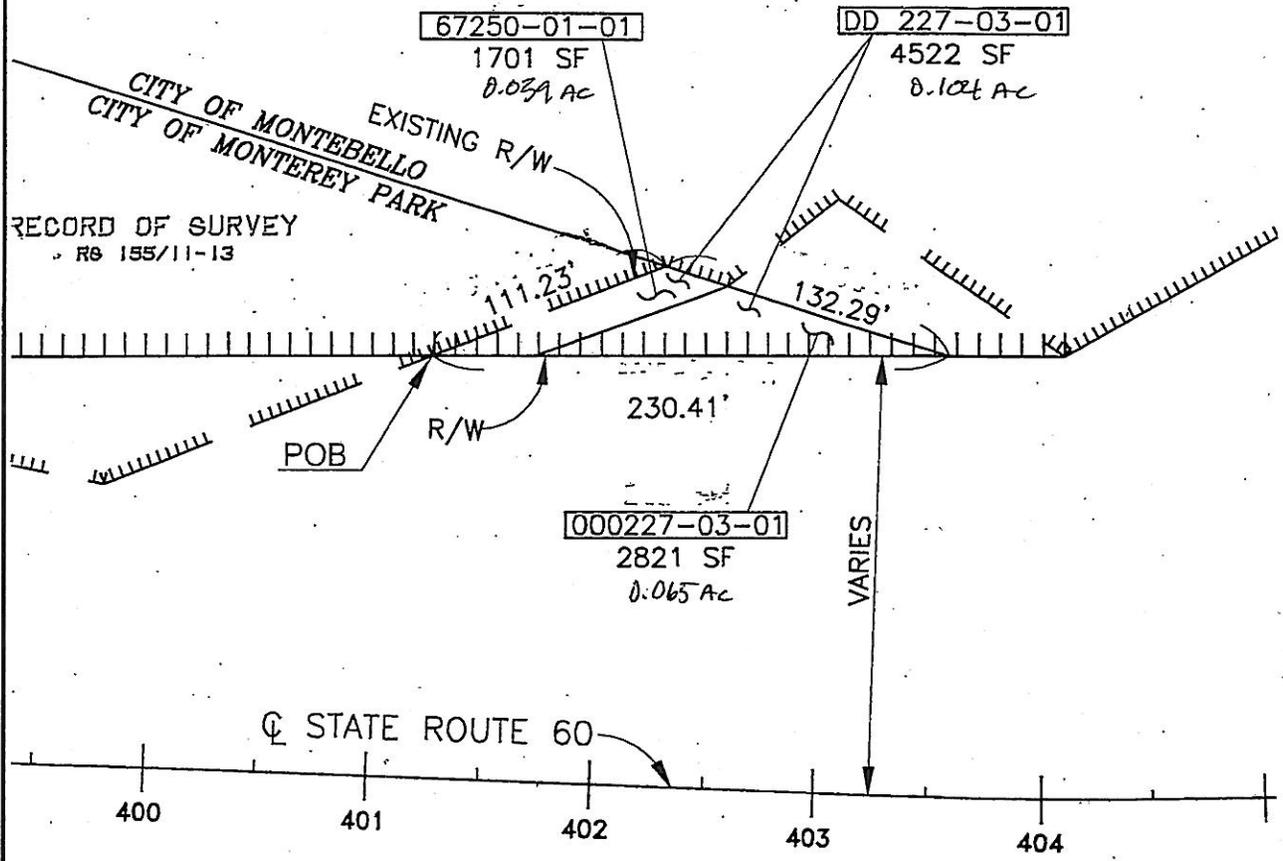
DIST	COUNTY	ROUTE	POST MILE
07	LA	60	R7.62



VICINITY MAP
NOT TO SCALE



SCALE: 1"=80'



STATE RETAINS ACCESS RIGHTS

STATE OF CALIFORNIA-DEPARTMENT OF TRANSPORTATION-DISTRICT 07

PLAT ACCOMPANYING

DIRECTOR'S DEED DD 000227-03-01

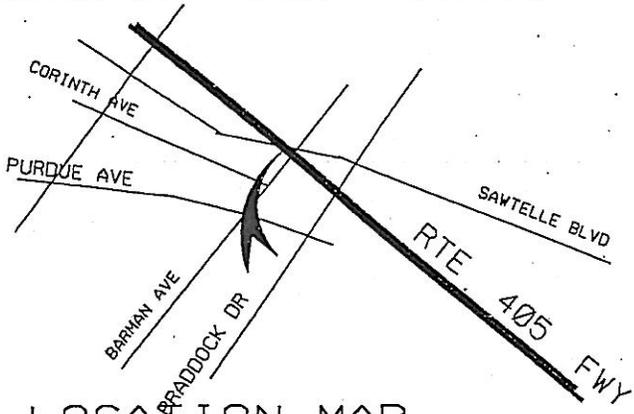
CITY OF
MONTEREY PARK

PREPARED BY:
ASSOCIATED ENGINEERS, Inc.
BY: A.P. CHECKED: J.L.E.

REF. MAP: F1786-11

CITY OF CULVER CITY

DIST	COUNTY	ROUTE	POST MILE
07	LA	405	27.03

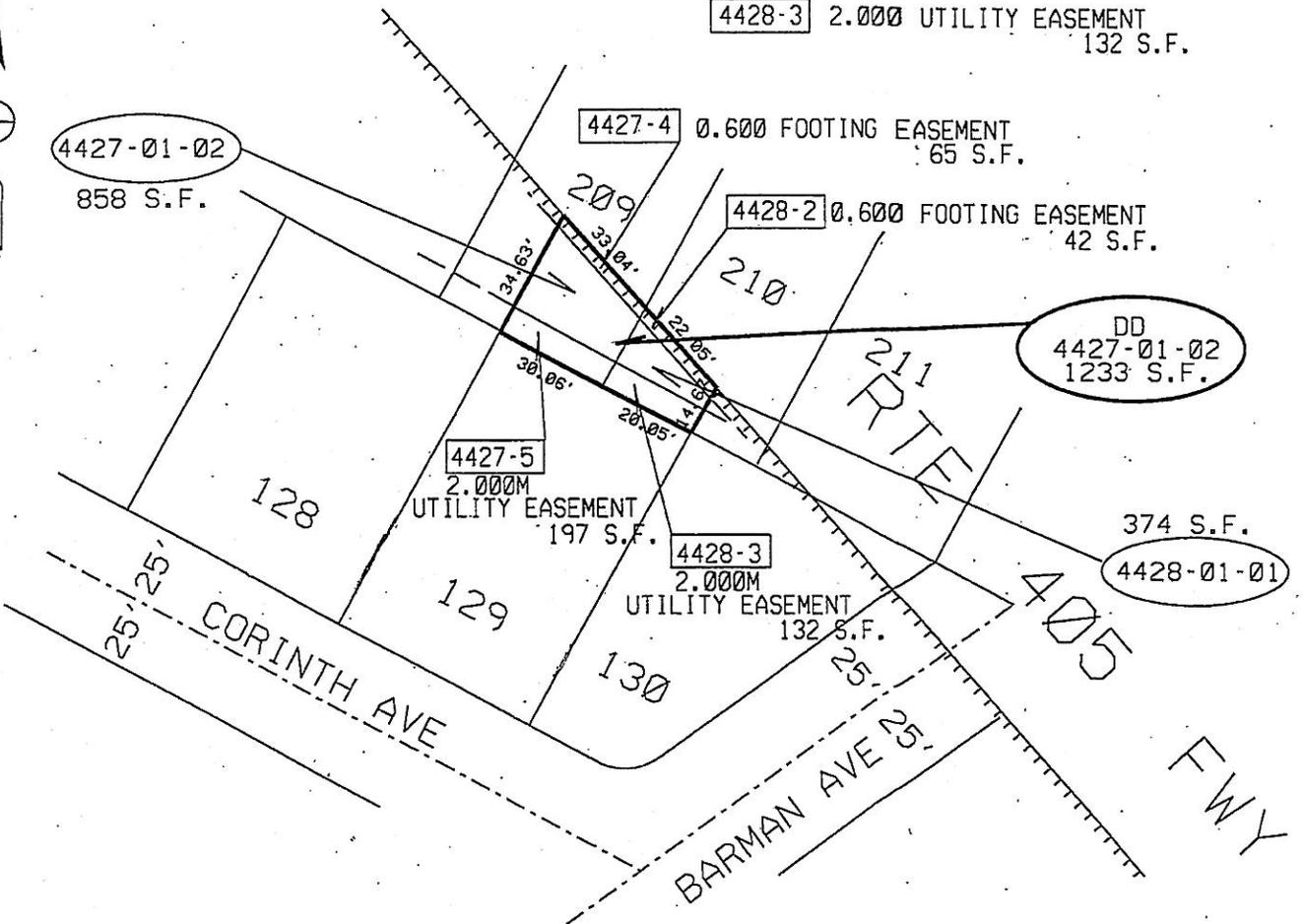
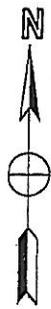


LOCATION MAP

PARCEL NO. AREA

DD4427-01-02 1233 S.F.
0.028 AC

- 4427-4 0.600 FOOTING EASEMENT 65 S.F.
- 4427-5 2.000 UTILITY EASEMENT 197 S.F.
- 4428-2 0.600M FOOTING EASEMENT 42 S.F.
- 4428-3 2.000 UTILITY EASEMENT 132 S.F.



STATE RETAINS ACCESS RIGHTS

INTERSTATE

STATE OF CALIFORNIA-DEPARTMENT OF TRANSPORTATION-DISTRICT 07

PLAT ACCOMPANYING

DIRECTOR'S DEED DD 4427-01-02

REF. MAP: 26102-C

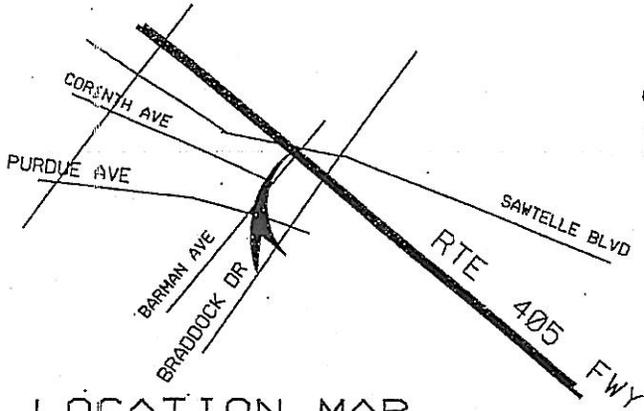
SCALE: NONE

DRWN: JM CH: FC

DATE: 10-18-11

CITY OF CULVER CITY

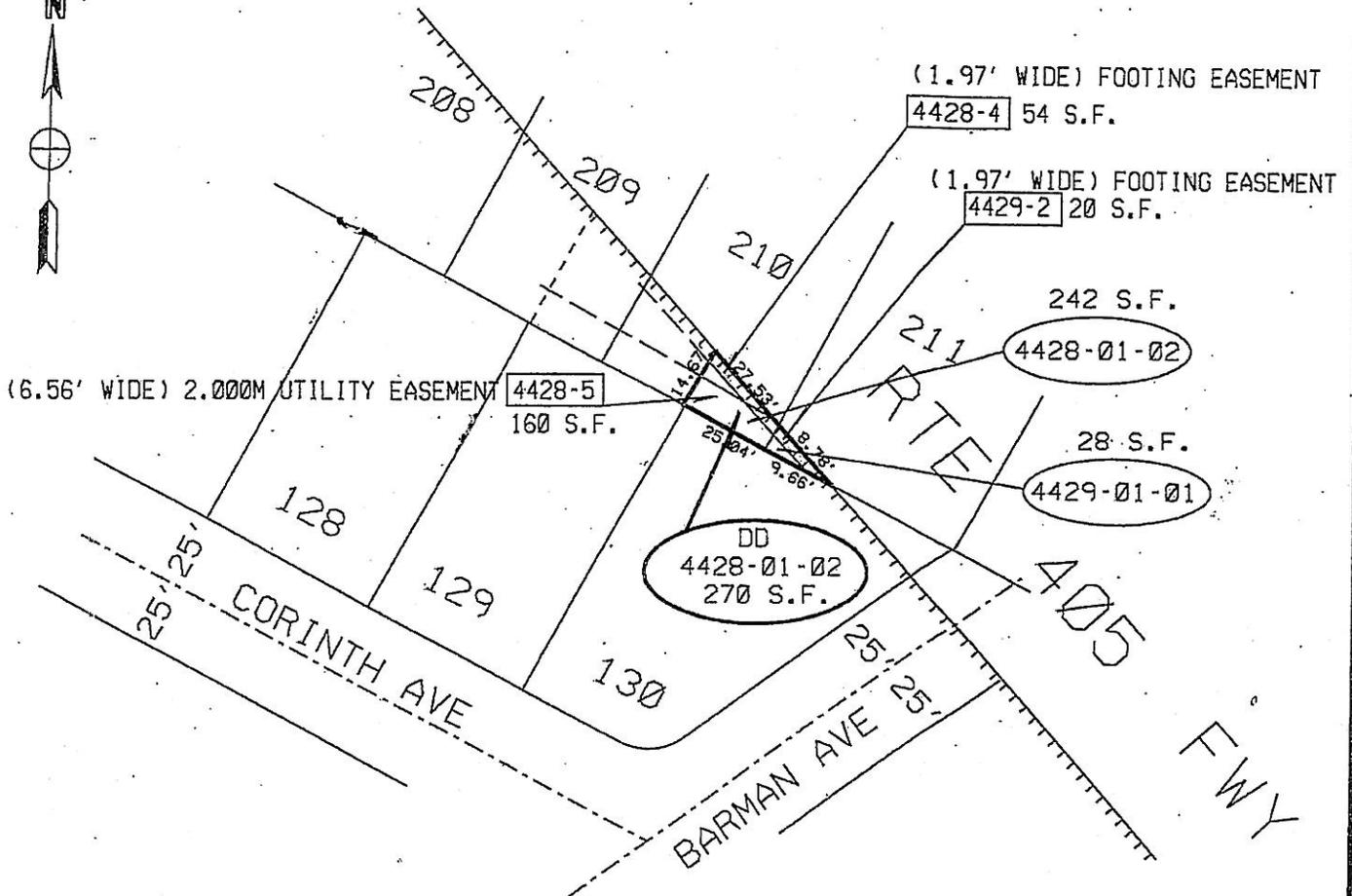
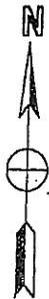
DIST	COUNTY	ROUTE	POST MILE
07	LA	405	27.03



LOCATION MAP

PARCEL NO. AREA

DD4428-01-02	270 S.F. .006 AC
4428-4 FOOTING EASEMENT	54 S.F.
4428-5 UTILITY EASEMENT	160 S.F.
4429-2 FOOTING EASEMENT	20 S.F.



STATE RETAINS ACCESS RIGHTS INTERSTATE

STATE OF CALIFORNIA-DEPARTMENT OF TRANSPORTATION-DISTRICT 07

PLAT ACCOMPANYING

DIRECTOR'S DEED DD 4428-01-02

REF. MAP: 26102-C

SCALE: NONE

DRWN: JM CH: FC

DATE: 10-18-11

Memorandum

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: May 23, 2012

Reference No.: 2.5c.(7a)
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-11-56**

RECOMMENDATION:

The Department of Transportation recommends the California Transportation Commission approve the following resolution, allocating \$294,140 for two Environmental Enhancement and Mitigation (EEM) Program Projects.

ISSUE:

The attached vote list describes two EEM Program projects off the State Highway System totaling \$294,140, plus \$361,340 from other sources. The agencies for these projects are ready to proceed and are requesting an allocation at this time. The Budget Act of 2010 appropriates \$10 million for the EEM Program. This is the fifth allocation, which leaves a remaining balance of \$0 for future allocations.

FINANCIAL RESOLUTION:

Resolved, that \$294,140 be allocated from the Budget Act of 2010, Item 2660-101-0183, for two Environmental Enhancement and Mitigation Program projects, as described on the attached vote list.

Attachment

2.5 Highway Financial Matters

Project #	Allocation Amount	Applicant	Location	Program	Budget Year	Amount by
RTPA/CTC	Dst-County	Project Description	EA	Fund Type	Program Code	Fund Type
2.5c.(7a) Locally Administered Environmental Enhancement and Mitigation Projects					Resolution FP-11-56	
1	\$220,000	FireSafe Marin	Highway 101 Restoration and Planting Project Plant 200 native, drought tolerant, deep pot oak trees, along the highway 101 corridor in the densest carbon emission area in the county.	EEM / 10-11 \$220,000 20-35	2010-11 101-0183 EEM 20.30.207.811	\$220,000
		MTC 04-Marin	(Contribution from other sources: \$5,080)			
2	\$74,140	Lakesides River Park Conservancy SANDAG 11-San Diego	Bostonia House Research Field Station. Construct a research field station to support, encourage and enhance new and continuing research along the San Diego River and within MSCP lands within the eastern San Diego River watershed.	EEM / 10-11 \$74,140 20-36	2010-11 101-0183 EEM 20.30.207.811	\$74,140
			(Contribution from other sources:\$356,260)			

Memorandum

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: May 23, 2012

Reference No.: 2.5c.(7b)
Action Item

From: NORMA ORTEGA
Chief Financial Officer

Prepared by: Denix Anbiah
Division Chief
Local Assistance

Subject: **FINANCIAL ALLOCATION AMENDMENT FOR ENVIRONMENTAL ENHANCEMENT
AND MITIGATION PROGRAM PROJECTS
RESOLUTION FP-11-57, AMENDING RESOLUTION FP-10-27**

RECOMMENDATION:

The California Department of Transportation (Department) recommends the California Transportation Commission (Commission) amend Resolution FP-10-27, originally approved on May 12, 2011, to rescind the allocation for Project 2 – US 50/Missouri Flat Road Interchange project in El Dorado County for \$220,000, revising the total amount for Resolution FP-10-27 from \$1,420,000 to \$1,200,000.

ISSUE:

On May 12, 2011, the Commission approved Resolution FP-10-27 allocating \$1,420,000 for four Environmental Enhancement and Mitigation (EEM) Program projects. In March 2012, the County of El Dorado Department of Transportation (County) informed the Department that they would not be able to use the funding that was awarded the County and requested that the \$220,000 allocated to the project be removed and the project be removed from the FY 2010-11 EEM Program. .

The Department requests that the allocation for Project 2 be rescinded.

RESOLUTION:

Be it Resolved, that the California Transportation Commission does hereby rescind \$220,000 allocated under Resolution FP-10-27 for Project 2 – US 50/Missouri Flat Road Interchange project, thereby reducing the total amount allocated under Resolution FP-10-27 from \$1,420,000 to \$1,200,000; and

Be it further Resolved, that Resolution FP-10-27 is hereby amended.

Attachment

2.5 Highway Financial Matters

Project #	Allocation Amount	Applicant	Project Title	Program	Budget Year	Item #	Amount by
RTPA/CTC		Location	Program Amt.	Fund Type			Fund Type
Dst-County		Project Description	Project ID/EA	Program Code			Amount by
2.5c.(7b) Locally Administered Environmental Enhancement and Mitigation Projects					Resolution FP-11-57, Amending Resolution FP-10-27		
2	\$220,000	US 50/Missouri Flat Road Interchange.	EEM/10-11	2010-11			
County of El Dorado		Plant 900 additional native trees within the right of way of	\$220,000	101-0183			\$220,000
Department of Transportation		the US 50/Missouri Flat Road interchange. There will also	20-34	EEM			
El Dorado CTC		Project 2 – RESCINDED		20.30.207.811			
03-El Dorado		US 50/Missouri Flat Road Interchange					
		not three years of growth. It provides for additional native					
		landscaping in the right of way area of a related					
		Transportation Facility currently under construction.					
		(Contributions from other sources: \$0)					

Memorandum

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: May 23, 2012

Reference No.: 2.5c.(7c)
Action Item

From: NORMA ORTEGA
Chief Financial Officer

Prepared by: Denix Anbiah
Division Chief
Local Assistance

Subject: **FINANCIAL ALLOCATION AMENDMENT FOR ENVIRONMENTAL ENHANCEMENT
AND MITIGATION PROGRAM PROJECTS
RESOLUTION FP-11-58, AMENDING RESOLUTION FP-10-35**

RECOMMENDATION:

The California Department of Transportation (Department) recommends the California Transportation Commission (Commission) amend Resolution FP-10-35, originally approved on June 23, 2011, to rescind the allocation for Project 1 – Righetti Ranch Resource Lands Acquisition Project in San Luis Obispo for \$74,140, revising the total amount for Resolution FP-10-35 from \$74,140 to \$0.

ISSUE:

On June 23, 2011, the Commission approved Resolution FP-10-35 allocating \$74,140, plus \$1,725,860 from other sources for the Righetti Ranch Resource Lands Acquisition Project, an Environmental Enhancement and Mitigation (EEM) Program project, located in San Luis Obispo. 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 removed from the FY 2010-11 EEM Program.

The Department requests that the allocation for Project 1 be rescinded.

RESOLUTION:

Be it Resolved, that the California Transportation Commission does hereby rescind \$74,140 allocated under Resolution FP-10-35 for Project 1 – Righetti Ranch Resource Lands Acquisition Project, thereby reducing the total amount allocated under Resolution FP-10-35 from \$74,140 to \$0; and

Be it further Resolved, that Resolution FP-10-35 is hereby amended.

Attachment

2.5 Highway Financial Matters

Project #	Allocation Amount	Applicant	Location	Program	Budget Year	Item #	Amount by
RTPA/CTC			Project Description	EA	Fund Type	Program Code	Fund Type
2.5c.(7c) Locally Administered Environmental Enhancement and Mitigation Project						Resolution FP-11-58,	
						Amending Resolution FP-10-35	
4	\$74,140	The Trust for Public Land	Righetti Ranch Resource Lands Acquisition Project.	EEM / 10-11	2010-11		
				\$74,140		101-0183	\$74,140
				20-32		EEM	
						20-30-207-811	
			Project 1 – RESCINDED				
			Righetti Ranch Resource Lands Acquisition Project				
			impacted by a road widening on nearby State Route 227.				
			(Contribution from other sources: \$1,725,860.)				

Memorandum

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: May 23, 2012

Reference No.: 2.5g.(1v)
Action Item

From: NORMA ORTEGA
Chief Financial Officer

Prepared by: Kurt Scherzinger
Acting Division Chief
Transportation Programming

Subject: **FINANCIAL ALLOCATION AMENDMENT FOR PROPOSITION 1B STATE
ADMINISTERED CORRIDOR MOBILITY IMPROVEMENT ACCOUNT PROJECT
ON THE STATE HIGHWAY SYSTEM
RESOLUTION CMIA-AA-1112-031, AMENDING RESOLUTION CMIA-A-1112-009**

RECOMMENDATION:

The California Department of Transportation (Department) recommends the California Transportation Commission (Commission) amend Resolution CMIA-A-1112-009 to de-allocate \$3,943,000 in Proposition 1B Corridor Mobility Improvement Account (CMIA) funds from the Route 84 Expressway Widening project (PPNO 0081G) in Alameda County, thereby reducing the original CMIA construction allocation of \$17,050,000 to \$13,107,000 to reflect contract award savings.

BACKGROUND:

At its August 2011 meeting, the Commission approved Resolution CMIA-A-1112-009 allocating \$17,050,000 in CMIA construction funds for the Route 84 Expressway Widening project (PPNO 0081G). The construction contract was awarded on March 21, 2012 with CMIA construction savings of \$3,943,000.

The necessary changes are reflected in strikethrough and bold on the attachment.

RESOLUTIONS:

Be it Resolved, that \$17,050,000 in CMIA funds (Budget Act Item 2660-304-6055) originally allocated under Resolution CMIA-A-1112-009 for the Route 84 Expressway Widening project (PPNO 0081G) in Alameda County, is hereby amended by \$3,943,000, reducing the original CMIA construction capital allocation to \$13,107,000, in accordance with the attached revised vote box.

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
2.5g.(1v) Proposition 1B – Allocation Amendment - State Administered CMIA Project on the State Highway System			Resolution CMIA-A-1112-031 Amending Resolution CMIA-A-1112-009	
1 \$17,050,000 \$13,107,000	Route 84 Expressway Widening – Segment 1. In the city of Livermore, on State Route 84. Widen from 2 lanes to 4 lanes from north of Concannon Boulevard to Stanley Boulevard and to 6 lanes from Stanley Boulevard to Jack London Boulevard.	04-0081G CMIA/11-12 CONST \$17,050,000 \$13,107,000 0400020580 4 297614	2010-11 304-6055 CMIA 20.20.721.000	\$17,050,000 \$13,107,000
Department of Transportation MTC Alameda 04N-Ala-84 25.5/27.1	Final Project Development Adjustment: N/A Final Right of Way Share Adjustment: N/A (Contributions from local sources: \$17,456,000.) (Future Consideration of Funding – Resolution E-11-52, June 2011.) (Construction Engineering totaling \$2,950,000, allocated under Resolution CMIA –A-1011-009; June 2011.) <u>Outcome/Output:</u> Once completed, the overall Route 84 Expressway Widening Project (PPNO 0081G and 0081H) will result in daily vehicle savings of about 5,682 hours. <u>Amend Resolution CMIA-A-1112-009 to de-allocate a total of \$3,943,000 CMIA CONST to reflect award savings.</u>			

Memorandum

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: May 23, 2012

Reference No.: 2.5g.(1w)
Action Item

From: NORMA ORTEGA
Chief Financial Officer

Prepared by: Kurt Scherzinger
Acting Division Chief
Transportation Programming

Subject: **FINANCIAL ALLOCATION AMENDMENT FOR PROPOSITION 1B STATE
ADMINISTERED CMIA PROJECTS ON THE STATE HIGHWAY SYSTEM
RESOLUTION CMIA-AA-1112-032, AMENDING RESOLUTION CMIA-A-1112-020**

RECOMMENDATION:

The California Department of Transportation recommends the California Transportation Commission (Commission) amend Resolution CMIA-A-1112-20 to de-allocate \$19,162,000 in Proposition 1B Corridor Mobility Improvement Account (CMIA) funds from the I-805 HOV Managed Lanes-South (SR54 to SR94) project (PPNO 0730A) in San Diego County, thereby reducing the original CMIA construction capital allocation of \$35,947,000 to \$16,785,000, to reflect contract award savings.

BACKGROUND:

At its January 2012 meeting, the Commission approved Resolution CMIA-A-1112-20, allocating \$35,947,000 in CMIA construction capital for the I-805 HOV Managed Lanes-South (SR54 to SR94) project. The construction contract was awarded on March 27, 2012 with CMIA savings of \$19,162,000.

The necessary changes are reflected in strikethrough and bold on the attached revised vote box.

RESOLUTION:

Be it Resolved, that \$35,947,000 in Corridor Mobility Improvement Account (CMIA) funds (304-6055) originally allocated under Resolution CMIA-A-1112-20 for the I-805 HOV Managed Lanes-South (SR54 to SR94) project (PPNO 0730A) in San Diego County is hereby amended by \$19,162,000, reducing the original CMIA construction capital amount to \$16,785,000 in accordance with the attached revised vote box.

Attachment

Memorandum

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: May 23, 2012

Reference No.: 2.5g.(1x)
Action Item

From: NORMA ORTEGA
Chief Financial Officer

Prepared by: Kurt Scherzinger
Acting Division Chief
Transportation Programming

Subject: **FINANCIAL ALLOCATION AMENDMENT FOR PROPOSITION 1B STATE
ADMINISTERED CMIA PROJECT ON THE STATE HIGHWAY SYSTEM
RESOLUTION CMIA-AA-1112-033, AMENDING RESOLUTION CMIA-A-1112-016**

RECOMMENDATION:

The California Department of Transportation recommends the California Transportation Commission (Commission) amend Resolution CMIA-A-1112-016 to de-allocate \$14,398,000 in Proposition 1B Corridor Mobility Improvement Account (CMIA) funds from the I-15 Mira Mesa/Scripps Ranch Direct Access Ramp project (PPNO 0661E) in San Diego County, thereby reducing the original CMIA construction capital allocation of \$32,200,000 to \$17,802,000, to reflect contract award savings.

BACKGROUND:

At its December 2011 meeting, the Commission approved Resolution CMIA-A-1112-016, allocating \$32,200,000 in CMIA construction capital for the I-15 Mira Mesa/Scripps Ranch Direct Access Ramp project. The construction contract was awarded on April 4, 2012 with CMIA savings of \$14,398,000.

The necessary changes are reflected in strikethrough and bold on the attached revised vote box.

RESOLUTION:

Be it Resolved, that \$32,200,000 in Corridor Mobility Improvement Account (CMIA) funds (304-6055) originally allocated under Resolution CMIA-A-1112-016 for the I-15 Mira Mesa/Scripps Ranch Direct Access Ramp project (PPNO 0661E) in San Diego County is hereby amended by \$14,398,000, reducing the original CMIA construction capital amount to \$17,802,000 in accordance with the attached revised vote box.

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
2.5g.(1x) Proposition 1B – Allocation Amendment - State Administered CMIA Project on the State Highway System		Resolution CMIA-AA-1112-033 Amending Resolution CMIA-A-1112-016		
1 \$40,200,000 \$25,802,000	Mira Mesa Direct Access Ramp. In San Diego from Carroll Canyon Road Overcrossing to 0.5 mile north of Mira Mesa Boulevard Undercrossing. Construct direct access ramp and transit station.	11-0661E CMIA/10-11 CONST ENG \$8,000,000 CONST \$32,200,000 \$17,802,000 1100000454 4 2T0951	004-6055 CMIA 2011-12 304-6055 CMIA 20.20.721.000	\$8,000,000 \$32,200,000 \$17,802,000
Department of Transportation SANDAG San Diego 11S-SD-15 M15.0/M16.4	Final Project Development: N/A Final Right of Way: N/A (Future Consideration of Funding – Resolution E-09-44, June 2009.) (Contributions from local sources: \$18,800,000.) <u>Outcome/Output:</u> This project will provide direct access to the Interstate 15 (I-15) Managed lanes facility for buses, HOV's, and FasTrak users, and facilitate transit operations along the I-15 corridor and within the Mira Mesa/Scripps Ranch community. <u>Amend Resolution CMIA-A-1112-016 to de-allocate \$14,398,000 CMIA CONST to reflect award savings.</u>			

Memorandum

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: May 23, 2012

Reference No.: 2.5g.(1y)
Action Item

From: NORMA ORTEGA
Chief Financial Officer

Prepared by: Kurt Scherzinger
Acting Division Chief
Transportation Programming

Subject: **FINANCIAL ALLOCATION AMENDMENT FOR PROPOSITION 1B LOCALLY
ADMINISTERED CMIA PROJECT ON THE STATE HIGHWAY SYSTEM
RESOLUTION CMIA-AA-1112-034, AMENDING RESOLUTION CMIA-A-1112-017**

RECOMMENDATION:

The California Department of Transportation recommends the California Transportation Commission (Commission) amend Resolution CMIA-A-1112-017 to de-allocate \$3,206,000 in Proposition 1B Corridor Mobility Improvement Account (CMIA) funds from the US 50 HOV Lanes Phase 2A Segment 1 - Bass Lake to Cambridge Road project (PPNO 3283B) in El Dorado County, thereby reducing the original CMIA construction capital allocation of \$9,500,000 to \$6,294,000, to reflect contract award savings.

BACKGROUND:

At its December 2011 meeting, the Commission approved Resolution CMIA-A-1112-017, allocating \$9,500,000 in CMIA construction capital for the US 50 HOV Lanes Phase 2A Segment 1 - Bass Lake to Cambridge Road project. The construction contract was awarded on March 6, 2012 with CMIA savings of \$3,206,000.

The necessary changes are reflected in strikethrough and bold on the attached revised vote box.

RESOLUTION:

Be it Resolved, that \$9,500,000 in Corridor Mobility Improvement Account (CMIA) funds (304-6055) originally allocated under Resolution CMIA-A-1112-017 for the US 50 HOV Lanes Phase 2A Segment 1 - Bass Lake to Cambridge Road project (PPNO 3283B) in El Dorado County is hereby amended by \$3,206,000, reducing the original CMIA construction capital amount to \$6,294,000 in accordance with the attached revised vote box.

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
2.5g.(1y) Proposition 1B – Allocation Amendment - Locally Administered CMIA Project on the State Highway System			Resolution CMIA-AA-1112-034 Amending Resolution CMIA-A-1112-017	
1 \$9,500,000 \$6,294,000	US 50 HOV Lanes Phase 2A Segment 1 - Bass Lake to Cambridge Road. In El Dorado County on Route 50 from Bass Lake Road to Cambridge Road. Construct HOV lanes.	03-3283B CMIA/11-12 CONST \$9,500,000 \$6,294,000 0300000451 4CONL 3A7124	2011-12 304-6055 CMIA 20.20.721.000	\$9,500,000 \$6,294,000
El Dorado County Department of Transportation SACOG El Dorado 03N-ED-50 2.9/5.2	Final Project Development: N/A Final Right of Way: N/A (Project Scope is consistent with the concurrent baseline agreement approved under Resolution CMIA-P-1011-01B in August 2011.) (Future Consideration of Funding – Resolution E-08-12, September 2008.) (Contributions from local sources: \$10,600,000.) <u>Outcome/Output:</u> Once completed, this project will result in daily vehicle-hours of delay savings of about 1,246 hours. <u>Amend Resolution CMIA-A-1112-017 to de-allocate \$3,206,000 CMIA CONST to reflect award savings.</u>			

Memorandum

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: May 23, 2012

Reference No.: 2.5g.(1z)
Action Item

From: NORMA ORTEGA
Chief Financial Officer

Prepared by: Kurt Scherzinger
Acting Division Chief
Transportation Programming

Subject: **FINANCIAL ALLOCATION AMENDMENT FOR PROPOSITION 1B STATE
ADMINISTERED CMIA PROJECT ON THE STATE HIGHWAY SYSTEM
RESOLUTION CMIA-AA-1112-035, AMENDING RESOLUTION CMIA-A-1112-015
RESOLUTION SLP1B-AA-1112-06, AMENDING RESOLUTION SLP1B-A-1112-06**

RECOMMENDATION:

The California Department of Transportation recommends the California Transportation Commission (Commission) amend Resolutions CMIA-A-1112-015 and SLP1B-A-1112-06 to de-allocate \$16,862,000 in Proposition 1B Corridor Mobility Improvement Account (CMIA) funds and \$642,000 in Proposition 1B State and Local Partnership Program (SLPP) funds from the I-805/HOV Managed Lanes-North project (PPNO 0732A) in San Diego County, thereby reducing the original CMIA construction capital allocation of \$52,500,000 to \$35,638,000 and SLPP construction capital allocation of \$2,000,000 to \$1,358,000, to reflect contract award savings.

BACKGROUND:

At its October 2011 meeting, the Commission approved Resolution CMIA-A-1112-015, allocating \$52,500,000 CMIA and \$2,000,000 SLPP for construction of the I-805/HOV Managed Lanes-North project. The construction contract was awarded on March 16, 2012 with CMIA savings of \$16,862,000 and SLPP savings of \$642,000.

The necessary changes are reflected in strikethrough and bold on the attached revised vote box.

RESOLUTION:

Be it Resolved, that \$52,500,000 in Corridor Mobility Improvement Account (CMIA) funds (304-6055) originally allocated under Resolution CMIA-A-1112-015 and \$2,000,000 in State and Local Partnership Program (SLPP) funds (304-6060) originally allocated under Resolution SLP1B-A-1112-06 for the I-805/HOV Managed Lanes-North project (PPNO 0732A) in San Diego County is hereby amended by \$17,504,000, reducing the original Corridor Mobility Improvement Account construction capital amount to \$35,638,000 and reducing the original SLPP construction capital amount to \$1,358,000 in accordance with the attached revised vote box.

Attachment

Memorandum

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: May 23, 2012

Reference No.: 2.5g.(1aa)
Action Item

From: NORMA ORTEGA
Chief Financial Officer

Prepared by: Kurt Scherzinger
Acting Division Chief
Transportation Programming

Subject: **FINANCIAL ALLOCATION AMENDMENT FOR PROPOSITION 1B LOCALLY
ADMINISTERED CMIA PROJECT ON THE STATE HIGHWAY SYSTEM
RESOLUTION CMIA-AA-1112-036, AMENDING RESOLUTION CMIA-A-1112-21**

RECOMMENDATION:

The California Department of Transportation recommends the California Transportation Commission (Commission) amend Resolution CMIA-A-1112-21 to de-allocate \$1,213,000 in Proposition 1B Corridor Mobility Improvement Account (CMIA) funds from the SR 4 Bypass: Freeway Conversion (Phase 1 and 2) project (PPNO 0192N) in Contra Costa County, thereby reducing the original CMIA construction allocation of \$33,000,000 to \$31,787,000, to reflect contract award savings.

BACKGROUND:

At its January 2012 meeting, the Commission approved Resolution CMIA-A-1112-21, allocating \$33,000,000 in CMIA construction for the SR 4 Bypass: Freeway Conversion (Phase 1 and 2) project. The construction contract was awarded on April 19, 2012 with CMIA construction savings of \$1,213,000.

The necessary changes are reflected in strikethrough and bold on the attached revised vote box.

RESOLUTION:

Be it Resolved, that \$33,000,000 in Corridor Mobility Improvement Account (CMIA) funds (304-6055) originally allocated under Resolution CMIA-A-1112-21 for the SR 4 Bypass: Freeway Conversion (Phase 1 and 2) project (PPNO 0192N) in Contra Costa County is hereby amended by \$1,213,000, reducing the original CMIA construction amount to \$31,787,000 in accordance with the attached revised vote box.

Attachment

2.5 Highway Financial Matters

Project # Allocation Amount Recipient RTPA/CTC County Dist-Co-Rte Postmile	Project Title Location Project Description Project Funding	PPNO Program/Year Phase Prgm'd Amount Project ID	Budget Year Item # Fund Type Program Code	Amount by Fund Type
2.5g.(1aa) Proposition 1B – Allocation Amendment - Locally Administered CMIA Project on the State Highway System		Resolution CMIA-AA-1112-036 Amending Resolution CMIA-A-1112-21		
1 \$33,000,000 \$31,787,000 Contra Costa Transportation Authority MTC Contra Costa 04N-CC-4 R32.4/R35.6	State Route 4 East Widening - SR 4 Bypass: Freeway Conversion. In the cities of Antioch and Brentwood. Convert 2-lane expressway to a 4-lane freeway, from Laurel Road to Sand Creek Road and construct a new interchange at SR 4 Bypass/Sand Creek Road. Final Project Development: N/A Final Right of Way: N/A (Future Consideration of Funding – Resolution E-11-89, December 2011.) (Project CMIA funding is broken out as \$26,663,000 CONST and \$5,124,000 CON ENG.) <u>Outcome/Output:</u> When combined with other segments (PPNOs 0192F, 0192H, 0192I, and 0192L), the overall State Route 4 East Widening project will result in daily vehicle hours of delay savings of about 8,500 hours. <u>Amend Resolution CMIA-A-1112-21 to de-allocate \$1,213,000 in CMIA CONST to reflect award savings.</u>	04-0192N CMIA/11-12 CONST \$33,000,000 \$31,787,000 0400000697 4CONL 246574	2011-12 304-6055 CMIA 20.20.721.000	\$33,000,000 \$31,787,000

Memorandum

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: May 23, 2012

Reference No.: 2.5g.(5b)
Action Item

From: NORMA ORTEGA
Chief Financial Officer

Prepared by: Steven Keck
Division Chief
Budgets

Subject: **FINANCIAL ALLOCATION AMENDMENT FOR PROPOSITION 1B STATE
ADMINISTERED TCIF PROJECT ON THE STATE HIGHWAY SYSTEM
RESOLUTION TCIF-AA-1112-05, AMENDING RESOLUTION TCIF-A-0910-02**

RECOMMENDATION:

The California Department of Transportation recommends the California Transportation Commission (Commission) amend Resolution TCIF-A-0910-02 to de-allocate \$4,827,000 in Trade Corridor Improvement Funds (TCIF) from Project No. 77 – Brawley Bypass (Route 78/111 Expressway) – Stage 3 project (PPNO 0021G) in Imperial County, reducing the current TCIF capital allocation of \$40,949,000 to \$36,122,000, to reflect contract award savings.

BACKGROUND:

In April 2010, the Commission approved \$40,949,000 in TCIF capital funds under Resolution TCIF-A-0910-02, to fund the Brawley Bypass (Route 78/111 Expressway) – Stage 3 project. The contract was awarded on November 30, 2010 with TCIF savings of \$4,827,000. The original allocation set aside \$1,600,000 in TCIF (\$1,400,000 construction capital and \$200,000 construction support) for a follow-up landscaping project. Since then, it was determined that the landscaping project would be completed with other funds. This amendment clarifies the \$1,600,000 as savings at the time of allocation.

The necessary changes are reflected in strikethrough and bold on the attached revised vote list.

RESOLUTION:

Be it Resolved, that the \$40,949,000 in Trade Corridor Improvement Funds capital funds (304-6056) originally allocated under Resolution TCIF-A-0910-02 for the Brawley Bypass (Route 78/111 Expressway) – Stage 3 project in Imperial County, is hereby amended by \$4,827,000, reducing the TCIF capital amount to \$36,122,000 in accordance with the attachment.

Attachment

Memorandum

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: May 23, 2012

Reference No.: 2.5g.(7b)
Action Item

From: NORMA ORTEGA
Chief Financial Officer

Prepared by: Robert Copp
Division Chief
Traffic Operations

Subject: **FINANCIAL ALLOCATION AMENDMENT FOR PROPOSITION 1B TRAFFIC LIGHT
SYNCRHONIZATION PROGRAM PROJECT
RESOLUTION TLS1B-AA-1112-010, AMENDING RESOLUTION TLS1B-A-1112-001**

RECOMMENDATION:

The California Department of Transportation recommends the California Transportation Commission (Commission) amend Resolution TLS1B-A-1112-001 to de-allocate \$3,455,000 in Proposition 1B Traffic Light Synchronization Program (TLSP) funds from the San Mateo C/CAG – SMART Corridors Projects in San Mateo County, thereby reducing the original TLSP allocation of \$9,000,000 to \$5,545,000 to reflect contract award savings.

BACKGROUND:

At its October 26, 2011 meeting, the Commission approved Resolutions TLS1B-A-1112-001 and STIP1B-A-1112-004 allocating \$11,200,000 for one project in San Mateo County. The San Mateo C/CAG – SMART Corridors Projects was awarded and there are savings of \$3,455,000 in TLSP funds. The necessary changes are reflected in strikethrough and bold on the attached vote list.

RESOLUTION:

Be it Resolved, that \$9,000,000 in Proposition 1B TLSP funds (Budget Act Item 2660-304-6064) originally allocated under Resolution TLS1B-A-1112-001 for the San Mateo C/CAG – SMART Corridors Projects in San Mateo County, is hereby amended by \$3,455,000, reducing the original TLSP amount to \$5,545,000, and the overall project allocation to \$7,745,000 in accordance with the attached vote list.

Attachment

2.5 Highway Financial Matters

Project # Allocation Amount Recipient RTPA/CTC Dist-Co-Rte Postmile	Location Project Description Project Funding	PPNO Program/Year Phase Prgm'd Amount Project ID EA	Budget Year Item # Fund Type Program Code	Amount by Fund Type
2.5g.(7b) Proposition 1B – Allocation Amendment - State Administered Multi-Program TLSP/STIP Projects on the State Highway System			Resolution TLS1B-AA-1112-010 Amending Resolution TLS1B-A-1112-001	
1 \$11,200,000 \$7,745,000	In San Mateo County, located within state right of way along SR 82 and at ramps to US 101, from Whipple Avenue to Route 380. This project will construct traffic signal improvements, CCTVs, trailblazer signs, and vehicle detection systems.	04-2140Q TLSP/10-11 CONST ENG \$1,000,000 \$0 CONST \$8,000,000 \$5,545,000	004-6064 TLSP 2010-11 304-6064 TLSP 20.20.400.252 304-6058 TFA 20.20.075.600	\$1,000,000 \$8,000,000 \$5,545,000 \$2,200,000
Department of Transportation MTC San Mateo 04N-SM-82 0.0/19.0	Final Project Development Adjustment: N/A Final Right of Way Share Adjustment: N/A (CEQA – CE, 01/19/10) (NEPA – CE, 01/19/10) <u>Outcome/Output:</u> Provide approximately 150 miles of Traffic Operation System (TOS), communication lines and interconnect traffic signal systems along State Route 82 (El Camino Real) with other TOS projects implemented by local agencies. TOS devices will also be installed at select off-ramps on US-101 within the project limits.	RIP/10-11 CONST ENG \$530,000 CONST \$2,200,000 0400001169 4A9234		
<u>Amend Resolution TLS1B-A-1112-001 to de-allocate \$3,455,000 to reflect award savings.</u>				

Memorandum

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

Date: May 23, 2012

Reference No.: 2.5g.(9b)
Action Item

From: NORMA ORTEGA
Chief Financial Officer

Prepared by: William D. Bronte, Chief
Division of Rail

Subject: FINANCIAL ALLOCATION AMENDMENT FOR PROPOSITION 1B HIGHWAY-RAILROAD CROSSING SAFETY ACCOUNT
RESOLUTION GS1B-AA-1112-004, AMENDING RESOLUTION GS1B-A-0910-002

RECOMMENDATION:

The California Department of Transportation recommends that the California Transportation Commission (Commission) amend Resolution GS1B-A-0910-002 to deallocate \$2,370,000 in Proposition 1B Highway-Railroad Crossing Safety Account (HRCSA) funds from the 7th Standard Road BNSF Grade Separation at Santa Fe Way project in Kern County, reducing the original allocation of \$9,926,000 to \$7,556,000 due to construction project cost savings.

ISSUE:

At the January 2010 meeting, the Commission approved resolution GS1B-A-0910-002 allocating \$9,926,000 for the 7th Standard Road BNSF grade separation at Santa Fe Way project: The construction contract was awarded February 23, 2010 with the County of Kern. The project has construction cost savings. The County requests that the Commission reduce the allocated HRCSA funds for the project from \$9,926,000 to \$7,556,000, a savings of \$2,370,000.

The proposed changes are reflected in strikethrough and bold underline on the attached revised vote list.

RESOLUTION:

Be it Resolved, that the \$9,926,000 in Proposition 1B Highway-Railroad Crossing Safety Account (HRCSA) funds originally allocated under GS1B-A-0910-002 for the 7th Standard Road BNSF Grade Separation at Santa Fe Way project, is hereby amended by \$2,370,000, reducing the overall HRCSA amount allocated for the project to \$7,556,000 in accordance with the attached revised vote box.

Attachment

2.5 Highway Financial Matters

Project # Allocation Amount Recipient RTPA/CTC District-County	Project Title Project Description	EA PPNO Program/Year Phase Prgm'd Amount	Budget Year Item # Fund Type Program Code	Amount by Fund Type
2.5g.(9b) Proposition 1B – Allocation Amendment - Locally Administered HRCSA Projects off the State Highway System		Resolution GS1B-AA-1112-004 Amending Resolution GS1B-A-0910-002		
1 \$9,926,000 \$7,556,000	7th Standard Road BNSF Grade at Santa Fe Way. Construct a grade separation in Kern County. (Future Consideration of Funding – Resolution E-09-38, June 2009.) <u>Outcome/Output:</u> Improve safety and increase capacity at the BNSF Railway 7th Standard Road. Construct a grade separation that will eliminate an at-grade railroad crossing, removing the conflict between trains, trucks and passenger vehicles.	4C244 H002BA 06-8700 HRCSA/08-09 CONST \$9,926,000 \$7,556,000	2007-08 104-6063 HRCSA 20.30.010.400	\$9,926,000 \$7,556,000
County of Kern <u>KCOG</u> 75-Kern				
<u>Amend Resolution GS1B-A-0910-002 to de-allocate \$2,370,000 HRCSA CONST to reflect project savings.</u>				

Memorandum

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: May 23, 2012

Reference No.: 2.5g.(9c)
Action Item

From: NORMA ORTEGA
Chief Financial Officer

Prepared by: William D. Bronte
Chief
Division of Rail

Subject: **FINANCIAL ALLOCATION AMENDMENT FOR PROPOSITION 1B HIGHWAY-RAILROAD CROSSING SAFETY ACCOUNT PROJECT RESOLUTION GS1B-AA-1112-005, AMENDING RESOLUTON GS1B-A-0910-006**

RECOMMENDATION:

The California Department of Transportation recommends that the California Transportation Commission (Commission) amend Resolution GS1B-A-0910-006 to deallocate a total of \$3,739,000 in Proposition 1B Highway-Railroad Crossing Safety Account (HRCSA) funds from two projects, reducing the original overall allocation of \$25,650,000 to \$21,911,000 due to project savings.

ISSUE:

At its May 2010 meeting, the Commission approved Resolution GS1B-0910-006 allocating \$25,650,000 to the County of Kern and to Orange County Transportation Authority (OCTA) for two locally-administered Proposition 1B HRCSA Program projects.

The Hageman Road/BNSF project was allocated \$17,650,000. The project was awarded on November 30, 2010, and based on a revised cost estimate attributed to favorable construction pricing; there is a project cost savings of \$2,375,000, thereby reducing the original HRCSA construction allocation for the project of \$17,650,000 to \$15,293,000.

The Sand Canyon Grade Separation project was also allocated \$8,000,000. This project was awarded on September 7, 2011, and based on a revised cost estimate attributed to favorable construction pricing; there is a project cost savings of \$1,382,000, thereby reducing the original HRCSA construction allocation of \$8,000,000 to \$6,618,000

The proposed changes are reflected in strikethrough and bold underline on the attached revised vote list.

RESOLUTION:

Be it Resolved, that the \$25,650,000 in Proposition 1B Highway-Railroad Crossing Safety Account (HRCSA) funds originally allocated under GS1B-A-0910-006 for the Hageman Road/BNSF and the Sand Canyon Grade Separation projects, is hereby amended by \$3,739,000 reducing the overall HRCSA amount construction allocation to \$21,911,000 in accordance with the attached revised vote boxes.

Attachment

2.5 Highway Financial Matters

Project # Allocation Amount Recipient RTPA/CTC District-County	Project Title Project Description	EA PPNO Program/Year Phase Prgm'd Amount	Budget Year Item # Fund Type Program Code	Amount by Fund Type
2.5g.(9c) Proposition 1B – Allocation Amendment - Locally Administered HRCSA Projects off the State Highway System		Resolution GS1B-AA-1112-005 Amending Resolution GS1B-A-0910-006		
1 \$17,650,000 \$15,293,000 County of Kern KCOG 06-Kern	Hageman Road/BNSF Grade Separation. In Kern County, on Hageman Road and Allen Road. Construct grade separation to re-establish a direct connection of Allen Road, eliminating circuitous routing to Hageman Road and continue to the north providing continuity to the traveling public. A railroad underpass on Hageman Road and Allen Road are both required to replace the current crossing. Replace an at-grade crossing. (CEQA-SE, July 2009) <u>Outcome/Output:</u> The project will eliminate public safety hazards; alleviate traffic congestion and degradation of air quality. <u>Amend Resolution GS1B-A-0910-006 to de-allocate \$2,357,000 HRCSA CONST to reflect project savings.</u>	H013BA HRCSA/09-10 CONST \$17,650,000 \$15,293,000	2007-08 104-6063 HRCSA 20.30.010.400	\$17,650,000 \$15,293,000
2 \$8,000,000 \$6,618,000 Orange County Transportation Authority OCTA 12-Orange	Sand Canyon Grade Separation Project. In the city of Irvine, at Sand Canyon Avenue and the Southern California Regional Rail Authority railroad tracks. Construct a grade crossing; replace existing at-grade crossing with an underpass and a double track railroad bridge. (CEQA-SE, April 2001; NEPA-CE, May 2003) <u>Outcome/Output:</u> The project would result in safety benefits due to elimination of conflicts and the significant reduction in potential for accidents between trains. The project would provide benefits to vehicle traffic by eliminating traffic congestion. <u>Amend Resolution GS1B-A-0910-006 to de-allocate \$1,382,000 HRCSA CONST to reflect project savings.</u>	H018BA HRCSA/09-10 CONST \$8,000,000 \$6,618,000	2007-08 104-6063 HRCSA 20.30.010.400	\$8,000,000 \$6,618,000

Memorandum

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

Date: May 23, 2012

Reference No.: 2.5g.(9d)
Action Item

From: NORMA ORTEGA
Chief Financial Officer

Prepared by: William D. Bronte, Chief
Division of Rail

Subject: **FINANCIAL ALLOCATION AMENDMENT FOR PROPOSITION 1B HIGHWAY-RAILROAD CROSSING SAFETY ACCOUNT**
RESOLUTION GS1B-AA-1112-006, AMENDING RESOLUTION GS1B-A-0910-005

RECOMMENDATION:

The California Department of Transportation recommends that the California Transportation Commission (Commission) amend Resolution GS1B-A-0910-005 to deallocate a total of \$2,225,656 in Proposition 1B Highway-Railroad Crossing Safety Account (HRCSA) funds from two projects, reducing the original overall allocation of \$6,118,318 to \$3,892,662 due to project savings.

ISSUE:

At its May 2010 meeting, the Commission approved Resolution GS1B-0910-005 allocating \$6,118,318 to the Peninsula Corridor Joint Powers Board (PCJPB) for two locally-administered Proposition 1B HRCSA Program projects.

The Jerrold Avenue Bridge project was allocated \$4,673,809. The project was awarded on July 1, 2010, and based on a revised cost estimate attributed to favorable construction pricing, there is a project cost savings of \$1,888,219, thereby reducing the original HRCSA construction allocation for the project of \$4,673,809 to \$2,785,509.

The San Mateo Bridges Grade Separation project was also allocated \$1,444,509. This project was awarded on October 7, 2010, and based on a revised cost estimate attributed to favorable construction pricing, there is a project cost savings of \$337,437, thereby reducing the original HRCSA construction allocation of \$1,444,509 to \$1,107,072

The proposed changes are reflected in strikethrough and bold underline on the attached revised vote list.

RESOLUTION:

Be it Resolved, that the \$6,118,318 in Proposition 1B Highway-Railroad Crossing Safety Account (HRCSA) funds originally allocated under GS1B-A-0910-005 for the Jerrold Avenue Bridge project and the San Mateo Bridges project, is hereby amended by \$2,225,656, reducing the overall HRCSA amount construction allocation to \$3,892,662, in accordance with the attached revised vote boxes.

Attachment

2.5 Highway Financial Matters

Project # Allocation Amount Recipient RTPA/CTC District-County	Project Title Project Description	EA PPNO Program/Year Phase Prgm'd Amount	Budget Year Item # Fund Type Program Code	Amount by Fund Type
2.5g.(9d) Proposition 1B – Allocation Amendment - Locally Administered HRCSA Projects off the State Highway System		Resolution GS1B-AA-1112-006 Amending Resolution GS1B-A-0910-005		
1 \$4,673,809 \$2,785,590 Peninsula Corridor Joint Powers Board MTC 04-San Francisco	Jerrold Avenue Bridge Grade Separation. In the city and County of San Francisco, provide the replacement of the existing Caltrain bridge structure over Jerrold Avenue. Structural safety. (CEQA – CE, 06/19/09; NEPA – CE, 09/11/09) <u>Outcome/Output:</u> Maintain the Caltrain railroad in a state of good repair. <u>Amend Resolution GS1B-A-0910-005 to de-allocate \$1,888,219 of HRCSA CONST to reflect project savings.</u>	H008BA HRCSA/09-10 CONST \$4,673,809 \$2,785,590	2008-09 104-6063 HRCSA 20.30.010.400	\$4,673,809 \$2,785,590
2 \$1,444,509 \$1,107,072 Peninsula Corridor Joint Powers Board MTC 04-San Mateo	San Mateo Bridges Grade Separation. In San Mateo, first phase of the planned replacement of the existing Caltrain railroad bridge structures at Poplar, Santa Inez, Monte Diablo and Tilton Avenues. (CEQA – CE, 06/11/08; NEPA – CE, 05/27/09) <u>Outcome/Output:</u> Rehabilitate the existing bridge foundations to meet current seismic safety standards and to maintain the Caltrain railroad in a state of good repair to ensure safe and reliable commuter rail service on the San Francisco Peninsula. <u>Amend Resolution GS1B-A-0910-005 to de-allocate \$337,437 of HRCSA CONST to reflect project savings.</u>	H010BA HRCSA/09-10 CONST \$1,444,509 \$1,107,072	2008-09 104-6063 HRCSA 20.30.010.400	\$1,444,509 \$1,107,072

Memorandum

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: May 23, 2012

Reference No.: 2.6d.
Action Item

From: NORMA ORTEGA
Chief Financial Officer

Prepared by: Steven Keck
Division Chief
Budgets

Subject: **FISCAL YEAR 2012-13 ALLOCATION FOR THE BAY AREA FERRY OPERATIONS PROGRAM**
RESOLUTION MFP-10-14

RECOMMENDATION:

The Department of Transportation recommends the California Transportation Commission approve the resolution below, allocating \$3,117,000 in Public Transportation Account funds for the Waterborne Ferry Program in the San Francisco Bay Area, contingent upon passage of 2012 Budget Act.

ISSUE:

The Proposed Budget Act of 2012 includes \$3,117,000 to fund water transit operations in the San Francisco Bay Area managed through the Metropolitan Transportation Commission. The Bay Area Toll Authority/Metropolitan Transportation Commission is requesting the allocation for their Ferry Boat Operations Program at this time.

FINANCIAL RESOLUTION:

Resolved, that \$3,117,000 be allocated from the 2012 Budget Act, Budget Act Item 2660-105-0046, for the San Francisco Bay Area Waterborne Ferry Program. This allocation is subject to enactment of the Budget Act of 2012.

Memorandum

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: May 23, 2012

Reference No.: 2.9a.
Action Item

From: NORMA ORTEGA
Chief Financial Officer

Prepared by: Kurt Scherzinger
Acting Division Chief
Transportation Programming

Subject: **TECHNICAL CORRECTION TO PREVIOUSLY APPROVED RESOLUTION –
RESOLUTION TLSP-PA-1112-03**

RECOMMENDATION:

The California Department of Transportation recommends the California Transportation Commission (Commission) approve a technical correction to Resolution TLSP-PA-1112-03, originally approved December 14, 2011, to approve the baseline agreement amendment for the Traffic Light Synchronization Program Project 6801 in the city of San Jose.

ISSUE:

A technical correction is needed to correct the Resolution in the Book Item Memorandum from TLSP-PA-1011-03 to TLSP-PA-1112-03.

The Book Item Memorandum has been revised to reflect the changes mentioned above. The changes are reflected in strikethrough and bold.

Attachment

Memorandum

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: December 14-15, 2011
Technically Corrected May 23, 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-1012-03 1112-03

RECOMMENDATION:

The California Department of Transportation (Department) recommends that the California Transportation Commission (Commission) approve baseline agreement amendment for the following Traffic Light Synchronization Program (TLSP) project:

- City of San Jose – TLSP.

ISSUE:

Amendment to baseline agreement is needed for one TLSP project to reflect delay in construction and a change in scope. There is no change to the TLSP funding amount.

BACKGROUND:

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 Los Angeles.

The project baseline agreement has been received and reviewed by the Department. The agreement for the project was signed by the Department on September 24, 2008. The baseline amendment is needed for the project below and specific changes to the baseline are reflected in the attached spreadsheet.

City of San Jose – TLSP (Project 6801)

The project is currently in construction, the baseline agreement is being amended to show the new scope and the new project milestone dates.

The City of San Jose (City) proposes to change the original scope to include the following elements. The City is confident the proposed changes will not have a negative impact on the project benefits to be achieved.

- Install 57.6 miles of fiber optic cable; an increase of 1.6 miles from the original scope.
- Replace 779 controllers; a reduction of 23 controllers from the original scope.
- Equip 158 locations with traffic surveillance cameras; an increase of 17 locations from the original scope.
- Install 17 miles of conduit; an increase of 9 miles from the original scope.
- Install 86 cabinets; a reduction of 94 cabinets from the original scope.
- Synchronize 104 miles of commute corridors; this is unchanged from the original scope.

The City is also requesting an extension to the construction completion date. The project is unable to maintain the original schedule due to extended delivery delays in various materials and equipment orders, such as fiber communication cables and signal cabinets. The construction delay was also due to unanticipated freeway interchange and roadway construction work within the project limits.

Attachment

TRAFFIC LIGHT SYNCHRONIZATION PROGRAM

PROJECT AMENDMENT LIST

(other than City of LA)

Reference No.: 2.1c.(6)

December 14-15, 2011

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
Santa Clara	City of San Jose	TLSP	\$ 20,000,000		\$5,000,000		\$ 15,000,000	January-09		February-12	December-12

Memorandum

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: May 23, 2012

Reference No.: 2.9b.
Action Item

From: NORMA ORTEGA
Chief Financial Officer

Prepared by: Kurt Scherzinger
Acting Division Chief
Transportation Programming

Subject: **TECHNICAL CORRECTION TO PREVIOUSLY APPROVED RESOLUTION-
RESOLUTIONS TLS1B-A-1011-001 AND STIP1B-A-1011-004**

RECOMMENDATION:

The California Department of Transportation recommends the California Transportation Commission (Commission) approve a technical correction to Resolutions TLS1B-A-1011-001 and STIP1B-A-1011-004 originally approved October 27, 2011.

ISSUE:

At its October 2011 meeting, the Commission approved Resolutions TLS1B-A-1011-001 and STIP1B-A-1011-004 to allocate \$11,200,000 for one state-administered, multi-program Traffic Light Synchronization Program/State Transportation Improvement Program project in San Mateo County voted off the "Delivered But Not Yet Allocated" list. A technical correction is needed in the vote box to correct Project ID from 0400001169 to 0412000313. There is no change to the Book Item Memorandum.

The required changes are reflected in strikethrough and bold on the attached documents.

Attachment

Memorandum

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: October 26-27, 2011
Technically Corrected May 23, 2012
Reference No.: 4.12f.
Action Item
Resolution TLS1B-A-1112-001
Resolution STIP1B-A-1112-004

From: NORMA ORTEGA
Chief Financial Officer

Prepared by: Steven Keck
Division Chief
Budgets

Subject: **UPDATE ON PROJECTS DELIVERED BUT NOT YET VOTED**
RESOLUTION TLS1B-A-1011-001
RESOLUTION STIP1B-A-1011-004

CTC ACTION UPDATE: The California Transportation Commission allocated \$11,200,000 for one State Administered Proposition 1B TLSP/STIP project on the Projects Delivered But Not Yet Allocated List.

At the October 26-27, 2011 California Transportation Commission (Commission) meeting, one State administered Multi-programmed Proposition 1B Traffic Light Synchronization Program (TLSP) /State Transportation Improvement Program (STIP) project was approved for funding by the Commission. The attached vote box describes the TLSP/STIP project totaling \$11,200,000 voted off the Delivered List.

FINANCIAL RESOLUTION:

Resolved, that \$11,200,000 be allocated from the Budget Act of 2010, Budget Act Items 2660-004-6064, 2660-304-6064, and 2660-304-6508 for the one state-administered, multi-program Traffic Light Synchronization Program/State Transportation Improvement Program 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 Traffic Light Synchronization Program and State Transportation Improvement Program.

Attachment

Memorandum

To: CHAIR AND COMMISSIONERS

CTC Meeting: May 23-24, 2012

Reference No.: 4.11
Action

From: BIMLA G. RHINEHART
Executive Director

Subject: **AMENDMENT TO THE FISCAL YEAR (FY) 2010-11
ENVIRONMENTAL ENHANCEMENT AND MITIGATION (EEM) PROGRAM
RESOLUTION G-12-08, AMENDING RESOLUTION G-12-03**

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 \$220,000 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 \$220,000 to FIREsafe Marin for their Highway 101 Restoration and Planting project in Marin County, the next top-ranked project on the FY 2010-11 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, 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 the June 22-23, 2011 meeting, the Eastern Sierra Land Trust withdrew the \$74,140 Dirty Socks Spring Acquisition and Protection project in Inyo County, and the Commission shifted the \$74,140 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.

At the March 28-29, 2012 meeting, the Commission removed the \$74,140 from the Righetti Ranch project, cancelled by The Trust for Public Land, and moved the \$74,140 to Lakeside's River Park Conservancy in San Diego County, for the Bostonia House Research Field Station, the next project on the Substitution List.

In April 2012, the Natural Resources Agency received and reviewed an additional change, the removal of El Dorado County's \$220,000 US 50/Missouri Flat Road Interchange Landscaping Enhancements project. The Commission has offered the \$220,000 to FIRESafe Marin for their Highway 101 Restoration and Planting project, the next top-ranked project on the Substitution List.

FIRESafe Marin has accepted the \$220,000 as this will allow them to proceed with their project.

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-12-08, amending Resolution G-12-03

- 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, 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
- 1.7 WHEREAS, on March 28, 2012, the Commission adopted Resolution G-12-03, approving the amended FY 2010-11 EEM Program, including the removal of The Trust for Public Land Righetti Ranch Resource Lands Acquisition project in San Luis Obispo County, and the addition of the Lakeside's River Park Conservancy Bostonia House Research Field Station project in San Diego County, the next project on the Substitution List, for \$74,140; and
- 1.8 WHEREAS, in April 2012, El Dorado County requested that the US 50/Missouri Flat Road Interchange Landscaping Enhancements project be withdrawn from the EEM Program and the \$220,000 allocated be removed from the project; and

- 1.9 WHEREAS, also in April 2012, the Department, after consulting with the California Natural Resources Agency, contacted the FIRESafe Marin, a Marin County agency, to offer the \$220,000 available for their Highway 101 Restoration and Planting project, the next project on the Substitution List; and
- 1.10 WHEREAS, FIRESafe Marin has determined that the \$220,000 will allow them to proceed with their project, thus, FIRESafe Marin and the Department submitted a request to add the Highway 101 Restoration and Planting project to the FY 2010-11 EEM Program and to program the available \$220,000 to the project; and
- 1.11 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

PROJECTS RECOMMENDED FOR FUNDING (35 PROJECTS) - amended 05-24-2012				
	CO	APPLICANT	PROJECT NAME	
NORTHERN COUNTIES (16 PROJECTS)				
HLUF	ED	El-Dorado County Department of Transportation	US 50/Missouri Flat Road Interchange Landscaping-Enhancements (withdrawn)	\$ 220,000
HLUF	MRN	FireSafe Marin	Highway 101 Restoration and Planting Project (addition from Substitution List)	\$ 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
			SUBTOTAL - NORTHERN COUNTIES	\$ 4,721,276
SOUTHERN COUNTIES (19 PROJECTS)				
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	Eastern Sierra Land Trust	Dirty Socks Spring Acquisition and Protection (withdrawn)	\$ 74,140
RL	SLO	The Trust for Public Land	Righetti Ranch Resource Lands Acquisition Project (addition from Substitution List, later withdrawn)	\$ 74,140
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
			SUBTOTAL - SOUTHERN COUNTIES	\$ 5,278,724
			TOTAL RECOMMENDED PROGRAM	\$10,000,000

AMENDED 2010-11 ENVIRONMENTAL ENHANCEMENT AND MITIGATION PROGRAM

SUBSTITUTION LIST (26 23 PROJECTS) - amended 05-24-2012				
	CO	APPLICANT	PROJECT NAME	REQUEST
NORTHERN COUNTIES (9 8 PROJECTS)				
HLUF	MRN	FireSafe Marin	Highway 101 Restoration and Planting Project (moved to recommended list)	\$ 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
SOUTHERN COUNTIES (47 15 PROJECTS)				
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	The Trust for Public Land	Righetti Ranch Resource Lands Acquisition (moved to recommended list, later withdrawn)	\$ 350,000
RL	SD	Lakeside's River Park Conservancy	Bostonia House Research Field Station (moved to recommended list)	\$ 350,000
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
INELIGIBLE PROJECTS (4 PROJECTS)				
	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
WITHDRAWN (3 PROJECTS)				
	CO	APPLICANT	PROJECT NAME	REQUEST
RL	INY	Eastern Sierra Land Trust	Dirty Socks Spring Acquisition and Protection (withdrawn)	\$ 74,140
RL	SLO	The Trust for Public Land	Righetti Ranch Resource Lands Acquisition (moved to recommended list, later withdrawn)	\$ 350,000
HLUF	ED	El Dorado County Department of Transportation	US 50/Missouri Flat Road Interchange Landscaping Enhancements (withdrawn)	\$ 220,000

Memorandum

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: May 23, 2012

Reference No.: 4.14
Action

From: NORMA ORTEGA
Chief Financial Officer

Prepared by: William D. Bronte, Chief
Division of Rail

Subject: **SUBMITTAL OF DEFINITIVE AGREEMENTS AND SUMMARIES FOR A TRADE CORRIDOR IMPROVEMENT FUND RAIL PROJECT IN ACCORDANCE WITH ASSEMBLY BILL 105 (2011)**

RECOMMENDATION:

The California Department of Transportation (Department) recommends that the California Transportation Commission (Commission) accept the summaries of the Definitive Agreements Tehachapi Trade Corridor Improvement Fund (TCIF) project (Project) between the Burlington Northern Santa Fe Railway Company (BNSF) and the Department, as prepared by Department and at the request of the Commission. Copies of the Definitive Agreements are attached in accordance with Assembly Bill (AB) 105.

ISSUE:

In September 2008, Assembly Bill 268 added Section 8879.52 to the Government Code, which required the Department to make a one-time report on or before February 18, 2009, to certain committees of the Legislature summarizing “any memorandum of understanding or any other agreement executed between a railroad company and any state or local transportation agency” for any project that receives TCIF. The Memorandum of Understanding (MOU) for the Project was executed September 12, 2008. Pursuant to the requirements of AB 268, the Department submitted the required report, which included the Project, to the Legislature on February 18, 2009.

In March 2011, AB 105 amended Section 8879.52 of the Government Code. The amendment calls on the Commission to submit a report to certain legislative committees summarizing “any memorandum of understanding, along with a copy of the memorandum, or any agreement executed between a railroad company and any state or local transportation agency” for any project that receives TCIF.

The Parties signed the Definitive Agreements on May 1, 2012. This summary serves to assist the Commission with their AB 105 reporting duties. Although no legislative report is necessary regarding the Project MOU, both a summary and a copy of it are attached because the Project MOU is relevant to an understanding of the definitive agreements.

BACKGROUND:

An MOU must be executed before a project baseline agreement can be approved. The Parties entered into an MOU defining the general scope, schedule, costs and public benefits of the Project in September 2008. Some of the major objectives outlined in the Project MOU, listed below include:

- Ensure the Port of Oakland is a key competitive global gateway,
- Improve throughput and velocity on the Tehachapi Trade Corridor,
- Increase capacity and efficiency for the Port of Oakland,
- Improve the Port of Oakland and shipper access to major national markets,
- Improve the reliability of Northern California’s critical link to major national markets,
- Utilize rail freight network capacity to relieve congestion on California freeways, and
- Position the Port of Oakland and California to meet current and future growth.

Some of the major benefits in the Project MOU include:

- Increased throughput by 70 percent due to capacity improvements,
- Reduced congestion of both rail and highway traffic,
- Increased connectivity for improved East/West goods movement,
- Improved reliability due to a 52 percent reduction in train delay hours,
- Improved train velocity allowing a 14 percent faster transit time, and
- Reduced emissions of carbon dioxide, nitrogen-based oxides, and particulate matter.

The Project Baseline Agreement (PBA) between the Commission, the Department and BNSF was approved by the Commission at its May 2011 meeting. The PBA establishes the baseline for project delivery monitoring. The PBA incorporated the executed MOU as an attachment. The Project schedule and funding plan are enumerated in the following tables.

Project Schedule	Date	Actual
Begin Environmental Phase	1/2008	1/2008
Circulate Draft Environmental Document Doc Type: EIR	3/2010	5/2012
End Environmental Phase	6/2010	11/2012
Begin Design Phase	1/2008	1/2008
End Design Phase	12/2011	9/2012
Begin Construction Phase	3/2012	2/2013
End Construction Phase	10/2014	9/2015

Project Funding Plan		Funding Sources		
Phase of Work	Estimated Cost	TCIF	Other State	BNSF
Environmental	\$3,700,000		\$1,500,000	\$2,200,000
Design	\$1,000,000			\$1,000,000
Construction	\$108,000,000	\$54,000,000		\$54,000,000

Totals	\$112,700,000	\$54,000,000	\$1,500,000	\$57,200,000
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In the MOU, the Parties agreed to formalize details of funding, construction, operations, maintenance, and implementation of public benefits through separate definitive agreements (Definitive Agreements). The Parties signed the Definitive Agreements on May 1, 2012. These agreements consist of an “Agreement Regarding Implementation of Public Benefits Related to the TCIF 6 Tehachapi Trade Corridor Project” (Public Benefits Agreement), and a “Cooperative Agreement for the Construction and Maintenance of the TCIF 6 Tehachapi Trade Corridor Project” (Construction and Maintenance Agreement).

Public Benefits Agreement

The Public Benefits Agreement defines the anticipated benefits of the completed Project. Detailed analyses of benefits were contained in the TCIF Project Application. This agreement formalizes the specific passenger rail benefits that will be derived from the Project and the performance measurements used to assess those benefits, which include:

- Reduced transportation costs from displacing heavy truck travel,
- Lower inventory costs from displacing heavy truck travel and reducing train delays,
- Savings from reduced highway congestion,
- Reduction in road maintenance and costs from displacing heavy truck travel,
- Environmental savings from displacing heavy truck travel and reducing train delay (idling), and
- Reduced accident costs from displacing heavy truck travel.

Construction and Maintenance Agreement

The Construction and Maintenance Agreement defines the roles of the Department and BNSF during construction and after completion of the Project. Those roles and responsibilities listed below include:

- Project design and construction,
- Project funding,
- Record keeping and audits,
- Ownership of facilities,
- Maintenance of track and facilities for 20 years, and
- Operations.

Memorandum

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: May 23, 2012

Reference No.: 4.15
Action

From: NORMA ORTEGA
Chief Financial Officer

Prepared by: William D. Bronte, Chief
Division of Rail

Subject: **SUBMITTAL OF DEFINITIVE AGREEMENTS AND SUMMARIES FOR A TRADE CORRIDOR IMPROVEMENT FUND RAIL PROJECT IN ACCORDANCE WITH ASSEMBLY BILL 105 (2011)**

RECOMMENDATION:

The California Department of Transportation (Department) recommends that the California Transportation Commission (Commission) accept the summaries of the Definitive Agreements for the Trade Corridor Improvement Project 6 Richmond Rail Connector project (Project) between the Department and the Burlington Northern Santa Fe Railway Company (BNSF), as prepared by the Department and at the request of the Commission. Copies of the Definitive Agreements are attached in accordance with Assembly Bill (AB) 105.

ISSUE:

In March 2011, AB 105 amended Section 8879.52 of the Government Code as an urgency measure. The amendment took immediate effect and calls on the Commission to submit a report to certain legislative committees summarizing “any memorandum of understanding, along with a copy of the memorandum, or any agreement executed between a railroad company and any state or local transportation agency” for any project that receives Trade Corridors Improvement Funds (TCIF).

The Project Memorandum of Understanding (MOU) for the Project is the legal agreement between Department and BNSF (collectively, the “Parties”). The Department and BNSF executed the MOU on May 9, 2011. Department delivered a summary of the Project’s MOU to the Commission at its May 2011 meeting, along with the Project’s baseline agreement. In the MOU, the Parties agreed to formalize further details and implementation of the MOU through the negotiation of separate Definitive Agreements.

The Parties signed the Definitive Agreements on May 1, 2012. These agreements consist of an “Agreement Regarding Implementation of Public Benefits Related to the Richmond Rail Connector Project” (Public Benefits Agreement), and a “Cooperative Agreement for the Construction and Maintenance of the Richmond Rail Connector Project” (Construction and Maintenance Agreement).

Department has prepared this summary of the Definitive Agreements at the request of the Commission.

BACKGROUND:

Public Benefits Agreement

The Public Benefits Agreement defines the anticipated benefits of the completed Project. Detailed analyses of benefits were contained in the TCIF Project Application. This agreement formalizes the specific passenger rail benefits that will be derived from the Project and the performance measurements used to assess those benefits.

The public benefits of the Project are derived by routing BNSF trains over the Union Pacific Railroad (UPRR) Martinez Subdivision from Stege to Rheem rather than through north Richmond. This routing is shorter, faster, and has fewer at-grade crossings. The Richmond Rail Connector Project provides the infrastructure required for this rerouting. Federal laws and a preexisting agreement, to which the Department is not a party, govern BNSF's use of and access to UPRR facilities.

By removing slow daily train traffic from 1.7 miles of track within the city of Richmond and avoiding nine at-grade crossings, the Project will provide the benefits summarized below, which include:

- Reduced traffic delay,
- Reduced fuel consumption from idling vehicles,
- Reduced emissions from idling vehicles,
- Reduced fuel consumption from train locomotives, and
- Reduced emissions from train locomotives.

Construction and Maintenance Agreement

The Construction and Maintenance Agreement defines the roles and responsibilities of the Department and BNSF during construction and after completion of the Project. Those roles and responsibilities include:

- Project design and construction,
- Project funding,
- Record keeping and audits,
- Ownership of facilities,
- Maintenance of track and facilities for 20 years, and
- Operations.

Memorandum

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: May 23, 2012

Reference No.: 4.19
Action Item

From: NORMA ORTEGA
Chief Financial Officer

Prepared by: Gary Cathey
Chief
Division of Aeronautics

Subject: **ADOPTION OF THE RATE FOR STATE MATCHING OF FEDERAL AIRPORT
IMPROVEMENT PROGRAM (AIP) GRANTS
RESOLUTION G-12-09**

RECOMMENDATION:

The California Department of Transportation (Department) recommends the California Transportation Commission (Commission) approve the federal Airport Improvement Program (AIP) State match rate at 5 percent. This item was presented for information at the April 25, 2012 Commission meeting.

ISSUE:

The AIP provides public use, publicly owned airports with federal grants for airport improvement and maintenance projects. As part of the recent reauthorization of the Federal Aviation Administration, the federal share was reduced from 95 percent to 90 percent, effective immediately. The Department assists the airport sponsors with the local match for AIP grants.

By changing the State AIP match rate to 5 percent, available funds will help local governments continue to leverage federal AIP funds for needed airport projects despite the increase in required local AIP match. Without the increased State AIP match rate, local government airport sponsors will incur a tripling of the required local funding match, which could lead to inability to provide funding for the match, and potential reductions in safety and functionality of the airports.

At its May 9, 2012 meeting, the Commission's Technical Advisory Committee on Aeronautics (TACA) expressed support for the Department's proposal to establish the State match rate at 5 percent.

BACKGROUND:

State law (Public Utilities Code Section 21683.1 (a)) states that the Commission may, at its discretion, provide a portion of the local match for federal AIP grants. The Department is proposing to increase the State matching rate from 2.5 percent to 5 percent with support from TACA and Commission staff. The Department's legal counsel has reviewed previous proposals and deemed that the Commission has the authority to provide the AIP match rate from 0 to 5 percent.

Attachment

CALIFORNIA TRANSPORTATION COMMISSION

**Adoption of the Rate for State Matching
of Federal Airport Improvement Program (AIP) Grants**

Resolution G-12-09

- 1.1 WHEREAS, pursuant to Section 21683.1 (a) of the Public Utilities Code, the California Transportation Commission (Commission) may, at its discretion, provide a portion of the local match for federal Airport Improvement Program (AIP) grants; and
- 1.2 WHEREAS, a 5 percent matching rate enables the California Department of Transportation to provide the State match for airports; and
- 1.3 WHEREAS, the 2011-12 Aeronautics Allocation for set-aside to match AIP grants was submitted with a State matching rate of 2.5 percent; and
- 1.4 WHEREAS, the recent Reauthorization of the Federal Aviation Administration reduced the federal share of AIP grants from 95 percent to 90 percent.
- 1.5 WHEREAS, a 5 percent State matching rate allows greater opportunity for leveraging of federal grant funds by publicly-owned, public use airports, in consideration of the increase in required local match.
- 2.1 NOW THEREFORE BE IT RESOLVED, that the Commission hereby establishes the State matching rate for federal AIP projects in the 2010 Aeronautics Program at 5 percent of an airport project federal grant.

Memorandum

To: CHAIR AND COMMISSIONERS

CTC Meeting: May 23, 2012

Reference No.: 3.7
Information

From: BIMLA G. RHINEHART
Executive Director

Subject: **Quarterly Report on Toll Bridge Program Oversight Committee Activity**

Summary: Since the last Quarterly Report update, the following San Francisco Oakland Bay Bridge (SFOBB) Seismic Retrofit project construction activities and Toll Bridge Program Oversight Committee (TBPOC) actions occurred:

TBPOC meetings and activities –

- The April TBPOC meeting was held in Antioch to celebrate the seismic safety milestone achieved on the Antioch Bridge. The TBPOC acknowledged the construction team for successfully completing the work on time and within budget.
- The Seismic Safety Peer Review Panel, directed by the TBPOC to investigate allegations questioning the structural integrity of the tower foundations on the Self Anchored Suspension (SAS) Bridge, declared the foundations to be structurally safe and sound.

Self Anchored Suspension (SAS) contract –

- Cable installation was completed April 5, 2012.
- Cable compaction is underway and expected to be completed in May 2012.

Yerba Buena Island Contract (YBI) Contract #1 - connects the west end of the SAS Bridge to the Yerba Island tunnel –

- Work on the eastbound frames is ongoing and progressing as planned.

Yerba Buena Island Contract (YBI) Contract #2 – demolishes the Yerba Buena Island Detour and the Cantilever section of the old SFOBB, builds a new eastbound on-ramp onto the new SFOBB, and completes the last segment of the pedestrian/bicycle path from Yerba Buena Island to Oakland –

- The contract was advertised in April 2012 and the bid opening is scheduled for September 2012.

Oakland Detour contract – realigns the bridge approach to the south allowing construction of the Oakland Touchdown contract #2 ahead of schedule:

- The westbound traffic was successfully shifted into the temporary realignment during the President's Day bridge closure. The section of the existing bridge in conflict with the Oakland Touchdown contract #2 has been demolished.

Oakland Touchdown contract #2 – connects the eastbound approach structure on the Oakland side to the Skyway Bridge:

- The contract was awarded to Flat Iron Construction in April 2012 and the notice to proceed was issued to the contractor May 1, 2012.

Background: In July 2005, Assembly Bill 144, (AB144) Hancock created the Toll Bridge Program Oversight Committee (TBPOC) to exercise project oversight and control over the Toll Bridge Seismic Retrofit Program. The TBPOC is comprised of the Director of the Department of Transportation (Caltrans), the Bay Area Toll Authority (BATA) Executive Director, and the Executive Director of the California Transportation Commission (CTC). The TBPOC's program oversight and control activities include, review and approval of contract bid documents, contract change orders and resolution of major project issues.

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

INFORMATION ON THIS ITEM WILL BE
PROVIDED PRIOR TO THE MAY 23, 2012
CALIFORNIA TRANSPORTATION COMMISSION MEETING

STATUS UPDATE ON STATE ROUTE 99 (SR 99) PROJECTS

INFORMATION ON THIS ITEM WILL BE
PROVIDED PRIOR TO THE MAY 23, 2012
CALIFORNIA TRANSPORTATION COMMISSION MEETING

Memorandum

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: May 23, 2012

Reference No.: 2.1b.(1)
Information Item

From: NORMA ORTEGA
Chief Financial Officer

Prepared by: Kurt Scherzinger
Acting Division Chief
Transportation Programming

Subject: **STIP AMENDMENT 12S-001**

SUMMARY:

The California Department of Transportation (Department) will request that the California Transportation Commission (Commission) consider the requested State Transportation Improvement Program (STIP) amendment at the next scheduled meeting following the notice period.

ISSUE:

The Stanislaus Council of Governments (StanCOG) and the County of Stanislaus are requesting an AB 3090 cash reimbursement allowing the County of Stanislaus to use local funds in the amount of \$3,250,000 in Fiscal Year (FY) 2011-12, which will replace Regional Improvement Program (RIP) funds for construction for the Widen Claribel Road from SR 108 & SR 219 to Oakdale Road project (PPNO 0230), currently programmed in FY 2013-14. The reimbursement is to be programmed on the AB 3090 Reimbursement project (PPNO 0230A) in FY 2013-14, FY 2014-15, and FY 2015-16.

BACKGROUND:

The Widen Claribel Road from SR 108 & SR 219 to Oakdale Road project will widen Claribel Road to two lanes in each direction with a two way left turn lane, and install a traffic signal at Coffee Road.

Currently, \$3,250,000 in RIP funds is programmed in the 2012 STIP in FY 2013-14. However, the County of Stanislaus is ready to start construction in FY 2011-12. The County of Stanislaus intends to use local development fees to begin construction and will request reimbursement over three fiscal years beginning in FY 2013-14. The local funds would be used for the McHenry Avenue Widening Segment 2 project if not used for this project. StanCOG has confirmed that 1) A replacement project is not available, 2) This project is the highest priority in Stanislaus County, and 3) The project is federalized.

This request follows AB 3090 Guidelines which allows a local agency to use its own funds (non-state or non-federal) to complete a project component early to be later reimbursed with STIP funds currently programmed on the project. An AB 3090 reimbursement agreement will be drafted and submitted to the Commission staff for review prior to the Commission's June 2012 meeting.

REVISE:

Widen Claribel Rd from SR 108 & 219 to Oakdale Rd Project (PPNO 0230)

County	District	PPNO	EA	Element	Const. Year	PM Back	PM Ahead	Route/Corridor					
Stanislaus	10	0230		LA	2013-14								
Implementing Agency: (by component)	PA&ED	Stanislaus County				PS&E							
	R/W	Stanislaus County				CON	Stanislaus County						
RTPA/CTC:	Stanislaus Council of Governments												
Project Title:	Widen Claribel Road from SR 108 & SR 219 to Oakdale Road												
Location	In Modesto, on Claribel Road from Route 108 to Oakdale Road.												
Description:	Widen to two lanes in each direction with two way left turn lane, and install signal at Coffee Road.												
(DOLLARS IN THOUSANDS)													
FUND	TOTAL	Project Totals by Fiscal Year						Project Totals by Component					
		Prior	12/13	13/14	14/15	15/16	16/17	R/W	CON	PA&ED	PS&E	R/W Supp	CON Supp
RIP													
Existing	3,250			3,250					3,250				
Change	(3,250)			(3,250)					(3,250)				
Proposed	0			0					0				
Local Funds													
Existing	10,300	4,000		6,300				3,000	6,300	1,000			
Change	3,250	9,550		(6,300)				0	3,250	0			
Proposed	13,550	13,550		0				3,000	9,550	1,000			
CMAQ													
Existing	1,000	350		650					650	350			
Change	0	650		(650)					0	0			
Proposed	1,000	1,000		0					650	350			
Total													
Existing	14,550	4,350		10,200				3,000	10,200	1,350			
Change	0	10,200		(10,200)				0	0	0			
Proposed	14,550	14,550		0				3,000	10,200	1,350			

ADD:

AB 3090 Reimbursement (PPNO 0230A)

County	District	PPNO	EA	Element	Const. Year	PMBack	PM Ahead	Route/Corridor					
Stanislaus	10	0230A		LA	2013-14								
Implementing Agency: (by component)		PA&ED					PS&E						
		R/W					CON	Stanislaus County					
RTPA/CTC:	Stanislaus Council of Governments												
Project Title:	AB 3090 Reimbursement												
Location	AB 3090 Reimbursement												
Description:	AB 3090 Reimbursement												
(DOLLARS IN THOUSANDS)													
FUND	TOTAL	Project Totals by Fiscal Year						Project Totals by Component					
		Prior	12/13	13/14	14/15	15/16	16/17	R/W	CON	PA&ED	PS&E	R/W Supp	CON Supp
RIP													
Existing	0			0	0	0		0					
Change	3,250			650	1,625	975		3,250					
Proposed	3,250			650	1,625	975		3,250					
Total													
Existing	0			0	0	0		0					
Change	3,250			650	1,625	975		3,250					
Proposed	3,250			650	1,625	975		3,250					

Memorandum

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: May 23, 2012

Reference No.: 2.1b.(2)
Information Item

From: NORMA ORTEGA
Chief Financial Officer

Prepared by: Kurt Scherzinger
Acting Division Chief
Transportation Programming

Subject: **STIP AMENDMENT 12S-002**

RECOMMENDATION:

The California Department of Transportation will request that the California Transportation Commission approve the requested State Transportation Improvement Program (STIP) amendment at the next scheduled Commission meeting following the notice period.

ISSUE:

The Santa Cruz County Regional Transportation Commission (SCCRTC) proposes to amend the 2012 STIP for the Broadway-Brommer Street Bike/Pedestrian Path project (PPNO 1822) in Santa Cruz County to revise the project schedule.

BACKGROUND:

The City of Santa Cruz is currently working to secure the permits required to begin construction in Spring 2013. Given the uncertainties surrounding Department of Fish and Game and other resource agency permits, it is proposed to delay \$2,430,000 in Regional Improvement Program Transportation Enhancement funds for construction from Fiscal Year (FY) 2012-13 to FY 2013-14. The revised funding schedule changes are illustrated in the table below.

REVISES:

Broadway-Brommer Street Bike/Pedestrian Path (PPNO 1822)

County	District	PPNO	EA	Element	Const. Year	PM Back	PM Ahead	Route/Corridor					
Santa Cruz	5	1822		LA	2012-13 2013-14								
Implementing Agency: (by component)		PA&ED	City of Santa Cruz			PS&E	City of Santa Cruz						
		R/W	City of Santa Cruz			CON	City of Santa Cruz						
RTPA/CTC:	Santa Cruz County Regional Transportation Commission												
Project Title:	Broadway-Brommer Street Bike/Pedestrian Path												
Location	In the City of Santa Cruz, from Broadway to Brommer Street through Arana Gulch.												
Description:	Construct Class 1 bicycle and pedestrian path.												
(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
RIP													
Existing	2,430				2,430				2,430				
Change	0				(2,430)	2,430			0				
Proposed	2,430				0	2,430			2,430				
RSTP													
Existing	202	140			62				62		140		
Change	0	0			(62)	62			0		0		
Proposed	202	140			0	62			62		140		
CMAQ													
Existing	262	262								262			
Change	0	0								0			
Proposed	262	262								262			
Local Funds													
Existing	2,025	525			1,500				1,500		525		
Change	0	0			(1,500)	1,500			0		0		
Proposed	2,025	525			0	1,500			1,500		525		
Local Funds													
Existing	58	58								58			
Change	0	0								0			
Proposed	58	58								58			
Total													
Existing	4,977	985			3,992	0			3,992	320	665		
Change	0	0			(3,992)	3,992			0	0	0		
Proposed	4,977	985			0	3,992			3,992	320	665		

Memorandum

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: May 23, 2012

Reference No.: 2.1b.(3)/2.1c.(5a)
Information Item

From: NORMA ORTEGA
Chief Financial Officer

Prepared by: Kurt Scherzinger
Acting Division Chief
Transportation Programming

Subject: **MULTI-PROGRAM PROJECT AMENDMENT**
RESOLUTION STIP AMENDMENT 12S-003
RESOLUTION TCIF-P-1112-40, AMENDING RESOLUTION TCIF-P-1112-013

SUMMARY:

The California Department of Transportation (Department) will request that the California Transportation Commission (Commission) approve the requested State Transportation Improvement Program (STIP) amendment and the Trade Corridors Improvement Fund (TCIF) baseline amendment at the next scheduled Commission meeting following the notice period.

ISSUE:

The Department and San Diego Association of Governments (SANDAG) propose to amend the 2012 STIP and the TCIF baseline agreement for TCIF Project 68 - Route 11 and Otay Mesa Port of Entry (POE) (PPNOs 0999A, 0999B and 0999C) in San Diego County, in the community of Otay Mesa East, to update the project funding plans.

BACKGROUND:

The Route 11 and Otay Mesa East POE project will construct a new four-lane highway to the Mexico border, freeway-to-freeway connectors and a POE. The project will increase capacity to the regional border crossing infrastructure and create a link between the United States regional highway system and the Mexico free-and-toll road system.

The overall project is programmed in the TCIF Program for \$75,000,000. At its January 2012 meeting, the Commission approved segmenting the project into three distinct segments to facilitate project delivery. Segment 1 (Route 11/905 freeway to freeway connector project - PPNO 0999A) includes the entire \$75,000,000 in TCIF funding. Segment 2 (SR 11 and Commercial Vehicle Enforcement Facility – PPNO 0999B) and Segment 3 (East Otay Mesa Land POE – PPNO 0999C) are funded with Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) Border Infrastructure Program (BIP) funds and local funds.

The overall project includes \$50,400,000 of SAFETEA-LU BIP funding. SAFETEA-LU, enacted in August 2005, authorizes funding through the BIP to improve transportation at international borders and ports of entry, and within trade corridors. This program replaced the Transportation Equity Act for the 21st Century Coordinated Border Infrastructure discretionary program that ended after 2005. Since the enactment of SAFETEA-LU, California received a total apportionment of \$184,958,000. To date, approximately \$146,993,000 has been obligated to eligible border region projects.

Pursuant to Section 164.1 of the California Streets and Highways Code, BIP funds shall be programmed, allocated, and expended in the same manner as other federal funds made available for capital improvement projects in the STIP. These BIP funds are eligible in a border region, defined as any portion of a border state within 100 miles of an international land border with Canada or Mexico, for the following types of improvements to facilitate/expedite cross-border motor vehicle and cargo movements:

- Improvements to existing transportation and supporting infrastructure.
- Construction of highways and related safety and safety enforcement facilities related to international trade.
- Operation improvements, including those related to electronic data interchange and use of telecommunications.
- Modifications to regulatory procedures.
- International coordination of transportation planning, programming, and border operation with Canada and Mexico.

Proposal

The SAFETEA-LU BIP obligation authority currently available to the State is approximately \$14,800,000 million. This amendment proposes to program \$14,500,000 of the available BIP to Segment 1. It is also proposed to transfer \$18,600,000 in BIP programming from Segment 2 (\$2,100,000) and Segment 3 (\$16,500,000) to Segment 1, thereby increasing the total BIP programming on Segment 1 from \$9,400,000 to \$42,500,000. This increased programming will offset currently programmed local funds which are unavailable at this time. The BIP programming removed from Segments 2 and 3 will be replaced with local transportation funds (bond sales backed by future toll revenues).

Cost and Schedule

There are no cost or schedule changes at this time.

The programming changes are reflected in the following tables.

REVISE:

SR 11/SR 905 Freeway to Freeway Connectors Project (Segment 1) (PPNO 0999A)

County	District	PPNO	EA	Element	Const. Year	PM Back	PM Ahead	Route/Corridor					
San Diego	11	0999A	5632	CO	2013-14	0.0	1.3	11					
Implementing Agency: (by component)		PA&ED	Caltrans				PS&E	Caltrans					
		R/W	Caltrans				CON	Caltrans					
RTPA/CTC:	San Diego Association of Governments												
Project Title:	SR 11/SR 905 Freeway to Freeway Connectors (Segment 1)												
Location	In San Diego County near San Diego on Route 905 from 0.1 mile west of Britannia Boulevard overcrossing to 1.6 miles												
Description:	Construction of SR 905/SR 11 freeway to freeway connectors.												
(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
State Bond													
Existing	75,000					75,000			67,100				7,900
Change	0					0			0				0
Proposed	75,000					75,000			67,100				7,900
Federal Disc. (SAFETEA-LU)													
Existing	9,400			9,400		0					7,300	2,100	
Change	33,100			31,600		1,500		31,600			0	0	1,500
Proposed	42,500			41,000		1,500		31,600			7,300	2,100	1,500
Local Funds													
Existing	33,100			33,100				31,600					1,500
Change	(33,100)			(33,100)				(31,600)					(1,500)
Proposed	0			0				0					0
Total													
Existing	117,500			42,500		75,000		31,600	67,100		7,300	2,100	9,400
Change	0			(1,500)		1,500		0	0		0	0	0
Proposed	117,500			41,000		76,500		31,600	67,100		7,300	2,100	9,400

Route 11 and Commercial Vehicle Enforcement Facility Project (Segment 2) (PPNO 0999B)

County	District	PPNO	EA	Element	Const. Year	PM Back	PM Ahead	Route/Corridor					
San Diego	11	0999B	5633	CO	2013-14	0.0	2.8	11					
Implementing Agency: (by component)	PA&ED	Caltrans				PS&E	Caltrans						
	R/W	Caltrans				CON	Caltrans						
RTPA/CTC:	San Diego Association of Governments												
Project Title:	Route 11 and CVEF (Segment 2)												
Location	In San Diego County near San Diego on Route 11 from 0.1 mile east of Sanyo Avenue undercrossing to 1.9 miles east of												
Description:	Construct new 4 lane highway and commercial vehicle enforcement facility.												
(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
Local Funds													
Existing	225,800			49,900		175,900		49,900	155,800				20,100
Change	2,100			2,100		0		0	0				2,100
Proposed	227,900			52,000		175,900		49,900	155,800				2,100
Federal Disc. (SAFETEA-LU)													
Existing	19,600			19,600							17,500	2,100	
Change	(2,100)			(2,100)							0	(2,100)	
Proposed	17,500			17,500							17,500	0	
Total													
Existing	245,400			69,500		175,900		49,900	155,800		17,500	2,100	20,100
Change	0			0		0		0	0		0	0	0
Proposed	245,400			69,500		175,900		49,900	155,800		17,500	2,100	20,100

East Otay Mesa Land Project (Segment 3) (PPNO 0999C)

County	District	PPNO	EA	Element	Const. Year	PM Back	PM Ahead	Route/Corridor					
San Diego	11	0999C	5634	CO	2013-14	2.4	2.8	11					
Implementing Agency: (by component)	PA&ED	Caltrans				PS&E	SANDAG						
	R/W	SANDAG				CON	SANDAG						
RTPA/CTC:	San Diego Association of Governments												
Project Title:	East Otay Mesa Land Port of Entry (Segment 3)												
Location	In San Diego County near San Diego on Route 11 from 2.4 miles east of Sanyo Avenue undercrossing to Mexico Border.												
Description:	Construction of a Port of Entry at the border with Mexico.												
(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
Local Funds													
Existing	324,800			39,800		285,000		39,800	285,000		0		
Change	16,500			16,500		0		2,100	0		14,400		
Proposed	341,300			56,300		285,000		41,900	285,000		14,400		
Federal Disc. (SAFETEA-LU)													
Existing	16,500			16,500							14,400	2,100	
Change	(16,500)			(16,500)							(14,400)	(2,100)	
Proposed	0			0							0	0	
Total													
Existing	341,300			56,300		285,000		39,800	285,000		14,400	2,100	
Change	0			0		0		2,100	0		0	(2,100)	
Proposed	341,300			56,300		285,000		41,900	285,000		14,400	0	

Memorandum

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: May 23, 2012

Reference No.: 2.1b.(4)
Information Item

From: NORMA ORTEGA
Chief Financial Officer

Prepared by: Kurt Scherzinger
Acting Division Chief
Transportation Programming

Subject: **STIP AMENDMENT 12S-004**

SUMMARY:

The California Department of Transportation (Department) will request that the California Transportation Commission (Commission) approve the requested State Transportation Improvement Program (STIP) amendment at the next scheduled Commission meeting following the notice period.

ISSUE:

The Department and Imperial County Transportation Commission propose to amend the 2012 STIP to reprogram \$22,320,000 in Regional Improvement Program (RIP) funds for construction and construction support from Fiscal Year (FY) 2012-13 to FY 2013-14 for the Dogwood Avenue Interchange project (PPNO 0523) in Imperial County.

BACKGROUND:

The project delivery schedule for the Dogwood Avenue Interchange project has been delayed from May 2013 to July 2013 due to utility relocation issues on the project. Clearing utilities and additional right of way easement for Imperial Irrigation District has taken more time than originally planned. Therefore it is proposed to delay project delivery from FY 2012-13 to FY 2013-14. The revised funding schedule changes are illustrated in the table below.

REVISE: Dogwood Avenue Interchange project (PPNO 0523)

County	District	PPNO	EA	Element	Const. Year	PM Back	PM Ahead	Route/Corridor					
Imperial	11	0523	26330	CO	2012-13	R38.7	R39.3	8					
Implementing Agency: (by component)	PA&ED	Caltrans				PS&E	Caltrans						
	R/W	Caltrans				CON	Caltrans						
RTPA/CTC:	Southern California Association of Governments												
Project Title:	Dogwood Avenue Interchange												
Location	Near El Centro, from just west to just east of Dogwood overcrossing.												
Description:	Revise interchange.												
(DOLLARS IN THOUSANDS)													
FUND	TOTAL	Project Totals by Fiscal Year						Project Totals by Component					
		Prior	12/13	13/14	14/15	15/16	16/17	R/W	CON	PA&ED	PS&E	R/W Supp	CON Supp
RIP													
Existing	26,920	4,600	22,320					18,900	1,500	3,100		3,420	
Change	0	0	(22,320)	22,320				0	0	0		0	
Proposed	26,920	4,600	0	22,320				18,900	1,500	3,100		3,420	
Demo													
Existing	1,700	1,700						1,700					
Change	0	(1,700)		1,700				0					
Proposed	1,700	0		1,700				1,700					
Local Funds													
Existing	4,500	4,500					2,000	2,200			300		
Change	0	(2,200)		2,200			0	0			0		
Proposed	4,500	2,300		2,200			2,000	2,200			300		
Total													
Existing	33,120	10,800	22,320	0			2,000	22,800	1,500	3,100	300	3,420	
Change	0	(3,900)	(22,320)	26,220			0	0	0	0	0	0	
Proposed	33,120	6,900	0	26,220			2,000	22,800	1,500	3,100	300	3,420	

Memorandum

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: May 23, 2012

Reference No.: 2.1b.(5)
Information Item

From: NORMA ORTEGA
Chief Financial Officer

Prepared by: Kurt Scherzinger
Acting Division Chief
Transportation Programming

Subject: **STIP AMENDMENT 12S-005**

SUMMARY:

The California Department of Transportation (Department) will request that the California Transportation Commission (Commission) approve the requested State Transportation Improvement Program (STIP) amendment at the next scheduled Commission meeting following the notice period.

ISSUE:

The Department and the California Department of Parks and Recreation (State Parks) propose to amend the 2012 STIP for;

- The Railroad Technology Museum Building: Boiler Shop project (PPNO 1660) to reprogram \$2,500,000 in Interregional Improvement Program (IIP) Transportation Enhancement (TE) shares for construction from Fiscal Year (FY) 2012-13 to FY 2014-15.
- And on the related Boiler Shop Site Improvements project (PPNO 1665), to reprogram \$47,000 from the Environmental (PA&ED) and \$103,000 from the Design (PS&E) in IIP TE shares to Construction component for a total of \$1,500,000 and delay Construction from FY 2013-14 to FY 2014-15.

BACKGROUND:

The Railroad Technology Museum project, located in the Downtown Sacramento Railyards, is part of a multi-phase plan to transform the existing Boiler Shop and surrounding area into a historically significant Railroad Technology Museum, devoted to interpreting and educating the public about the development of technologies in the railroad industry. This work will stabilize and rehabilitate the Boiler Shop and adjacent buildings, install landscaping, bike and pedestrian facilities. It includes two STIP IIP TE funded projects: The Railroad Technology Museum Building: Boiler Shop project (PPNO 1660) and the related Boiler Shop Site Improvements project (PPNO 1665).

Revised Project Schedule and Funding Plan

The Railroad Technology Museum Boiler Shop project (PPNO 1660) and the Boiler Shop Site Improvements project (PPNO 1665) are now facing delays due to a delay in the acquisition of the necessary land and structures.

An agreement to transfer title of the Downtown Sacramento Railyards property to the State Parks was delayed when the previous owner went into default and the property was foreclosed in 2010. The property then changed ownership and negotiations, to begin again with the new owner delaying progress on these two projects. The State Parks anticipates property acquisition will be completed in 2012, with a project delivery anticipated for June 2015.

In addition, the previously IIP funded PA&ED and PS&E on the Boiler Shop Site Improvements project are now being delivered entirely with local funds. However, the funds will be needed to replace local funding on the construction component of (PPNO 1665). The revised funding and schedule changes are illustrated in the tables below.

REVISES: Railroad Technology Museum Building: Boiler Shop (PPNO 1660):

County	District	PPNO	EA	Element	Const. Year	PM Back	PM Ahead	Route/Corridor					
Sacramento	3	1660	4E490	CO	2012-13								
Implementing Agency: (by component)	PA&ED					PS&E							
	R/W					CON	Dept. of Parks & Rec.						
RTPA/CTC:	Sacramento Area Council of Governments												
Project Title:	Railroad Technology Museum Building: Boiler Shop												
Location	In Sacramento, at the downtown railyards.												
Description:	Stabilize and rehabilitate building.												
(DOLLARS IN THOUSANDS)													
FUND	TOTAL	Project Totals by Fiscal Year						Project Totals by Component					
		Prior	12/13	13/14	14/15	15/16	16/17	R/W	CON	PA&ED	PS&E	R/W Supp	CON Supp
IIP													
Existing	2,500		2,500					2,500					
Change	0		(2,500)		2,500			0					
Proposed	2,500		0		2,500			2,500					
Local Funds													
Existing	5,600	1,050	4,550				400	4,550	125	525			
Change	0	0	(4,550)		4,550		0	0	0	0			
Proposed	5,600	1,050	0		4,550		400	4,550	125	525			
Total													
Existing	8,100	1,050	7,050		0		400	7,050	125	525			
Change	0	0	(7,050)		7,050		0	0	0	0			
Proposed	8,100	1,050	0		7,050		400	7,050	125	525			

REVISES: Boiler Shop Site Improvements (PPNO 1665):

County	District	PPNO	EA	Element	Const. Year	PM Back	PM Ahead	Route/Corridor					
Sacramento	3	1665	4E490	CO	2013-14								
Implementing Agency: (by component)	PA&ED	Dept. of Parks & Rec.					PS&E	Dept. of Parks & Rec.					
	R/W						CON	Dept. of Parks & Rec.					
RTPA/CTC:	Sacramento Area Council of Governments												
Project Title:	Boiler Shop Site Improvements												
Location	At Downtown Sacramento Railyards.												
Description:	Rehabilitate structures adjacent to the Boiler Shop and install landscaping, pedestrian and bike paths.												
(DOLLARS IN THOUSANDS)													
FUND	TOTAL	Project Totals by Fiscal Year						Project Totals by Component					
		Prior	12/13	13/14	14/15	15/16	16/17	R/W	CON	PA&ED	PS&E	R/W Supp	CON Supp
IIP													
Existing	1,500		150	1,350				1,350	47	103			
Change	0		(150)	(1,350)	1,500			150	(47)	(103)			
Proposed	1,500		0	0	1,500			1,500	0	0			
Other State													
Existing	1,500		150	1,350				1,350	48	102			
Change	0		150	(1,350)	1,200			(150)	47	103			
Proposed	1,500		300	0	1,200			1,200	95	205			
Total													
Existing	3,000		300	2,700	0			2,700	95	205			
Change	0		0	(2,700)	2,700			0	0	0			
Proposed	3,000		300	0	2,700			2,700	95	205			

Memorandum

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: May 23, 2012

Reference No.: 2.1b.(6)
Information Item

From: NORMA ORTEGA
Chief Financial Officer

Prepared by: Kurt Scherzinger
Acting Division Chief
Transportation Programming

Subject: **STIP AMENDMENT 12S-006**

SUMMARY:

The California Department of Transportation (Department) will request that the California Transportation Commission (Commission) approve the requested State Transportation Improvement Program (STIP) amendment at the next scheduled Commission meeting following the notice period.

ISSUE:

The County of Monterey (County) proposes to amend the 2012 STIP for the Davis Road Class II Bike Lanes project (PPNO 2298) in Monterey County to:

- Remove \$500,000 in Regional Improvement Program (RIP) Transportation Enhancement (TE) funds for right of way (R/W) in Fiscal Year (FY) 12-13.
- Reprogram an additional \$224,000 in RIP TE funds to construction in FY 13-14 with the remaining \$276,000 of R/W savings to be returned to the County regional share balance.

BACKGROUND:

The Davis Road Class II Bike Lanes project serves tourists, commuters, agriculture and bicyclists traveling between Salinas and the Monterey Peninsula and provides a connection to State Highways 183 and 101.

To date, the County has completed the Environmental phase (PA&ED) and 25 percent of the Design phase (PS&E). The project has \$500,000 programmed on R/W, for anticipated utility relocation work. The County has now determined that this work is no longer needed. In addition, the County has revised the cost estimate and now needs an additional \$224,000 for construction. This additional cost is due to an increase in some unit prices, quantity revisions, drainage modifications, the addition of a detector loop and the unanticipated need to relocate a traffic signal. The remaining balance of \$276,000 of R/W savings is to be returned to the County's regional unprogrammed shares.

The changes proposed above are reflected in the following table.

REVISE: Davis Road Class II Bike Lanes project (PPNO 2298)

County	District	PPNO	EA	Element	Const. Year	PM Back	PM Ahead	Route/Corridor					
Monterey	5	2298		LA	2013-14								
Implementing Agency: (by component)		PA&ED	Monterey County				PS&E	Monterey County					
		R/W	Monterey County				CON	Monterey County					
RTPA/CTC:		Transportation Agency For Monterey Co											
Project Title:		Davis Road Class II Bike Lanes											
Location		Near Salinas, on Davis Road from Rossi Street to Blanco Road.											
Description:		Construct Class II bike lanes.											
(DOLLARS IN THOUSANDS)													
FUND	TOTAL	Project Totals by Fiscal Year						Project Totals by Component					
		Prior	12/13	13/14	14/15	15/16	16/17	R/W	CON	PA&ED	PS&E	R/W Supp	CON Supp
RIP													
Existing	3,411	475	500	2,436				500	2,436	190	285		
Change	(276)	0	(500)	224				(500)	224	0	0		
Proposed	3,135	475	0	2,660				0	2,660	190	285		
Total													
Existing	3,411	475	500	2,436				500	2,436	190	285		
Change	(276)	0	(500)	224				(500)	224	0	0		
Proposed	3,135	475	0	2,660				0	2,660	190	285		

Memorandum

To: CHAIR AND COMMISSIONERS

CTC Meeting: May 23, 2012

Reference No.: 4.22
Action

From: BIMLA G. RHINEHART
Executive Director

Subject: **AMENDMENT TO THE CORRIDOR MOBILITY IMPROVEMENT ACCOUNT PROGRAM
IN ACCORDANCE WITH AB X3-20
RESOLUTION CMIA-P-1112-20**

ISSUE:

Should the Commission approve the proposed amendment to the Corridor Mobility Improvement Account (CMIA) Program to deprogram \$26.1 million from the I-10 HOV Lanes Project/Citrus to SR-57 and reprogram the funding to the I-5 North HOV/Empire Avenue to Burbank Boulevard Project in accordance with AB X3-20?

RECOMMENDATION:

Commission staff recommends that the Commission approve the proposed amendment to the CMIA Program to deprogram \$26.1 million from the I-10 HOV Lanes Project/Citrus to SR-57 and reprogram the funding to the I-5 North HOV/Empire Avenue to Burbank Boulevard Project in accordance with AB X3-20.

BACKGROUND:

At its meeting on April 15, 2009, the Commission approved the request from the Department of Transportation (Department) and the Los Angeles County Metropolitan Transportation Authority (Metro) to replace \$26.1 million of programmed CMIA funds on the I-405 HOV Project with regional American Recovery and Reinvestment Act of 2009 (Recovery Act) funds. AB X3-20 authorizes the Commission to program bond funds displaced by Recovery Act funds to one or more qualifying projects in the appropriate program in the jurisdiction of that agency and in the same amount as the displaced bond funds. At its November 3, 2010 meeting, the Commission approved the request from the Department and Metro program the \$26.1 million in replacement funds to the I-10 HOV/Citrus to SR-57. Due to delays in the Right of Way phase of the I-10 HOV/Citrus to SR-57 Project, the Department and Metro are requesting that the \$26.1 million be reprogrammed to the I-5 North HOV/Empire Avenue to Burbank Boulevard Project.

California Transportation Commission
Adoption of the Amended Program of Projects for the
Corridor Mobility Improvement Account (CMIA)
in Accordance with AB X3-20
May 23, 2012

Resolution CMIA-P-1112-20

- 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, and
- 1.2 WHEREAS the Bond Act includes a program of funding from \$4.5 billion to be deposited in the Corridor Mobility Improvement Account (CMIA), and
- 1.3 WHEREAS the funds in the CMIA are to be available to the California Transportation Commission (Commission), upon appropriation in the annual Budget Act by the Legislature, for allocation for performance improvements on the state highway system or major access routes to the state highway system, and
- 1.4 WHEREAS the Commission adopted the initial CMIA program of projects on February 28, 2007, and
- 1.5 WHEREAS in order to address funding constraints with Proposition 1B Bond funds on the I-405 HOV Project, the Los Angeles County Metropolitan Transportation Authority replaced \$26.1 million of CMIA funding on that project with regional American Recovery and Reinvestment Act of 2009 (Recovery Act) funds, and
- 1.6 WHEREAS Assembly Bill X3-20 (AB X3-20) authorizes the Commission to program Proposition 1B bond funds displaced by Recovery Act funds to one or more qualifying projects in the appropriate program in the jurisdiction of that agency and in the same amount as the displaced bond funds, and
- 1.7 WHEREAS the Los Angeles County Metropolitan Transportation Authority has submitted a request for \$26.1 million in funding for a replacement project, the I-10 High Occupancy Vehicle (HOV) Lanes/Citrus to SR-57 Project, for reprogramming by the Commission in accordance with AB X3-20, and

- 1.8 WHEREAS the Commission approved this programming request at its November 3, 2010 meeting, and
- 1.9 WHEREAS the Los Angeles County Metropolitan Transportation Authority has submitted a request to reprogram the \$26.1 million in funding to a different replacement project, the I-5 North HOV/Empire Avenue to Burbank Boulevard Project, due to delivery constraints on the I-10 HOV/Citrus to SR-57 Project, and
- 1.10 WHEREAS Commission staff reviewed the project submitted by the Los Angeles County Metropolitan Transportation Authority for compliance with the CMIA Guidelines, and
- 2.1 NOW THEREFORE BE IT RESOLVED THAT the Commission hereby approves the request submitted by the Los Angeles County Metropolitan Transportation Authority to reprogram the \$26.1 million in CMIA funding to the I-5 North HOV/Empire Avenue to Burbank Boulevard Project, and
- 2.2 BE IT FURTHER RESOLVED THAT, the Commission's approval of project funding is only for the cost of construction, and
- 2.3 BE IT FURTHER RESOLVED THAT the Commission finds that the inclusion of the replacement project in the CMIA Program is based on a demonstration that the project meets all of the following criteria:
 - a. Is a high-priority project in the corridor as demonstrated by its nomination by regional agency;
 - b. Can commence construction or implementation no later than December 31, 2012;
 - c. Improves mobility in a high-congestion corridor by improving travel times or reducing delay, improves the connectivity of the state highway system between rural, suburban, and urban areas, or improves the operation or safety of a highway segment;
 - d. Improves access to jobs, housing, markets, and commerce;
- 2.4 BE IT FURTHER RESOLVED THAT the Commission will not consider approval of a project allocation prior to the execution of a project baseline agreement amendment, and
- 2.5 BE IT FURTHER RESOLVED THAT the Commission finds that any increases in cost estimates from CMIA amended program adoption to finalized cost estimates are the responsibility of the nominating agency, and

- 2.6 BE IT FURTHER RESOLVED THAT the Commission requires the implementing agency and the Department of Transportation to meet the requirements of Government Code Section 8879.23(c)(1), as added by Proposition 1B, and to Government Code Section 8879.50, as enacted through implementing legislation in 2007 (Senate Bill 88 and Assembly Bill 193), and
- 2.7 BE IT FURTHER RESOLVED THAT the Commission requires the implementing agency and the Department of Transportation to adhere to the California Transportation Commission's CMIA Guidelines and Accountability Implementation Plan.

Memorandum

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: May 23-24, 2012

Reference No.: 2.1c.(1a)
Action Item

From: NORMA ORTEGA
Chief Financial Officer

Prepared by: Kurt Scherzinger
Acting Division Chief
Transportation Programming

Subject: **CMIA PROJECT BASELINE AMENDMENT**
RESOLUTION CMIA-PA-1112-037, AMENDING RESOLUTION CMIA-PA-1011-018

RECOMMENDATION:

The California Department of Transportation (Department) recommends that the California Transportation Commission (Commission) amend the Corridor Mobility Improvement Account (CMIA) baseline agreement for the I-5 High Occupancy Vehicle (HOV)/Empire Avenue and Burbank Boulevard project (PPNO 3985) in Los Angeles County.

ISSUE:

The Department and the Los Angeles County Metropolitan Transportation Authority (LACMTA) propose to amend the CMIA baseline agreement for the I-5 HOV/Empire Avenue and Burbank Boulevard project (PPNO 3985) to update the project funding plan and delivery schedule.

BACKGROUND:

The I-5 High Occupancy Vehicle (HOV)/Empire Avenue and Burbank Boulevard project (PPNO 3985) is part of the Route 5 Highway Occupancy Vehicle (HOV) CMIA widening project in Los Angeles County between Route 170 and Route 134. The overall project will construct one HOV lane in each direction for approximately ten miles on Route 5.

This project is currently programmed with \$73,000,000 of CMIA funding for construction. The Department and LACMTA propose to program an additional \$26,100,000 of CMIA funding for construction. An equal amount of local funds will then be transferred from this project to other high priority projects in the region.

It is also proposed to update the project funding plan to reflect a \$9,000,000 cost increase to the design phase. The increase is necessary due to the following:

- The initial proposal of replacing the flood control channel with a shallower but wider covered channel in order to maintain the existing freeway elevation was not acceptable to the US Army Corps of Engineers. The recommendation was to cap the existing channel using concrete piles and precast slabs. This resulted in the redesign of 20 – 30 percent of the completed highway and construction staging plans.

- Plans for the relocation of utilities within the railroad right of way were not acceptable to the Burbank City Council because of the length of construction. Alternate methods of utility relocation were redeveloped and designed.
- It was necessary to redesign portions of the railroad plans to be consistent with the reworked utility relocation and the redesigned roadway staging plans.

LACMTA will local proposition C funding to cover the design cost increase.

The additional design work activities, along with extremely complicated right of way coordination, resulted in a seven month delay to project delivery. The project has now been delivered and is scheduled for a construction allocation at the May 2012 Commission meeting.

The updated delivery schedule is as follows:

Milestone	Existing	Proposed
Begin Environmental (PA&ED) Phase	07/31/99	No change
End Environmental (PA&ED) Phase	06/28/02	No change
Begin Design (PS&E) Phase	07/31/02	No change
End Design Phase	10/01/11	05/17/12
Begin Right of Way Phase	06/01/01	No change
End Right of Way Phase	10/01/11	05/15/12
Begin Construction Phase	03/01/12	09/28/12
End Construction Phase	12/31/15	04/15/16
Begin Closeout Phase	06/01/16	10/15/16
End Closeout Phase	12/01/17	07/15/18

The updated project funding plan is as follows:

REVISE: I-5 HOV/Empire Avenue and Burbank Boulevard project (PPNO 3985)

County	District	PPNO	EA	Element	Const. Year	PM Back	PM Ahead	Route/Corridor					
Los Angeles	7	3985	1218W	CO	2011-12	30.0	31.6	5					
Implementing Agency: (by component)		PA&ED	Caltrans				PS&E	Caltrans					
		R/W	Caltrans				CON	Caltrans					
RTPA/CTC:	Los Angeles Metropolitan Transportation Commission												
Project Title:	I-5 HOV/Empire Ave & Burbank Blvd												
Location	In Los Angeles County, on Route 5, from south of Magnolia Boulevard to just north of Buena Vista.												
Description:	Construct one HOV lane in each direction and Empire Avenue Interchange.												
(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
RIP													
Existing	157,193	40,780		116,413			35,780	102,913		5,000		13,500	
Change	0	0		0			0	0		0		0	
Proposed	157,193	40,780		116,413			35,780	102,913		5,000		13,500	
IIP													
Existing	15,520	13,335		2,185			1,060	2,185	2,050	7,725	2,500		
Change	0	0		0			0	0	0	0	0		
Proposed	15,520	13,335		2,185			1,060	2,185	2,050	7,725	2,500		
Local Funds													
Existing	186,157	64,935		121,222			37,660	101,722		26,275	1,000	19,500	
Change	(17,100)	9,000		(26,100)			0	(26,100)		9,000	0	0	
Proposed	169,057	73,935		95,122			37,660	75,622		35,275	1,000	19,500	
State Bond (SLPP)													
Existing	20,000			20,000				20,000					
Change	0			0				0					
Proposed	20,000			20,000				20,000					
State Bond (CMIA)													
Existing	73,000			73,000				73,000					
Change	26,100			26,100				26,100					
Proposed	99,100			99,100				99,100					
Total													
Existing	451,870	119,050		332,820			74,500	299,820	2,050	39,000	3,500	33,000	
Change	9,000	9,000		0			0	0	0	9,000	0	0	
Proposed	460,870	128,050		332,820			74,500	299,820	2,050	48,000	3,500	33,000	

RESOLUTION CMIA-PA-1112-037

Be it Resolved, that the California Transportation Commission does hereby amend the Corridor Mobility Improvement Account baseline agreement for the I-5 HOV/Empire Avenue and Burbank Boulevard project (PPNO 3985) project in accordance with the information described above.

Memorandum

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: May 23, 2012

Reference No.: 2.1c.(1b)
Action Item

From: NORMA ORTEGA
Chief Financial Officer

Prepared by: Kurt Scherzinger
Acting Division Chief
Transportation Programming

Subject: **CMIA PROJECT AMENDMENT**
RESOLUTION CMIA-PA-1112-038, AMENDING RESOLUTION CMIA-PA-0910-30

RECOMMENDATION:

The California Department of Transportation (Department) recommends that the California Transportation Commission (Commission) amend the Corridor Mobility Improvement Account (CMIA) baseline agreement for the I-880/Stevens Creek Interchange Improvements project (PPNO 0408G) in Santa Clara County.

ISSUE:

The Santa Clara Valley Transportation Authority (VTA) proposes to amend the CMIA baseline agreement for the I-880/Stevens Creek Interchange Improvements project to update the project scope and delivery schedule and also change the implementing agency.

BACKGROUND:

In June 2010, the Commission approved \$30,975,000 in CMIA funding to reconfigure the eastern half of the I-880/Stevens Creek Boulevard interchange and construct a northbound I-280 to northbound I-880 direct connector ramp. During the development of the project, it was determined that an expanded scope would provide more efficient traffic operations. Consequently, in March 2012, the Commission approved an additional \$10,300,000 in CMIA funding in order to fully fund the expanded scope on the project.

This amendment documents the scope to include reconfiguring the western half of I-880/Stevens Creek Boulevard interchange and improving the southbound I-880 on and off ramps at Stevens Creek Boulevard, including a dedicated off-ramp to Monroe Street.

This amendment also proposes to change the implementing agency from the Department to VTA. With a large portion of the CMIA program being delivered in the next few months, local delivery of this project will relieve some of the pressure on the Department's Office Engineer, allowing the project to move on to the Construction Phase as quickly as possible. A concurrent request for allocation of CMIA funds is on this month's agenda.

It is further proposed to update the delivery schedule and adjust the overall funding plan to reflect actual project delivery costs. The funding plan for pre-construction components is being updated to reflect actually incurred expenditures.

The updated delivery schedule is as follows:

Project Milestone	Baseline	Proposed
Begin Design Phase	Dec 2010	No Change
End Design Phase	Apr 2012	May 2012
Begin Right of Way Phase	Aug 2011	No Change
End Right of Way Phase	Apr 2012	No Change
Begin Construction	June 2012	September 2012
End Construction	Dec 2014	No Change
Begin Closeout	Dec 2014	No Change
End Closeout	Dec 2015	No Change

The Metropolitan Transportation Commission concurs with the changes.

RESOLUTION CMIA-PA-1112-038

Be it Resolved, that the California Transportation Commission does hereby amend the Corridor Mobility Improvement Account baseline agreement for the I-880/Stevens Creek Interchange Improvements project (PPNO 0408G) in Santa Clara County in accordance with the information described above and illustrated in the following table.

REVISE: I-880/Stevens Creek Interchange Improvements project (PPNO 0408G)

County	District	PPNO	EA	Element	Const. Year	PM Back	PM Ahead	Route/Corridor					
Santa Clara	4	0408G	44560	CO	2011-12	0.0	0.7	880					
Implementing Agency: (by component)		PA&ED	VTA				PS&E	VTA					
		R/W	VTA				CON	Department VTA					
RTPA/CTC:		Metropolitan Transportation Commission											
Project Title:		I-880/Stevens Creek Interchange Improvements											
Location:		On I-880 and I-280 in the city of San Jose.											
Description:		Reconfigure I-880/Stevens Creek Blvd (eastern and western half); construct NB I-280 to NB I-880 Direct Connector Ramp; Improve southbound I-880 on and off ramps at Stevens Creek Boulevard, including a dedicated off-ramp to Monroe Street.											
(DOLLARS IN THOUSANDS)													
FUND	TOTAL	Project Totals by Fiscal Year						Project Totals by Component					
		Prior	12/13	13/14	14/15	15/16	16/17	R/W	CON	PA&ED	PS&E	R/W Supp	CON Supp
State Bond													
Existing	30,975	30,975							26,331				4,644
Change	10,300	10,300							14,944				(4,644)
Proposed	41,275	41,275							41,275				0
Demo													
Existing	18,889	18,889						2,668	7,704	2,817	5,180		520
Change	598	598						639	756	(457)	180		(520)
Proposed	19,487	19,487						3,307	8,460	2,360	5,360		0
RSTP													
Existing	1,000	1,000						1,000			0		
Change	0	0						(1,000)			1,000		
Proposed	1,000	1,000						0			1,000		
Local Funds													
Existing	3,475	3,475						797	0	1,383	1,295		
Change	(598)	(598)						(104)	4	(543)	45		
Proposed	2,877	2,877						693	4	840	1,340		
Total													
Existing	54,339	54,339						4,465	34,035	4,200	6,475		5,164
Change	10,300	10,300						(465)	15,704	(1,000)	1,225		(5,164)
Proposed	64,639	64,639						4,000	49,739	3,200	7,700		0

Memorandum

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: May 23, 2012

Reference No.: 2.1c.(1c)
Action Item

From: NORMA ORTEGA
Chief Financial Officer

Prepared by: Kurt Scherzinger
Acting Division Chief
Transportation Programming

Subject: **CMIA PROJECT AMENDMENT**
RESOLUTION CMIA-PA-1112-XXX, AMENDING RESOLUTION CMIA-PA-1112-019

RECOMMENDATION:

The California Department of Transportation (Department) does not recommend approval of the Corridor Mobility Improvement Account (CMIA) baseline agreement amendment for the State Route 4 East Widening Corridor project in Contra Costa County at this time. The Contra Costa Transportation Authority (CCTA) proposal is inconsistent with the current Commission's CMIA policy.

ISSUE:

The CCTA proposes to amend the CMIA baseline agreement for the State Route (SR) 4 East Widening Corridor Project to program and allocate \$44 million of CMIA funds to construction thereby replacing currently committed local funding on the project.

At its April 25, 2012 meeting, the Commission adopted a policy for programming and allocating CMIA award savings. The Commission further stated that projects must also be consistent with existing Commission policies and guidelines related to the CMIA program. The CCTA proposal is inconsistent with the CMIA Program Guidelines, adopted on November 8, 2006, regarding replacement of committed funds.

BACKGROUND:

Since its adoption into the CMIA program in February 2007, the State Route 4 East Widening Corridor project has undergone a number of baseline amendments:

- At its February 2010 meeting, the Commission approved Resolution CMIA-PA-0910-019 which updated the project scope and project funding plan, and also split the overall project into three roadway contracts and one follow-up landscaping contract:
 - Segment 1 (PPNO 0192F): Widen SR 4 from Somersville Road to Contra Loma/L Street and reconstruct Somersville Road Interchange.

- Segment 2 (PPNO 0192H): Widen SR 4 from Contra Loma Boulevard/L Street to Lone Tree Way/A Street, reconstruct Contra Loma Boulevard/L Street Interchange, and replace G Street Overcrossing.
- Segment 3 (PPNO 0192I): Widen SR 4 from Lone Tree Way/A Street to SR 160 and partially reconstruct Lone Tree Way/A Street Interchange, replace Cavallo Road Undercrossing, and partially reconstruct Hillcrest Avenue Interchange.
- Segment 4 (PPNO 0192J): Construct follow-up landscaping on SR 4 from Somersville Road to SR 160 Interchange in Contra Costa County.

In June 2011, under Resolution CMIA-P-1011-07, the project scope of Segment 3 was again revised and the updated Segment 3 was further split into two contracts:

- Segment 3A (PPNO 0192I): Widen SR 4 from Lone Tree Way to Hillcrest Avenue. This project will widen SR 4 from four lanes to eight lanes, partially reconstruct the Lone Tree Way Interchange, and replace the Cavallo Undercrossing and the Roosevelt Pedestrian Undercrossing
- Segment 3B (PPNO 0192L): Widen SR 4 from Hillcrest Avenue to State Route 160. This project will widen SR 4 from four lanes to six lanes, construct an auxiliary lane between SR 160 and Hillcrest Avenue westbound off-ramp, and partially reconstruct the Hillcrest Avenue Interchange.

In December 2011, the Commission approved resolution CMIA-PA-1112-019 to amend the CMIA baseline agreement for the State Route 4 East Widening Corridor to add scope of the SR4 Bypass Conversion project as approved under Resolution CMIA-P-1011-07 in June 2011, and updated the project funding plan.

Replace committed local funding with CMIA funds for Segment 3B

Construction for Segment 3B (Widen SR 4 from Hillcrest Avenue to State Route 160) is currently funded with local funds. The current request seeks to replace a portion of these local funds with \$44,000,000 in CMIA funds.

The revised funding plan for the corridor, shown on Page 3, now includes additional CMIA funds for Segment 3B. The funding plans for the individual contracts follow.

The Metropolitan Transportation Commission concurs with these changes.

REVISE: Overall Corridor Baseline: State Route 4 East Widening Corridor Project

County	District	PPNO	EA	Element	Const. Year	PMBack	PMAhead	Route/Corridor					
Contra Costa	4	Various	-	CO	2009-10 2010-11 2011-12	25.6	30.5	4					
Implementing Agency: (by component)		PA&ED	CCTA				PS&E	CCTA					
		R/W	CCTA				CON	Department/CCTA					
RTPA/CTC:		Metropolitan Transportation Commission											
Project Title:		State Route 4 East Widening Corridor											
Location		In Antioch, on Route 4 East between Somerville and Sand Creek Interchange											
Description:		Widen from four to eight lanes (Somerville to Hillcrest) and four to six lanes (Hillcrest to SR 160/SR 4 Bypass), widen from two to four lanes from Laurel Road to Sand Creek Road and construct a new interchange at SR4 Bypass/Sand Creek intersection.											
(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
State Bond - Corridor Mobility Improvement Account (CMIA)													
Existing	105,199	12,428	25,200	67,571				85,199					20,000
Change	44,000	0	0	44,000				44,000					0
Proposed	149,199	12,428	25,200	111,571				129,199					20,000
Regional Improvement Program (RIP)													
Existing	38,476	38,476					10,000	26,476					2,000
Change	0	0					0	0					0
Proposed	38,476	38,476					10,000	26,476					2,000
State Bond - State Local Partnership Program (SLPP)													
Existing	19,665		9,984	9,681				19,665					
Change	0		0	0				0					
Proposed	19,665		9,984	9,681				19,665					
Federal Demonstration (Demo)													
Existing	1,600	1,600						1,600					
Change	0	0						0					
Proposed	1,600	1,600						1,600					
Local funds (CCTA)													
Existing	242,016	75,646	62,581	83,189		20,600		36,257	153,467	300	35,105		16,887
Change	(44,000)	0	0	(44,000)		0		0	(44,000)	0	0		0
Proposed	198,016	75,646	62,581	39,189		20,600		36,257	109,467	300	35,105		16,887
Local funds (BART)													
Existing	22,503	4,461	3,930	14,112				19,198		1,500			1,805
Change	0	0	0	0				0		0			0
Proposed	22,503	4,461	3,930	14,112				19,198		1,500			1,805
Total													
Existing	429,459	132,611	101,695	174,553		20,600		46,257	305,605	300	36,605		40,692
Change	0	0	0	0		0		0	0	0	0		0
Proposed	429,459	132,611	101,695	174,553		20,600		46,257	305,605	300	36,605		40,692

NOTE: The revised corridor funding plan above reflects additional CMIA funds for Segment 3B. In addition, the funding plan also been revised to reflect award savings for local funds from previously awarded contracts.

PPNO 0192F: State Route 4 East Widening – Segment 1 (from Somersville to Contra Loma)

County	District	PPNO	EA	Element	Const. Year	PMBack	PMAhead	Route/Corridor					
Contra Costa	4	0192F	2285C	CO	2009-10	25.6	R26.6	4					
Implementing Agency: (by component)		PA&ED	CCTA				PS&E	CCTA					
		R/W	CCTA				CON	Department					
RTPA/CTC:		Metropolitan Transportation Commission											
Project Title:		SR-4 E Widening between Somersville & SR-160 (#1)											
Location		In Antioch, on Route 4 East between Somersville and Contra Loma Blvd.											
Description:		Widen from four to eight lanes.											
(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
Regional Improvement Program (RIP)													
Existing	38,476	38,476						10,000	26,476				2,000
Change	0	0						0	0				0
Proposed	38,476	38,476						10,000	26,476				2,000
State Bond - Corridor Mobility Improvement Account (CMIA)													
Existing	12,428	12,428							8,528				3,900
Change	0	0							0				0
Proposed	12,428	12,428							8,528				3,900
Federal Demonstration (Funds)													
Existing	1,600	1,600							1,600				
Change	0	0							0				
Proposed	1,600	1,600							1,600				
Local Funds (CCTA)													
Existing	17,145	17,145						6,375	476	64	5,922		4,308
Change	0	0						0	0	0	0		0
Proposed	17,145	17,145						6,375	476	64	5,922		4,308
Local Funds (BART)													
Existing	3,281	3,281							2,561		320		400
Change	0	0							0		0		0
Proposed	3,281	3,281							2,561		320		400
Total													
Existing	72,930	72,930						16,375	39,641	64	6,242		10,608
Change	0	0						0	0	0	0		0
Proposed	72,930	72,930						16,375	39,641	64	6,242		10,608

NOTE: This contract is currently under construction.

PPNO 0192H: State Route 4 East Widening – Segment 2 (from Contra Loma to Lone Tree)

County	District	PPNO	EA	Element	Const. Year	PMBack	PMAhead	Route/Corridor					
Contra Costa	4	0192H	2285E	CO	2010-11	26.6	27.5	4					
Implementing Agency: (by component)	PA&ED	CCTA				PS&E	CCTA						
	R/W	CCTA				CON	Department						
RTPA/CTC:	Metropolitan Transportation Commission												
Project Title:	SR-4 E Widening between Somersville & SR-160 (#2)												
Location	In Antioch, on Route 4 East, from Contra Loma Boulevard/L Street to Lone Tree Way/A Street.												
Description:	Widen from four to eight lanes.												
(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
State Bond - Corridor Mobility Improvement Account													
Existing	16,671		16,671					10,771					5,900
Change	0		0					0					0
Proposed	16,671		16,671					10,771					5,900
State Bond - State Local Partnership Program (SLPP)													
Existing	9,984		9,984					9,984					
Change	0		0					0					
Proposed	9,984		9,984					9,984					
Local Funds (CCTA)													
Existing	53,202	20,417	32,785				12,013	24,920	88	8,316			7,865
Change	0	0	0				0	0	0	0			0
Proposed	53,202	20,417	32,785				12,013	24,920	88	8,316			7,865
Local Funds (BART)													
Existing	4,110	438	3,672					3,042		438			630
Change	0	0	0					0		0			0
Proposed	4,110	438	3,672					3,042		438			630
Total													
Existing	83,967	20,855	63,112				12,013	48,717	88	8,754			14,395
Change	0	0	0				0	0	0	0			0
Proposed	83,967	20,855	63,112				12,013	48,717	88	8,754			14,395

NOTE: This contract is currently under construction.

PPNO 0192I: State Route 4 East Widening – Segment 3A (from Lone Tree to Hillcrest)

County	District	PPNO	EA	Element	Const. Year	PMBack	PM Ahead	Route/Corridor						
Contra Costa	4	0192I	2285F	CO	2011-12	27.2	R29.6	4						
Implementing Agency: (by component)	PA&ED	CCTA				PS&E	CCTA							
	R/W	CCTA				CON	Department							
RTPA/CTC:	Metropolitan Transportation Commission													
Project Title:	SR-4 E Widening between Somersville & SR-160 (#3A)													
Location	In Antioch, on Route 4 East, from Lone Tree Way to State Route 160.													
Description:	Widen from four to six lanes.													
(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	
State Bond - Corridor Mobility Account Improvement (CMIA)														
Existing	43,100			43,100					32,900					10,200
Change	0			0					0					0
Proposed	43,100			43,100					32,900					10,200
State Bond - State Local Partnership Program (SLPP)														
Existing	9,681			9,681					9,681					
Change	0			0					0					
Proposed	9,681			9,681					9,681					
Local Funds (CCTA)														
Existing	41,357	18,501		22,856				11,720	20,442	80	6,701			2,414
Change	0	0		0				0	0	0	0			0
Proposed	41,357	18,501		22,856				11,720	20,442	80	6,701			2,414
Local Funds (BART)														
Existing	6,307	742		5,565					4,790		742			775
Change	0	0		0					0		0			0
Proposed	6,307	742		5,565					4,790		742			775
Total														
Existing	100,445	19,243		81,202				11,720	67,813	80	7,443			13,389
Change	0	0		0				0	0	0	0			0
Proposed	100,445	19,243		81,202				11,720	67,813	80	7,443			13,389

NOTE: This contract has already been advertised and expected to be awarded during May 2012.

REVISE: PPNO 0192L: State Route 4 East Widening – Segment 3B (from Hillcrest to SR 160)

County	District	PPNO	EA	Element	Const. Year	PMBack	PMAhead	Route/Corridor					
Contra Costa	4	0192L	1G941	CO	2011-12	28.6	30.5	4					
Implementing Agency: (by component)	PA&ED	CCTA				PS&E	CCTA						
	R/W	CCTA				CON	CCTA						
RTPA/CTC:	Metropolitan Transportation Commission												
Project Title:	SR-4 E Widening between Somersville & SR-160 (#3B)												
Location	In Antioch, on Route 4 East, from Hillcrest Avenue to SR 160.												
Description:	Widen from four to six lanes.												
(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
State Bond - Corridor Mobility Improvement Account (CMIA)													
Existing	0			0				0					
Change	44,000			44,000				44,000					
Proposed	44,000			44,000				44,000					
Local Funds (CCTA)													
Existing	101,550	11,421		90,129			4,092	90,129	68	7,261			
Change	(44,000)	0		(44,000)			0	(44,000)	0	0			
Proposed	57,550	11,421		46,129			4,092	46,129	68	7,261			
Local Funds (BART)													
Existing	8,805			8,805				8,805					
Change	0			0				0					
Proposed	8,805			8,805				8,805					
Total													
Existing	110,355	11,421		98,934			4,092	98,934	68	7,261			
Change	0	0		0			0	0	0	0			
Proposed	110,355	11,421		98,934			4,092	98,934	68	7,261			

PPNO 0192J: State Route 4 East Widening – Segment 4 (Follow-up Landscaping)

County	District	PPNO	EA	Element	Const. Year	PMBack	PMAhead	Route/Corridor					
Contra Costa	4	0192J	2285A	CO	2013-14	24.5	R29.6	4					
Implementing Agency: (by component)	PA&ED	CCTA					PS&E	CCTA					
	R/W	CCTA					CON	Department					
RTPA/CTC:	Metropolitan Transportation Commission												
Project Title:	SR-4 E Widening between Somersville & SR-160 (#4)												
Location	In Antioch, on Route 4 East, from Somersville to Route 160.												
Description:	Construct replacement landscaping.												
(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
Local Funds (CCTA)													
Existing	20,600					20,600			17,500		800		2,300
Change	0					0			0		0		0
Proposed	20,600					20,600			17,500		800		2,300
Total													
Existing	20,600					20,600			17,500		800		2,300
Change	0					0			0		0		0
Proposed	20,600					20,600			17,500		800		2,300

REVISE: PPNO 0192N: State Route 4 East Widening – Segment 5 (SR 4 Bypass Scope)

County	District	PPNO	EA	Element	Const. Year	PMBack	PMAhead	Route/Corridor					
Contra Costa	4	0192N	24657	CO	2011-12	32.4	35.6	4					
Implementing Agency: (by component)	PA&ED	SR 4 Bypass Authority				PS&E	SR 4 Bypass Authority						
	R/W	SR 4 Bypass Authority				CON	CCTA						
RTPA/CTC:	Metropolitan Transportation Commission												
Project Title:	SR-4 E Widening between Somerville and SR 160 (#5)												
Location	In the cities of Antioch and Brentwood.												
Description:	Convert 2-lane expressway to a 4-lane freeway, from Laurel Road to Sand Creek Road and construct a new interchange at SR4 Bypass/Sand Creek Road.												
(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
State Bond - Corridor Mobility Improvement Account (CMIA)													
Existing	33,000			33,000				33,000					
Change	(1,213)			(1,213)				(1,213)					
Proposed	31,787			31,787				31,787					
Local Funds (CCTA)													
Existing	8,162	8,162					2,057			6,105			
Change	0	0					0			0			
Proposed	8,162	8,162					2,057			6,105			
Total													
Existing	41,162	8,162		33,000			2,057	33,000		6,105			
Change	(1,213)	0		(1,213)			0	(1,213)		0			
Proposed	39,949	8,162		31,787			2,057	31,787		6,105			

NOTE: This contract was awarded in April 2012 with \$1,213,000 CMIA savings. There is a concurrent request to de-allocate these savings. The funding plan above reflects these savings in CMIA funds.

Memorandum

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: May 23, 2012

Reference No.: 2.1c.(1e)
Action Item

From: NORMA ORTEGA
Chief Financial Officer

Prepared by: Kurt Scherzinger
Acting Division Chief
Transportation Programming

Subject: **CMIA PROJECT BASELINE AMENDMENT**
RESOLUTION CMIA-PA-1112-040, AMENDING RESOLUTION CMIA-PA-1011-025

RECOMMENDATION:

The California Department of Transportation (Department) recommends that the California Transportation Commission amend the Corridor Mobility Improvement Account (CMIA) baseline agreement for the I-215 Bi-County HOV Gap Closure project (PPNO 0041G) in San Bernardino and Riverside Counties.

ISSUE:

The Department, the San Bernardino Associated Governments (SANBAG) and the Riverside County Transportation Commission (RCTC) propose to amend the CMIA baseline agreement for the I-215 Bi-County HOV Gap Closure project (PPNO 0041G) to update the project funding plan and the delivery schedule.

BACKGROUND:

The project, located across the county line between San Bernardino and Riverside Counties, will construct approximately 7.5 miles of high occupancy vehicle (HOV) lanes in each direction of the I-215. The project limits are from the SR-91/SR-60/I-215 Interchange in Riverside County to the West Orange Show Road/South Auto Drive in San Bernardino County. The project scope also includes the replacement of the Burlington Northern Santa Fe (BNSF) Overhead structure and the bridge widening over the Union Pacific Railroad (UPRR) lines. Once constructed, this project will complete approximately 70 miles of the HOV lane system on I-215 and SR-91, from San Bernardino to Artesia in Los Angeles County.

Increase in construction costs

The preliminary design for the BNSF Overhead structure had assumed a single steel girder to replace the existing structure. Because of a large skew angle and a longer span length, the type of structure was changed to a steel truss. In addition, due to the limited available space in the freeway median, it was determined that three single track bridges will be required instead of a single structure that would have accommodated all three tracks. These changes have resulted in an increase in construction capital from \$134,850,000 to \$139,063,000; an increase of \$4,213,000, and construction support from \$13,484,000 to \$16,270,000; an increase of \$2,786,000.

Update project funding plan

The cost-sharing between RCTC and SANBAG has been revised after completion of the design plans. The preliminary project cost had been split based on the number of miles of roadway improvements in each county. After completion of the design plans, the construction quantities were segregated by each county. The cost sharing is now based upon actual physical improvements in each county. As a result, RCTC contribution has been reduced by \$8,039,000. These savings will go back to the Riverside County’s future programming shares. SANBAG is proposing to use a combination of Regional Improvement Program (RIP) funds and local funds to cover the increase in its share of project cost.

In addition SANBAG is proposing to remove the Regional Surface Transportation Program (STP) funds from this project and replace with an equal amount of Congestion Mitigation and Air Quality (CMAQ) funds.

Update delivery schedule

The completion of the design review process has taken longer than planned due to the large size of the design package that consists of more than 1500 plan sheets. In addition, the project construction duration has increased by 20 months due to the following reasons:

- Change in type of structure for the BNSF Overhead - The original project schedule was developed very early in the Environmental (PA&ED) phase. As described above, the structure type was changed during the design phase. This change in structure type requires an off-site fabrication and transport to the project site resulting in additional construction time.
- Detour for and BNSF and UPRR tracks - A viaduct structure is needed for the construction of the detour (shoofly) for the BNSF lines. BNSF has approximately one mile of mainline track that will be realigned to allow for the new structures. A shoofly is also required for the widening of the I-215 Bridge adjacent to the UPRR tracks.
- Pavement rehabilitation project - A State Highway Operation and Protection Program (SHOPP) funded pavement rehabilitation project lies within the limits of this CMIA project. Combining the SHOPP project with this CMIA project for construction purposes will result in savings in contract administration costs, better traffic controls and less impacts to the traveling public.

The updated schedule for the key delivery milestones is tabulated below.

Milestone	Baseline	Proposed
End Right of Way	Mar 2012	May 2012
Ready-to-List (RTL)	Mar 2012	May 2012
Begin Construction	Aug 2012	Oct 2012
End Construction	Aug 2014	Apr 2016
Begin Closeout	Sep 2014	Apr 2016
End Closeout	Sep 2016	Mar 2018

A concurrent request for allocation of funds for the I-215 Bi-County HOV Gap Closure project is also included as part of this month's California Transportation Commission meeting agenda.

RESOLUTION CMIA PA-1112-040

Be it Resolved, that the California Transportation Commission does hereby amend the Corridor Mobility Improvement Account (CMIA) baseline agreements for the I-215 Bi-County HOV Gap Closure project (PPNO 0041G) in accordance with the information described above and illustrated in the following table.

REVISE: I-215 HOV Bi County HOV Gap Closure project (PPNO 0041G)

County	District	PPNO	EA	Element	Const. Year	PMBack	PMAhead	Route/Corridor				
San Bernardino/ Riverside	8	0041G	0M940	CO	2011-12	0.0 (Riv)	5.1 (SBd)	215				
Implementing Agency: (by component)	PA&ED	SANBAG				PS&E	Department					
	R/W	SANBAG				CON	Department					
RTPA/CTC:	San Bernardino Associated Governments											
Project Title:	I-215 HOV Bi County Gap HOV Closure											
Location	In Riverside and San Bernardino Counties, from 91/60/215 interchange to south of 215/Orange Show Road											
Description:	Construct one HOV lane in each direction.											
(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
Regional Improvement Program (RIP) - SANBAG												
Existing	45,089			45,089				45,089				
Change	6,314			6,314				6,314				
Proposed	51,403			51,403				51,403				
Regional Improvement Program (RIP) - RCTC												
Existing	22,105		2,185	19,920				17,659		2,185		2,261
Change	(8,039)		0	(8,039)				(7,542)		0		(497)
Proposed	14,066		2,185	11,881				10,117		2,185		1,764
Interregional Improvement Program (IIP)												
Existing	4,961			4,961				4,961				
Change	0			0				0				
Proposed	4,961			4,961				4,961				
Congestion Mitigation Air Quality (CMAQ)												
Existing	15,609		15,609	0			4,765	0		10,844		0
Change	34,850		0	34,850			0	31,567		0		3,283
Proposed	50,459		15,609	34,850			4,765	31,567		10,844		3,283
Local Funds - RCTC												
Existing	1,305	1,305								1,305		
Change	0	0								0		
Proposed	1,305	1,305								1,305		
Local Funds (Measure I) - SANBAG												
Existing	38,316	4,815	5,447	28,054			5,447	28,054	4,815			
Change	8,724	0	0	8,724			0	8,724	0			
Proposed	47,040	4,815	5,447	36,778			5,447	36,778	4,815			
Regional Surface Transportation Program (STP)												
Existing	34,850			34,850				34,850				
Change	(34,850)			(34,850)				(34,850)				
Proposed	0			0				0				
State Bond - Corridor Mobility Improvement Account (CMIA)												
Existing	15,460			15,460				4,237				11,223
Change	0			0				0				0
Proposed	15,460			15,460				4,237				11,223
Total												
Existing	177,695	6,120	23,241	148,334			10,212	134,850	6,120	13,029		13,484
Change	6,999	0	0	6,999			0	4,213	0	0		2,786
Proposed	184,694	6,120	23,241	155,333			10,212	139,063	6,120	13,029		16,270

Memorandum

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: May 23, 2012

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

From: NORMA ORTEGA
Chief Financial Officer

Prepared by: Kurt Scherzinger
Acting Division Chief
Transportation Programming

Subject: **TRADE CORRIDOR IMPROVEMENT FUND PROJECT BASELINE AMENDMENT
RESOLUTION TCIF-P-1112-41, AMENDING RESOLUTION TCIF-P-0910-07**

RECOMMENDATION:

The Department of Transportation (Department) recommends that the California Transportation Commission amend the Trade Corridor Improvement Fund (TCIF) baseline agreement for Project No. 77 – Brawley Bypass (Route 78/111 Expressway) – Stage 3 Project (PPNO 0021G) in Imperial County.

ISSUE:

The Department proposes to amend the TCIF baseline agreement for the Brawley Bypass (Route 78/111 Expressway) – Stage 3 Project to revise the project schedule and to split off a follow-up landscape mitigation project (PPNO 0021Y). The Imperial County Transportation Commission concurs with this request.

BACKGROUND:

The Brawley Bypass (Route 78/111 Expressway) – Stage 3 Project (PPNO 0021G) was awarded in November 2010 with \$47,949,000 in TCIF funding. This amendment proposes to update the project schedule and to move the mitigation planting scope to a separate project funded with \$1,741,000 in local Demonstration funds.

The proposed funding plan and schedule is shown as follows:

REVISE: Brawley Bypass (Stage 3) project (PPNO 0021G)

County	District	PPNO	EA	Element	Const. Year	PM Back	PM Ahead	Route/Corridor					
Imperial	11	0021G	16789_	CO	2010-11	R9.1	R11.7	78					
Implementing Agency: (by component)	PA&ED	Caltrans				PS&E	Caltrans						
	R/W	Caltrans				CON	Caltrans						
RTPA/CTC:	Southern California Association of Governments												
Project Title:	Brawley Bypass (Route 78/111 Expressway) - Stage 3												
Location	In and near Brawley on Route 78 from Route 86 to 0.6 km east of Hovley Road and on Route 86 from 0.5 km south to												
Description:	Construct new 4 lane divided expressway.												
(DOLLARS IN THOUSANDS)													
FUND	TOTAL	Project Totals by Fiscal Year						Project Totals by Component					
		Prior	08/09	09/10	10/11	11/12	12/13	R/W	CON	PA&ED	PS&E	R/W Supp	CON Supp
GF IIP													
Existing	7,706	7,706								1,206	6,500		
Change	0	0								0	0		
Proposed	7,706	7,706								1,206	6,500		
RIP													
Existing	6,660	6,660					5,460					1,200	
Change	0	0					0					0	
Proposed	6,660	6,660					5,460					1,200	
State Bond - TCIF													
Existing	49,549				49,549				42,349				7,200
Change	(6,427)				(6,427)				(6,227)				(200)
Proposed	43,122				43,122				36,122				7,000
Federal Disc.													
Existing	11,909	11,909						11,909					
Change	0	0											
Proposed	11,909	11,909						11,909					
Demo													
Existing	2,649				2,649				2,649				
Change	(1,741)				(1,741)				(1,741)				
Proposed	908				908				908				
Total													
Existing	78,473	26,275			52,198			17,369	44,998	1,206	6,500	1,200	7,200
Change	(8,168)	0			(8,168)			0	(7,968)	0	0	0	(200)
Proposed	70,305	26,275			44,030			17,369	37,030	1,206	6,500	1,200	7,000

ADD: Brawley Bypass Landscape Mitigation (PPNO 0021Y)

County	District	PPNO	EA	Element	Const. Year	PM Back	PM Ahead	Route/Corridor						
Imperial	11	0021Y	40440	CO	2012-13	R9.2	R13.9	78						
Implementing Agency: (by component)	PA&ED	Caltrans				PS&E	Caltrans							
	R/W	Caltrans				CON	Caltrans							
RTPA/CTC:	Imperial County Transportation Commission													
Project Title:	Brawley Bypass Landscape Mitigation													
Location	In and near Brawley-on Rt 78 from Rt 86 to east of Best Rd and on Old Rt 111 at Route 78/111 Separation.													
Description:	Required landscape mitigation													
(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	
Local Demo														
Existing	0				0				0					0
Change	1,741				1,741				1,400					341
Proposed	1,741				1,741				1,400					341
Total														
Existing	0				0				0					0
Change	1,741				1,741				1,400					341
Proposed	1,741				1,741				1,400					341

Schedule

The approved baseline schedule has been revised to update the end of construction and closeout phases. The original construction schedule was developed assuming minimal structural construction on the project. However, during the design phase, a bridge was added to allow for canal maintenance, triggering an extended construction period.

Milestone	Current Approved Baseline Schedule (PPNO 0021G)	Revised Baseline Schedule (PPNO 0021G)	Proposed Brawley Bypass Landscape Mitigation (PPNO 0021Y)
Begin Environmental (PA&ED) Phase	Mar 93(A)	No change	Mar 93(A)
Draft Environmental Document	Nov 96(A)	No change	Nov 96(A)
Draft Project Report	Feb 03(A)	No change	Feb 03(A)
End Environmental (PA&ED) Phase	Feb 03(A)	No change	Feb 03(A)
Begin Design (PS&E) Phase	Feb 03(A)	No change	Mar 12(A)
End Design Phase (Ready to List for Advertisement)	Apr 10 (A)	No change	July 13
Begin Right of Way Phase	Feb 03(A)	No change	July 12
End Right of Way Phase	Apr 10 (A)	No change	Jan 13
Begin Construction Phase (Contract Award)	Sept 10	Nov 2010(A)	Dec 13
End Construction Phase	Feb 12	Mar 14	Jan 18
Begin Closeout Phase	May 12	Mar 14	Jan 18
End Closeout Phase	Jan 13	May 16	June 19

A= Actual

RESOLUTION TCIF-P-1112-41

Be it Resolved, that the California Transportation Commission does hereby amend the Trade Corridor Improvement Fund baseline agreement for Project No. 77 – Brawley Bypass (Route 78/111 Expressway) – Stage 3 Project (PPNO 0021G) in Imperial County in accordance with the information described above.

Memorandum

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: May 23, 2012

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

From: NORMA ORTEGA
Chief Financial Officer

Prepared by: Ryan Chamberlain
Division Chief
Transportation Planning

Subject: **TRADE CORRIDORS IMPROVEMENT FUND-PROJECT BASELINE AMENDMENT
RESOLUTION TCIF-P-1112-42, AMENDING RESOLUTIONS TCIF-P-1011-14 AND
TCIF-P-0809-01B**

RECOMMENDATION:

The California Department of Transportation (Department) recommends the California Transportation Commission (Commission) amend the Trade Corridors Improvement Fund (TCIF) Project Baseline Agreement for Project 17, Alameda Corridor East (ACE): Gateway - Valley View Grade Separation Project (PPNO TC17). The Southern California Consensus Group concurs with this amendment and the requested changes.

ISSUE:

The City of Santa Fe Springs (City) proposes to amend the TCIF Project Baseline Agreement for Project 17, ACE: Gateway - Valley View Grade Separation (Valley View) project, to update the funding plan and project delivery schedule.

BACKGROUND:

The project is programmed with \$25,570,000 of TCIF funds, under the TCIF Program of Projects, adopted by the Commission on April 10, 2008. A Project Baseline Agreement executed by the Department, the Commission, and the City was approved on August 28, 2008, under Resolution TCIF-P-0809-01B. A Project Baseline Agreement Amendment was approved January 20, 2011, under Resolution TCIF-P-1011-14, to revise the project schedule and funding plan.

The purpose of the project is to increase the efficiency of the Burlington Northern Santa Fe (BNSF) Railroad main East-West corridor to accommodate the existing number of trains utilizing this corridor, future increases in the speed and volume of freight service, and planned passenger rail service. The Valley View project contributes to these objectives by removing an existing at-grade crossing where accidents have created a high level of safety concern.

The Valley View project is a crucial component of a regional strategy to allow unimpeded flow of international trade while maximizing safety and efficiency for all transportation modes. Valley View Avenue is a major regional arterial carrying 35,000 vehicles per day and traffic flow will be improved by this grade separation. Additionally, the project is expected to reduce air pollution associated with idling vehicles and will eliminate the noise of train whistles now being sounded at this location.

The schedule for construction has been delayed because more time was required to obligate federal funding than originally anticipated. State and federal transportation programs have been amended to accurately reflect the current project schedule and programming. The City's Request for Authorization to Proceed with Construction (E-76) was approved by the Federal Highway Administration on March 16, 2012. The project was advertised on March 29, 2012, and the City is committed to awarding a construction contract by May 31, 2012.

The following table provides a list of the project's milestones with current approved and proposed delivery schedule:

Project Milestone	Current Approved	Proposed	Change
Begin Environmental Phase			
End Environmental Phase	09/12/2005		Approved Res. E-05-16
Begin Design Phase	09/01/2005		No Change
End Design Phase	12/31/2010		No Change – Completed
Begin Right of Way Phase	07/01/2006		No Change
End Right of Way Phase	12/31/2010		No Change – Completed
Begin Construction Phase	05/01/2011	05/31/2012	1 Year
End Construction Phase	08/01/2013	08/31/2014	1 Year
Begin Closeout	08/01/2013	09/01/2014	1 Year
End Closeout	10/01/2013	11/30/2014	1 Year

The City also requests an update to the project funding plan. Additional Right of Way funds are needed to cover higher than anticipated acquisition costs stemming from eminent domain proceedings. Design costs increased due to completing a Constructability Review and revising the plans to reflect changes in the bridge structure as requested by BNSF. Construction costs have been adjusted to reflect current market conditions for steel and concrete, resulting in a decrease in the estimated construction cost. Although the overall project cost has not changed, the costs for design, right of way acquisition and construction needed adjustment to reflect the current status, as shown in the following table.

(DOLLARS IN THOUSANDS)									
FUND SOURCE	TOTAL	Totals by Fiscal Year				Totals by Project Phase			
		Prior	10/11	11/12	12/13	PA&ED	PS&E	R/W	CONST
State Funds (TCIF)									
Current Approved	25,570		25,570						25,570
Change	0		0						0
Proposed	25,570		25,570						25,570
TCRP (Committed) – Traffic Congestion Relief Fund (TCRF)									
Current Approved	23,698	5,954	17,744				3,600	2,354	17,744
Change	0	0	0				0	0	0
Proposed	23,698	5,954	17,744				3,600	2,354	17,744
Other State – State PUC (STA-PUC)									
Current Approved	5,000		2,500	2,500			0	0	5,000
Change	0		-2,500	2,500			400	3,581	-3,981
Proposed	5,000		0	5,000			400	3,581	1,019
Demo – TEA21 (DEMO-T21)									
Current Approved	2,000	2,000						2,000	
Change	0	0						0	
Proposed	2,000	2,000						2,000	
Demo – State TEA21 (DEMO-S21)									
Current Approved	800			800					800
Change	0			0					0
Proposed	800			800					800
Demo – High Priority Projects Program (DEMO-ST)									
Current Approved	720			720					720
Change	0			0					0
Proposed	720			720					720
Local Rail – STP Railroad Local (STPR-L)									
Current Approved	2,900			2,900				846	2,054
Change	0			0				0	0
Proposed	2,900			2,900				846	2,054
CMAQ – Congestion Mitigation									
Current Approved	14,489		14,489					6,500	7,989
Change	0		0					0	0
Proposed	14,489		14,489					6,500	7,989
TOTAL									
Current Approved	75,177	7,954	60,303	6,920			3,600	11,700	59,877
Change	0	0	-2,500	2,500			400	3,581	-3,981
Proposed	75,177	7,954	57,803	9,420			4,000	15,281	55,896

RESOLUTION TCIF-P-1112-42

Be it Resolved, that the California Transportation Commission does hereby amend the Trade Corridors Improvement Fund Baseline Agreement for Project 17, ACE: Gateway - Valley View Grade Separation project (PPNO TC17), in accordance with the changes described and illustrated above.

Attachment

May 23, 2012

Attachment

One Gateway Plaza 213.922.2000 Tel
Los Angeles, CA 90012-2952 metro.netLos Angeles County
Metropolitan Transportation Authority**Metro**

February 1, 2012

Ms. Bimla G. Rhinehart
Executive Director
California Transportation Commission
1120 "N" Street, Mail Stop: 52
Sacramento, CA 94273-0001

Dear Ms. Rhinehart:

The Southern California Consensus Group has discussed and approved the changes requested by our partner agency. It is our understanding that the City of Santa Fe Springs is requesting approval of an amendment of their Baseline Agreement for TCIF project #17, ACE: Gateway – Valley View Avenue Grade Separation Project. The amendment requested impacts the project schedule and Right-of-way cost, and does not modify the TCIF funds for the project.

Please see the attached letter from the City of Santa Fe Springs detailing the requested changes. Please direct any questions or comments regarding this issue to me at (213) 922-3061.

We appreciate the ongoing support and guidance provided by you and your staff.

Sincerely,

Shahrzad Amiri
Deputy Executive Director

cc: Southern California Consensus Group
Maura Twomey

Memorandum

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: May 23, 2012

Reference No.: 2.1c.(6a)
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-1112-06**

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) project:

- City of Inglewood – La Brea Avenue

ISSUE:

Amendment to the baseline agreement is needed for one TLSP project to reflect delays in construction, and change in scope. There is no change in the total TLSP funds programmed.

BACKGROUND:

The Commission has approved 22 TLSP 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 agreement for the project was signed by the Department on October 28, 2008. The baseline amendment is needed for the project below and specific changes to the baseline are reflected in the attached spreadsheet.

City of Inglewood – La Brea Avenue (Project 6758)

The baseline agreement is being amended to show the new scope and the new project milestone dates. One original signal location (on 62nd Street/La Brea Avenue) maintained by the City in 2008 was relinquished to the County of Los Angeles in December of 2010. Due to this, the City would like to propose a change in scope by replacing the original signal location with another signalized in the same corridor (La Brea Avenue/Hyde Park Boulevard). The interconnect upgrades between 62nd Street and 64th Street will also be moved to the new section of La Brea Avenue from Manchester to Hillcrest. The baseline agreement is being amended to show the new project milestone dates.

Attachment

**TRAFFIC LIGHT SYNCHRONIZATION PROGRAM
PROJECT AMENDMENT LIST
(other than City of LA)**

Reference No.: 2.1c.(6a)
May 23, 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
Los Angeles	Inglewood	La Brea Avenue	\$ 606,000		\$ 180,000		\$ 426,000	February-11	August-12	November-11	December-12

Memorandum

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: May 23, 2012

Reference No.: 2.1c.(6b)
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-1112-07**

RECOMMENDATION:

The California Department of Transportation (Department) recommends that the California Transportation Commission (Commission) amend the Traffic Light Synchronization Program (TLSP) baseline agreement for the San Mateo C/CAG – SMART Corridor Projects (Segment 3 - PPNO 2140V) from the Santa Clara County Line to Whipple Avenue Project.

ISSUE:

The Department and the San Mateo C/CAG propose to amend the TLSP baseline agreement for the San Mateo C/CAG – SMART Corridor Projects, transfer \$3,455,000 in TLSP award savings from (Segment 2 - PPNO 2140Q), Whipple Avenue to I-380 Project to (Segment 3 -PPNO 2140V), Santa Clara County Line to Whipple Avenue Project.

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 agreement for the project was signed by the Department on October 28, 2008. The baseline amendment is needed for the project below and specific changes to the baseline are reflected in the attached spreadsheet.

San Mateo C/CAG – SMART Corridor Projects is located within the corridor bounded by Route 101 and State Route (SR) 82, from Whipple Avenue (Redwood City) in the south to I-380 (San Bruno) in the north. The project scope consists of deploying various intelligent transportation system (ITS) elements along SR 82 within the state right of way and on local streets that connect to Route 101 and SR 82. Once completed, these improvements are expected to reduce both recurring and non-recurring traffic congestion within the project limits.

At the January 2011 Commission meeting the project was split into four contracts. The overall San Mateo Smart Corridor project, originally conceived as a single project to be implemented by the C/CAG, consists of multiple contracts that are designed and to be sequentially constructed. Based upon the overall corridor layout and the planned deployment and integration of various ITS components, the overall project was split into four contracts. These contracts will be implemented by different agencies, including the Department, C/CAG and the City of San Mateo.

Attachment

Memorandum

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: May 23, 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-11-62

RECOMMENDATION:

The California Department of Transportation (Department) recommends the California Transportation Commission allocate \$42,984,000 for 10 projects programmed in the 2010 State Highway Operation and Protection Program (SHOPP) and \$35,261,000 for 10 additional projects amended into the SHOPP by Department action.

ISSUE:

The attached vote list describes 20 SHOPP projects totaling \$78,245,000. The Department is ready to proceed with these projects and is requesting an allocation at this time.

FINANCIAL RESOLUTION:

Resolved, that \$78,245,000 be allocated from the Budget Act of 2011, Budget Act Items 2660-302-0042 and 2660-302-0890 for 20 State Highway Operation and Protection Program projects described on the attached vote list.

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

Attachment

2.5 Highway Financial Matters

Project # Allocation Amount County Dist-Co-Rte Postmile	Location Project Description	PPNO Program/Year Prgm'd Amount Project ID Adv Phase EA	Budget Year Item # Fund Type Program Code	Amount by Fund Type
2.5b.(1) SHOPP Projects				
Resolution FP-11-62				
1 \$530,000 Humboldt 01-Hum-299 R4.2	Near Blue Lake, at Mill Creek Bridge #4-188. <u>Outcome/Output:</u> Provide Environmental Wetland Mitigation for bridge replacement project EA 01-29610, PPNO 0073N to meet the requirements of permits issued by the regulatory agencies.	01-0073Y SHOPP/11-12 \$1,000,000 0100020394 4 296124	2011-12 302-0042 SHA 20.20.201.111	\$530,000
2 \$8,200,000 Siskiyou 02-Sis-5 R50.6/52.1	Near Yreka, from 0.6 mile south of Shasta River Bridge to 0.2 mile south of Vista Point.. <u>Outcome/Output:</u> Replace bridge decks and upgrade the structures to maintain structural integrity, reduce the risk to lives and properties, and to meet the current seismic strengthening standards.	02-3291 SHOPP/11-12 \$15,920,000 0200000345 4 3C9204	2011-12 302-0042 SHA 302-0890 FTF 20.20.201.110	\$164,000 \$8,036,000
3 \$3,800,000 Tehama 02-Teh-99 14.1	Near Los Molinos, from the south fork of Mill Creek Bridge #08-160 to First Avenue. <u>Outcome/Outputs:</u> Replace one scoured bridge to maintain structural integrity, reduce the risk to lives and properties, and to comply with the Bridge Inspection Report recommendation.	02-3376 SHOPP/11-12 \$3,860,000 0200000163 4 2C1124	2011-12 302-0042 SHA 302-0890 FTF 20.20.201.111	\$76,000 \$3,724,000
4 \$6,567,000 Alameda 04-Ala-580 9.5/R31.0	Near Mountain House, on Route 580 from Vasco Road Interchange to Route 238 at various locations; also on Route 238 from Route 580 to Route 880 at various locations (PM 14.4/16.1). <u>Outcome/Output:</u> Install ramp metering and traffic operating system elements at various locations to enhance safety, reduce accidents, maximize the efficient use of the highway system, improve travel times, provide traveler information, conserve fuel, and reduce pollutants. (FCO only to CMIA project, PPNO 0024.)	04-7965F SHOPP/11-12 \$7,615,000 0400020743 4 151134	2011-12 302-0890 FTF 20.20.201.315	\$6,567,000
5 \$406,000 Marin 04-Mar-1 11.0	Near Stinson Beach, at Webb Creek. <u>Outcome/Outputs:</u> Reconstruct cut slope, place rock slope protection, re-establish drainage system and construct a retaining wall at one location damaged by heavy rainfall.	04-0303H SHOPP/11-12 \$1,160,000 0400001246 4 4S5304	2011-12 302-0042 SHA 20.20.201.131	\$406,000
6 \$9,430,000 Santa Clara 04-SCI-680 M0.0/M9.9	Near San Jose, from Route 280 to Scott Creek Road Undercrossing at various locations. <u>Outcome/Output:</u> Install ramp metering and traffic operating system elements at various locations to enhance safety, reduce accidents, maximize the efficient use of the highway system, improve travel times, provide traveler information, conserve fuel, and reduce pollutants. (FCO only to CMIA project, PPNO 0024.)	04-0521F SHOPP/11-12 \$10,000,000 0400000426 4 153204	2011-12 302-0042 SHA 302-0890 FTF 20.20.201.315	\$189,000 \$9,241,000
7 \$732,000 Various 05-Mon-Var. Var.	On Routes 25 and 156 in San Benito County, and on Routes 68, 101 and 183 in Monterey County at various locations. <u>Outcome/Output:</u> Construct 42 curb ramps, 615 linear feet of sidewalk, and two pedestrian push buttons at various locations to provide accessibility and comply with the Americans with Disabilities Act (ADA) standards.	05-2233 SHOPP/11-12 \$795,000 0500000382 4 0R8404	2011-12 302-0042 SHA 20.20.201.361	\$732,000
8 \$365,000 San Bernardino 08-SBd-95 57.0/57.3	In Needles, from Safari Drive to east of Route 40. <u>Outcome/Output:</u> Construct 2,500 linear feet of sidewalk, curb, and gutter with 18 curb ramps that comply with Americans with Disabilities Act (ADA) standards.	08-0238M SHOPP/11-12 \$835,000 0800000493 4 0M6904	2011-12 302-0042 SHA 20.20.201.378	\$365,000

2.5 Highway Financial Matters

Project # Allocation Amount County Dist-Co-Rte Postmile	Location Project Description	PPNO Program/Year Prgm'd Amount Project ID Adv Phase EA	Budget Year Item # Fund Type Program Code	Amount by Fund Type
2.5b.(1) SHOPP Projects				
Resolution FP-11-62				
9 \$12,258,000 Riverside 08-Riv-215 43.9/45.3	In and near the city of Riverside, from Columbia Avenue to the San Bernardino County line; also in Colton and Grand Terrace from the county line to south of the Route 10 interchange . <u>Outcome/Outputs:</u> Rehabilitate 32.7 roadway lane miles to extend pavement service life and improve ride quality. Project will grind pavement and overlay with rubberized asphalt. (Combined with CMIA project EA 0M940 and project 0P510 for construction purposes.)	08-0252T SHOPP/11-12 \$15,392,000 0800000249 4 0H3304	2011-12 302-0042 SHA 302-0890 FTF 20.20.201.121	\$245,000 \$12,013,000
10 \$696,000 Imperial 11-Imp-86 60.5	Near Salton Sea Beach and Niland, at Tesla Wash Bridge (#58-0050L/R) and on Route 111 at Z Drain Bridge (#58-0153). <u>Outcome/Outputs:</u> Construct scour mitigation measures to preserve the integrity of two bridges.	11-0842 SHOPP/11-12 \$9,254,000 1100000356 4 289604	2011-12 302-0042 SHA 302-0890 FTF 20.20.201.111	\$14,000 \$682,000

Project # Allocation Amount County Dist-Co-Rte Postmile	Location Project Description	PPNO Program/Year Prgm'd Amount Project ID Adv Phase EA	Budget Year Item # Fund Type Program Code	Amount by Fund Type
2.5b.(1) Projects Amended into the SHOPP by Department Action				
Resolution FP-11-62				
11 \$725,000 Butte 03-But-99 26.0	Near Chico, at Neal Road intersection. <u>Outcome/Output:</u> : Install a three phase signal system at one location to reduce the potential for accidents by eliminating uncontrolled left turn movements.	03-2429 SHOPP/11-12 \$800,000 0300000732 4 4E9904	2011-12 302-0042 SHA 20.20.201.010	\$725,000
12 \$995,000 Yolo 03-Yol-80 2.5/2.9	In Davis, at Mace Boulevard. <u>Outcome/Output:</u> Reconstruct the embankment, sidewalk and bike path at one location to stabilize the slope damaged by heavy rainstorm.	03-8912 SHOPP/11-12 \$950,00 0300020742 4 2F7004	2011-12 302-0042 SHA 20.20.201.131	\$995,000
13 \$1,030,000 Placer 03-Pla-80 34.9	Near Colfax, from 1.4 miles east of Route 174 to 0.2 mile west of Long Ravine Bridge. <u>Outcome/Output:</u> Reconstruct the embankment and place anchor mesh cable system at one location to stabilize the cut slope damaged by heavy rainstorm.	03-5099 SHOPP/11-12 \$880,000 0300020580 4 2F2604	2011-12 302-0042 SHA 302-0890 FTF 20.20.201.131	\$21,000 \$1,009,000
14 \$16,400,000 Alameda 04-Ala-580 R8.4/R14.6	Near Livermore, from 0.1 mile west of Greenville Road to 0.2 mile west of San Ramon -Foothill Road. <u>Outcome/Output:</u> Rehabilitate 51 lane miles of roadway to improve the ride quality, prevent further deterioration of the road surface, minimize the costly roadway repairs and extend the pavement service life. (FCO only to CMIA project, PPNO 0112B.)	04-0045H SHOPP/11-12 \$16,400,000 0412000502 4 4G5704	2011-12 302-0042 SHA 302-0890 FTF 20.20.201.120	\$1,383,000 \$15,017,000
15 \$3,500,000 San Francisco 04-SF-1 6.0	In the city of San Francisco, at Presidio National Park. <u>Outcome/Output:</u> Stabilize embankment by installing stone columns along Mountain Lake to comply with the court order signed by the US District Judge.	04-1067A SHOPP/11-12 \$5,000,000 0412000107 4 1A9024	2011-12 302-0042 SHA 20.20.201.335	\$3,500,000

2.5 Highway Financial Matters

Project # Allocation Amount County Dist-Co-Rte Postmile	Location Project Description	PPNO Program/Year Prgm'd Amount Project ID Adv Phase EA	Budget Year Item # Fund Type Program Code	Amount by Fund Type
2.5b.(1) Projects Amended into the SHOPP by Department Action				Resolution FP-11-62
16 \$385,000 Solano 04-Sol-80 0.0/R28.4	Near Vallejo between the Contra Costa County line and the Route 80/505 Junction. <u>Outcome/Output</u> : : Install ramp metering and traffic operating system elements at various locations to enhance safety, reduce accidents, maximize the efficient use of the highway system, improve travel times, provide traveler information, conserve fuel, and reduce pollutants. (FCO only to CMIA project, PPNO 0024.)	04-0024G SHOPP/11-12 \$385,000 0400020739 4 153504	2011-12 302-0042 SHA 20.20.201.315	\$385,000
17 \$10,540,000 Monterey 05-Mon-1 59.9,58.3	Near Carmel, at 1.1 mile south of Bixby Creek Bridge, also at 0.1 mile south of Rocky Creek Bridge. <u>Outcome/Output</u> : Construct one 600-foot long by 36-foot wide side-hill viaduct as part of restoring and stabilizing this roadway section damaged by severe storms in March 2011. Additional location at PM 58.3 for mitigation planting.	05-2330 SHOPP/11-12 \$18,795,000 0512000008 4 1A6904	2011-12 302-0042 SHA 302-0890 FTF 20.20.201.131	\$1,209,000 \$9,331,000
18 \$190,000 Riverside 08-Riv-79 R34.2/40.1	In and near Beaumont, from 0.3 mile north of Gilman Springs Road to south of First Street. <u>Outcome/Output</u> : Install ground-in rumble strips on shoulders and place reflective markers on median barrier to improve safety by reducing the number of run-off-the road collisions.	08-0068J SHOPP/11-12 \$381,000 0800020089 4 0P9604	2011-12 302-0042 SHA	\$190,000
19 \$787,000 San Bernardino 08-SBd-10 R37.4/R38.3	In Yucaipa, from 0.4 mile east of Live Oak Canyon Road to 0.8 mile west of County Line Road. <u>Outcome/Output</u> : Construct a barrier on westbound outside shoulder to improve safety by reducing collisions with parallel frontage road traffic.	08-0164A SHOPP/11-12 \$762,000 0800000516 4 0N2404	2011-12 302-0042 SHA 302-0890 FTF 20.20.201.010	\$16,000 \$771,000
20 \$709,000 San Joaquin 10-SJ-99 32.0/32.6	Near Lodi, on northbound Route 99, from north of the Mokelumne River to the Woodbridge Road Overcrossing. <u>Outcome/Output</u> : Increase cross slope of northbound travel lanes to 2 percent and widen outside shoulders to reduce the severity and number of traffic collisions under wet conditions.	10-0289 SHOPP/11-12 \$998,000 1000020207 4 0S8604	2011-12 302-0042 SHA 302-0890 FTF 20.20.201.010	\$14,000 \$695,000

Memorandum

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: May 23, 2012

Reference No.: 2.5c.(2b)
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
RESOLUTION FP-11-53**

RECOMMENDATION:

The California Department of Transportation (Department) recommends the California Transportation Commission allocate \$800,000 for the locally administered State Transportation Improvement Program (STIP) Transportation Enhancement (TE) Bear Mountain Boulevard Streetscape (PPNO 6553) project in Kern County, on the State Highway System.

ISSUE:

The attached vote list describes one locally administered STIP TE project on the State Highway System totaling \$800,000, plus \$284,000 from other sources. The Department is ready to proceed with this project and is requesting an allocation at this time.

FINANCIAL RESOLUTION:

Resolved, that \$800,000 be allocated from the Budget Act of 2011, Budget Act Items 2660-301-0042 and 2660-301-0890 for one locally administered STIP TE project described on the attached vote list.

Attachment

2.5 Highway Financial Matters

Project #	Allocation Amount	Recipient	Project Title	PPNO	Budget Year	Amount by
<u>RTPA/CTC</u>	County	Dist-Co-Rte	Location	Program/Year Phase	Item #	Fund Type
Postmile	Project Description	Project ID	Adv Phase	EA	Program Code	Fund Type
2.5c.(2b) Locally Administered STIP Transportation Enhancement Projects on the State Highway System						Resolution FP-11-53
1	\$800,000	City of Arvin	Bear Mountain Boulevard Streetscape Project. In Arvin, from Comanche Road to Derby Street. Streetscape improvements.	06-6553 RIP TE / 11-12 CONST	2011-12 301-0042 SHA	\$16,000
<u>KCOG</u>		Kern	Final Project Development Adjustment: N/A	\$800,000	301-0890	\$784,000
06-Ker-223		19.8/22.2	Final Right of Way Share Adjustment: N/A	0612000199 4CONL 0P6604	FTF 20.20.075.600	
(Contributions from other sources: \$284,000.)						
<u>Outcome/Output:</u> New landscaped medians and ADA compliant sidewalk and ramps resulting in .25 mile of increased aesthetics and ADA pedestrian access.						

Memorandum

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: May 23, 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-11-54**

RECOMMENDATION:

The California Department of Transportation (Department) recommends the California Transportation Commission allocate \$7,150,000 for 13 locally administered State Transportation Improvement Program (STIP) projects off the State Highway System, as follows:

- o \$198,000 for one STIP project; and
- o \$6,952,000 for 12 STIP Transportation Enhancement projects.

ISSUE:

The attached vote list describes 13 locally administered STIP projects off the State Highway System totaling \$7,150,000, plus \$1,026,737 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 \$8,247,000 be allocated from the Budget Act of 2010, Budget Act Item 2660-101-0890 for 13 locally administered STIP projects described on the attached vote list.

Attachment

2.5 Highway Financial Matters

Project # Allocation Amount Recipient RTPA/CTC District-County	Project Title Location Project Description	PPNO Program/Year Phase Prgm'd Amount Project ID	Budget Year Item # Fund Type Program Code	Amount by Fund Type
2.5c.(3) Locally Administered STIP Projects off the State Highway System				Resolution FP-11-54
1 \$198,000 Lake County LAPC 01-Lake	Countywide Rehabilitation. In Lake County at various locations. Rehabilitate roadway. <u>Outcome/Output:</u> This project will increase the safety of the road, reduce traveler delays, and improve trip quality.	01-3068 RIP / 11-12 PS&E \$190,000 ROW \$8,000 0100020450	2010-11 101-0890 FTF 20.30.600.621	\$198,000
2.5c.(3) Locally Administered STIP Transportation Enhancement Projects off the State Highway System				Resolution FP-11-54
2 \$40,000 City of Eureka HCAOG 01-Humboldt	Eureka Waterfront Coastal Trail (PALCO). Construct a 1.38 mile section of Class I trail along the City waterfront. (Allocation funded from 2011-12 TE Reserve PPNO 01-0302.) <u>Outcome/Output:</u> This project will encourage an appreciation of the environment and historic uses of the area, improve public health, increase the safety of trail users and recover native habitat values where possible.	01-0302K RIP TE / 11-12 PA&ED \$40,000 0112000228	2010-11 101-0890 FTF 20.30.600.731	\$40,000
3 \$150,000 County of Humboldt HCAOG 01-Humboldt	Hammond Pedestrian and Bicyclist Bridge. Over the Mad River between McKinleyville and Arcata. Replace pedestrian and bicyclist bridge. (Allocation funded from 2011-12 TE Reserve PPNO 01-0302.) <u>Outcome/Output:</u> This project will fund the preliminary engineering and environmental studies to replace an aging 540-foot steel bridge that serves as pedestrian/bicyclist path over the Mad River. The bridge was originally constructed in 1941 and the steel support members are severely corroded due to its age and proximity to the Pacific Ocean.	01-0302J RIP TE / 11-12 PA&ED \$150,000 0112000235	2010-11 101-0890 FTF 20.30.600.731	\$150,000
4 \$2,294,000 Shasta County Shasta RTPA 02-Shasta	East Redding Bike Lanes Phase 2. Near Redding, at Simpson College, Shasta College, Columbia Elementary School, and Big Dreams Sports Complex thru the Old Oregon trail corridor. Construct bike route. <u>Outcome/Output:</u> Construction of this project will result in bicycle lane connectivity with Phase 1 improvements, Shasta Community College, Columbia Elementary School, and Redding School of Arts.	02-2490 RIP TE / 11-12 CONST \$2,294,000 0212000126	2010-11 101-0890 FTF 20.30.600.731	\$2,294,000
5 \$697,000 City of Gilroy MTC 04-Santa Clara	Gilroy School Crossings, Sidewalks, and Bike Lanes. At various locations in the city of Gilroy. Construct various school crossing improvements, build-up sidewalk gaps, and extend bike lanes. <u>Outcome/Output:</u> This project will increase safety for pedestrians and bicyclists near various schools in the City of Gilroy.	04-2255H RIP TE / 11-12 CONST \$697,000 0412000416	2010-11 101-0890 FTF 20.30.600.731	\$697,000

2.5 Highway Financial Matters

Project # Allocation Amount Recipient RTPA/CTC District-County	Project Title Location Project Description	PPNO Program/Year Phase Prgm'd Amount Project ID	Budget Year Item # Fund Type Program Code	Amount by Fund Type
2.5c.(3) Locally Administered STIP Transportation Enhancement Projects off the State Highway System				
Resolution FP-11-54				
6 \$800,000 City of Los Altos Hills MTC 04-Santa Clara	SR 2 Los Altos Hills School. Widen a 1.7 mile segment of West Fremont Road to construct a six-foot wide bike path in each direction, from Arastradero to West Edith. (Contributions from other sources: \$130,000.) <u>Outcome/Output:</u> This project will provide infrastructure improvements in the form of a bike path that will address safety concerns and serve as incentives for parents to encourage their schoolchildren to walk or bike to school, thereby reducing traffic, fuel consumption and air pollution in the vicinity of schools.	04-2255G RIP TE / 11-12 CONST \$800,000 0412000309	2010-11 101-0890 FTF 20.30.600.731	\$800,000
7 \$285,000 Monterey County TAMC 05-Monterey	Davis Road Class II Bike Lanes. Near Salinas, on Davis Road from Rossi Street to Blanco Road. Construct Class II bike lanes. <u>Outcome/Output:</u> The project designates bicycle lanes, alerts motorists of the presence of bicyclists, connects several bike routes and lanes, and provides a safe, convenient and scenic ride between cities of Central Monterey County.	05-2298 RIP TE / 11-12 PS&E \$285,000 0500020116	2010-11 101-0890 FTF 20.30.600.731	\$285,000
8 \$775,000 Kern County KCOG 06-Kern	Kernville Walkable Communities Pedestrian Improvements. In Kernville, at various locations. Sidewalk improvements. (Contributions from other sources: \$100,000.) <u>Outcome/Output:</u> This project completes Kernville Road and provides necessary multi-modal transportation opportunities for the residents and visitors of Kernville.	06-6556 RIP TE / 11-12 CONST \$775,000 0600020609	2010-11 101-0890 FTF 20.30.600.731	\$775,000
9 \$52,000 Ventura County Transportation Commission VCTC 07-Ventura	Landscape Improvements from 10 th Street to Santa Paula Street. Landscape/hardscape improvements, artistic elements, sidewalk/crossing safety improvements, and inclusion of bicycle path and storage area. (Allocation funded from 2011-12 TE Reserve PPNO 07-3565.) (Contributions from other sources: \$6,737.) <u>Outcome/Output:</u> This project is intended to improve pedestrian environment and safety by implementing streetscape elements that encourage pedestrian mobility, and provide connectivity with the 31-mile master planned Bicycle Trail connecting Ventura to Santa Clarita.	07-3565J RIP TE / 11-12 PA&ED \$52,000 0712000335	2010-11 101-0890 FTF 20.30.600.731	\$52,000
10 \$225,000 Mono County Mono LTC 09-Mono	School Street Plaza. In Bridgeport, on School Street from Route 395 to Emigrant Street. Construct pedestrian plaza. (A 12-month time extension for CON was approved at the August 2011 CTC meeting and expires on June 30, 2012.) <u>Outcome/Output:</u> This project will provide approximately 500 feet of pedestrian plaza improvements along School Street.	09-2523 RIP TE / 10-11 CONST \$225,000 0900020038	2010-11 101-0890 FTF 20.30.600.731	\$225,000
11 \$900,000 City of Stockton SJCOG 10-San Joaquin	Airport Way Streetscape/Beautification Project. Near Stockton, on Airport Way, from Tenth Street to Twelfth Street. Provide major landscaping, median pavers, integrated artwork, crosswalk paving, curb, gutter, sidewalks, and wheelchair ramps. (Contributions from other sources: \$565,000.) <u>Outcome/Output:</u> This project will provide sidewalks where they are lacking, and improve the appearance of Airport Way, a major north-south arterial street in south-central Stockton. This is expected to encourage business development and beautify the area for the benefit of local residents.	10-0205 RIP TE / 11-12 CONST \$900,000 1012000141	2010-11 101-0890 FTF 20.30.600.731	\$900,000

2.5 Highway Financial Matters

Project # Allocation Amount Recipient RTPA/CTC District-County	Project Title Location Project Description	PPNO Program/Year Phase Prgm'd Amount Project ID	Budget Year Item # Fund Type Program Code	Amount by Fund Type
2.5c.(3) Locally Administered STIP Transportation Enhancement Projects off the State Highway System				Resolution FP-11-54
12 \$234,000 San Diego Association of Governments SANDAG 11-San Diego	Coastal Rail Trail. Within the City of Encinitas, consisting of approximately 1.7 miles of Class I bike path from Chesterfield Drive northward to G Street. (Allocation funded from 2011-12 TE Reserve PPNO 11-7421.) <u>Outcome/Output:</u> This project will reduce greenhouse gas, create more opportunities for economic development, improve community quality of life, and increase safety through optimal design facilities.	11-7421Y RIP TE / 11-12 PA&ED \$234,000 1112000121	2010-11 101-0890 FTF 20.30.600.731	\$234,000
13 \$500,000 City of Dana Point OCTA 12-Orange	Pacific Coast Highway Median Enhancements, Phase III. Along the Pacific Coast Highway from Street of the Blue Lantern to Selva Road. Construct raised concrete landscaped median. (Contributions from other sources: \$225,000.) (Allocation funded from 2012-13 TE Reserve PPNO 12-2134.) <u>Outcome/Output:</u> This project will provide 0.5 mile of scenic improvements on the Pacific Coast Highway.	12-2135Z RIP TE / 12-13 CONST \$500,000 1212000061	2010-11 101-0890 FTF 20.30.600.731	\$500,000

Memorandum

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: May 23, 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 STATE ADMINISTERED CORRIDOR MOBILITY IMPROVEMENT ACCOUNT PROJECTS ON THE STATE HIGHWAY SYSTEM RESOLUTION CMIA-A-1112-041**

RECOMMENDATION:

The California Department of Transportation (Department) recommends the California Transportation Commission (Commission) allocate \$36,000,000 for the State administered Proposition 1B Corridor Mobility Improvement Account (CMIA) Program I-880 Southbound HOV Lane Extension-North Segment (PPNO 0036J) project in Alameda County, on the State Highway System.

ISSUE:

The attached vote list describes one State administered CMIA project for \$36,000,000. The Department is ready to proceed with this project and is requesting an allocation at this time.

FINANCIAL RESOLUTION:

Resolved, that \$36,000,000 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: May 23, 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 LOCALLY ADMINISTERED CORRIDOR MOBILITY IMPROVEMENT ACCOUNT PROJECTS ON THE STATE HIGHWAY SYSTEM RESOLUTION CMIA-A-1112-042**

RECOMMENDATION:

The California Department of Transportation (Department) recommends the California Transportation Commission (Commission) allocate \$24,000,000 for the locally administered Proposition 1B Corridor Mobility Improvement Account (CMIA) Program US 101/Capitol Expressway-Yerba Buena Interchange (PPNO 0460G) project in Santa Clara County, on the State Highway System.

ISSUE:

The attached vote list describes one locally administered CMIA project for \$24,000,000, plus \$3,100,000 from other sources. The Department is ready to proceed with this project and is requesting an allocation at this time.

FINANCIAL RESOLUTION:

Resolved, that \$24,000,000 be allocated from the Budget Act of 2010, Budget Act Item 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

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
2.5g.(1b) Proposition 1B – Locally Administered CMIA Projects on the State Highway System (Existing)			Resolution CMIA-A-1112-042	
1 \$24,000,000 Santa Clara Valley Transportation Authority MTC 04-SCI-101 31.1/33.4	<p>US 101/Capitol Expressway-Yerba Buena Interchange. In San Jose on US 101, extending from US 101 Tully Interchange to Yerba Buena Interchange. Modify Capitol Expressway Interchange, construct NB slip-on ramp, SB off-ramp, and auxiliary lane between Capitol and Yerba Buena.</p> <p>Final Project Development: N/A</p> <p>Final Right of Way: N/A</p> <p>(Project Scope is consistent with the baseline agreement approved under Resolution CMIA-P-1112-12B in March 2012.)</p> <p>(Future Consideration of Funding – Resolution E-09-75, October, 2009.)</p> <p>(Contributions from other sources: \$3,100,000.)</p> <p>(Project CMIA funding is broken down as \$20,900,000 CONST and \$3,100,000 CONST ENG.)</p> <p><u>Outcome/Output:</u> Daily vehicle hours of delay savings anticipated - 3,530 hours.</p>	04-0460G CMIA/11-12 CONST \$24,000,000 0400020484 4CONL 1G3604	2010-11 304-6055 CMIA 20.20.721.000	\$24,000,000

Memorandum

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: May 23, 2012

Reference No.: 2.5g.(1c)
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-1112-043**

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 in Alameda and Contra Costa Counties, 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 2011, 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: May 23, 2012

Reference No.: 2.5g.(1d)
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-1112-044**

RECOMMENDATION:

The California Department of Transportation (Department) recommends the California Transportation Commission (Commission) allocate \$28,969,000 for the State administered Proposition 1B Corridor Mobility Improvement Account (CMIA) Program I-80 ICM Active Traffic Management (PPNO 0062E) project in Alameda and Contra Costa Counties, on the State Highway System.

ISSUE:

The attached vote list describes one State administered CMIA project for \$28,969,000. The Department is ready to proceed with this project and is requesting an allocation at this time.

FINANCIAL RESOLUTION:

Resolved, that \$28,969,000 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: May 23-24, 2012

Reference No.: 2.5g.(1e)
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-1112-045**

RECOMMENDATION:

The California Department of Transportation (Department) recommends the California Transportation Commission (Commission) allocate \$3,921,000 for the State administered Proposition 1B Corridor Mobility Improvement Account (CMIA) Program Freeway Performance Initiative - TOS and Ramp Metering (PPNO 0024-Contract 3) project in Alameda, Santa Clara, and Solano Counties, on the State Highway System.

ISSUE:

The attached vote list describes one State administered CMIA project for \$3,921,000. The Department is ready to proceed with this project and is requesting an allocation at this time.

FINANCIAL RESOLUTION:

Resolved, that \$3,921,000 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: May 23, 2012

Reference No.: 2.5g.(1f)
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-1112-046**

RECOMMENDATION:

The California Department of Transportation (Department) recommends the California Transportation Commission (Commission) allocate \$8,209,000 for the State administered Proposition 1B Corridor Mobility Improvement Account (CMIA) Program Freeway Performance Initiative - TOS and Ramp Metering (PPNO 0024-Contract 4) project in Santa Clara County, on the State Highway System.

ISSUE:

The attached vote list describes one State administered CMIA project for \$8,209,000. The Department is ready to proceed with this project and is requesting an allocation at this time.

FINANCIAL RESOLUTION:

Resolved, that \$8,209,000 be allocated from the Budget Act of 2011, 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: May 23, 2012

Reference No.: 2.5g.(1g)
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-1112-047**

RECOMMENDATION:

The California Department of Transportation (Department) recommends the California Transportation Commission (Commission) allocate \$23,518,000 for the State administered Proposition 1B Corridor Mobility Improvement Account (CMIA) Program Freeway Performance Initiative - TOS and Ramp Metering (PPNO 0024-Contract 5) project in Alameda, Santa Clara, and Solano Counties, on the State Highway System.

ISSUE:

The attached vote list describes one State administered CMIA project for \$23,518,000. The Department is ready to proceed with this project and is requesting an allocation at this time.

FINANCIAL RESOLUTION:

Resolved, that \$23,518,000 be allocated from the Budget Act of 2011, 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: May 23, 2012

Reference No.: 2.5g.(1h)
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-1112-048**

RECOMMENDATION:

The California Department of Transportation (Department) recommends the California Transportation Commission (Commission) allocate \$49,336,000 for the State administered Proposition 1B Corridor Mobility Improvement Account (CMIA) Program I-580 Westbound HOV Lane (Segment 1) (PPNO 0112B) project in Alameda County, on the State Highway System.

ISSUE:

The attached vote list describes one State administered CMIA project for \$49,336,000, plus \$30,985,000 from other sources. The Department is ready to proceed with this project and is requesting an allocation at this time.

FINANCIAL RESOLUTION:

Resolved, that \$49,336,000 be allocated from the Budget Act of 2011, 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: May 23, 2012

Reference No.: 2.5g.(1i)
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-1112-049**

RECOMMENDATION:

The California Department of Transportation (Department) recommends the California Transportation Commission (Commission) allocate \$21,563,000 for the State administered Proposition 1B Corridor Mobility Improvement Account (CMIA) Program Eastbound I-580 HOV Lane- (Segment 3) (PPNO 0112E) project in Alameda County, on the State Highway System.

ISSUE:

The attached vote list describes one State administered CMIA project for \$21,563,000, plus \$13,825,000 from other sources. The Department is ready to proceed with this project and is requesting an allocation at this time.

FINANCIAL RESOLUTION:

Resolved, that \$21,563,000 be allocated from the Budget Act of 2011, 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: May 23, 2012

Reference No.: 2.5g.(1j)
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-1112-050**

RECOMMENDATION:

The California Department of Transportation (Department) recommends the California Transportation Commission (Commission) allocate \$41,275,000 for the locally administered Proposition 1B Corridor Mobility Improvement Account (CMIA) Program I-880/Stevens Creek Interchange Improvements (PPNO 0408G) project in Santa Clara, on the State Highway System.

ISSUE:

The attached vote list describes one locally administered CMIA project for \$41,275,000, plus \$8,464,000 from other sources. The Department is ready to proceed with this project and is requesting an allocation at this time.

FINANCIAL RESOLUTION:

Resolved, that \$41,275,000 be allocated from the Budget Act of 2011, Budget Act Item 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

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
2.5g.(1j) Proposition 1B – Locally Administered CMIA Project on the State Highway System (Existing)		Resolution CMIA-A-1112-050		
1 \$41,275,000 Santa Clara Valley Transportation Authority MTC 04-SCI-880 0.7	I-880/Stevens Creek Interchange Improvements. On I-880 and I-280 in the city of San Jose. Reconfigure I-880/Stevens Creek Boulevard (eastern half); construct NB I-280 to NB I-880 Direct Connector Ramp. (Future Consideration of Funding – Resolution E-11-77, October, 2011) (Concurrent CMIA Program Amendment under Resolution CMIA-PA-1112-038; May 2012.) (Project CMIA funding is broken out as \$34,775,000 CONST and \$6,500,000 CON ENG.) (Contributions from other sources: \$8,464,000.) <u>Outcome/Outputs:</u> Daily vehicle-hours delay savings of about 9,992 hours.	04-0408G CMIA/11-12 CONST \$41,275,000 0400001081 4CONL 445604	2011-12 304-6055 CMIA 20.20.721.000	\$41,275,000

Memorandum

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: May 23, 2012

Reference No.: 2.5g.(1k)
Action Item

From: NORMA ORTEGA
Chief Financial Officer

Prepared by: Steven Keck
Division Chief
Budgets

Subject: **FINANCIAL ALLOCATION FOR STATE ADMINISTERED MULTI-FUNDED CMIA/STIP PROJECTS ON THE STATE HIGHWAY SYSTEM**
RESOLUTION CMIA-A-1112-051
RESOLUTION STIP1B-A-1112-013

RECOMMENDATION:

The California Department of Transportation (Department) recommends the California Transportation Commission (Commission) allocate \$29,664,000 for the State administered multi-funded Proposition 1B Corridor Mobility Improvement Account (CMIA)/State Transportation Improvement Program (STIP) Route 101 Marin Sonoma Narrows - Southerly Interchange at Redwood Landfill Road (PPNO 0360J) project in Marin County, on the State Highway System.

ISSUE:

The attached vote list describes one State administered Proposition 1B CMIA/STIP project for \$29,664,000. The Department is ready to proceed with this project, and is requesting an allocation at this time.

FINANCIAL RESOLUTION:

Resolved, that \$29,664,000 be allocated from the Budget Act of 2010 and 2011, Budget Act Items 2660-304-6055 and 2660-304-6058, for one State administered Proposition 1B Corridor Mobility Improvement Account/State Transportation Improvement Program 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.

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: May 23, 2012

Reference No.: 2.5g.(11)
Action Item

From: NORMA ORTEGA
Chief Financial Officer

Prepared by: Steven Keck
Division Chief
Budgets

Subject: **FINANCIAL ALLOCATION FOR STATE ADMINISTERED MULTI-FUNDED
CMIA/STIP/SLPP PROJECTS ON THE STATE HIGHWAY SYSTEM
RESOLUTION CMIA-A-1112-052
RESOLUTION SLP1B-A-1112-029
RESOLUTION FP-11-61**

RECOMMENDATION:

The California Department of Transportation (Department) recommends the California Transportation Commission (Commission) allocate \$224,198,000 for the State administered multi-funded Proposition 1B Corridor Mobility Improvement Account (CMIA)/State Transportation Improvement Program (STIP)/State and Local Partnership Program (SLPP) I-5 HOV/Empire Avenue & Burbank Boulevard (PPNO 3985) project in Los Angeles County, on the State Highway System.

ISSUE:

The attached vote list describes one State administered Proposition 1B CMIA/STIP/SLPP project for \$224,198,000, plus \$66,622,000 from other sources. The Department is ready to proceed with this project, and is requesting an allocation at this time.

FINANCIAL RESOLUTION:

Resolved, that \$224,198,000 be allocated from the Budget Act of 2011, Budget Act Items 2660-301-0890, 2660-304-6055, and 2660-304-6060 for one State administered Proposition 1B Corridor Mobility Improvement Account/State Transportation Improvement Program/State and Local Partnership program 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.

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

Memorandum

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: May 23, 2012

Reference No.: 2.5g.(1n)
Action Item

From: NORMA ORTEGA
Chief Financial Officer

Prepared by: Steven Keck
Division Chief
Budgets

Subject: **FINANCIAL ALLOCATION FOR STATE ADMINISTERED MULTI-FUNDED
CMIA/STIP/SLPP PROJECTS ON THE STATE HIGHWAY SYSTEM
RESOLUTION CMIA-A-1112-053
RESOLUTION STIP1B-A-1112-014
RESOLUTION SLP1B-A-1112-23**

RECOMMENDATION:

The California Department of Transportation (Department) recommends the California Transportation Commission (Commission) allocate \$81,977,000 for the State administered Multi-funded Proposition 1B Corridor Mobility Improvement Account (CMIA)/State Transportation Improvement Program (STIP)/State-Local Partnership Program (SLPP) Route 101 Marin Sonoma Narrows (PPNO 0360H) project in Sonoma County, on the State Highway System.

ISSUE:

The attached vote list describes one State administered CMIA/STIP/SLPP project for \$81,977,000, plus \$6,065,000 from other sources. The Department is ready to proceed with this project, and is requesting an allocation at this time.

FINANCIAL RESOLUTION:

Resolved, that \$81,977,000 be allocated from the Budget Act of 2010 and 2011, Budget Act Items 2660-004-6055, 2660-304-6055, 2660-304-6058, and 2660-304-6060, for one State administered Proposition 1B Corridor Mobility Improvement Account/State Transportation Improvement Program/State-Local Partnership Program 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.

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.

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

2.5 Highway Financial Matters

Project # Allocation Amount Recipient RTPA/CTC County 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
2.5g.(1n)	Proposition 1B – State-Administered Multi-Funded STIP/CMIA/SLPP Project on the State Highway System		Resolution CMIA-A-1112-053 Resolution STIP1B-A-1112-014 Resolution SLP1B-A-1112-23	
1 \$81,977,000 Department of Transportation MTC Sonoma 04-Son-101 0.9/3.6	Route 101 Marin Sonoma Narrows - Petaluma Boulevard South Interchange and Petaluma River Bridge Replacement. Near Petaluma, at Petaluma Boulevard South and Route 101. Construct new interchange, frontage roads, and equipment for ramp metering. Also construct a new bridge structure over the Petaluma River Bridge (TCRP 18) (Contract B2) Final Project Development (IIP) Support Estimate: \$4,500,000 Programmed Amount: <u>\$4,500,000</u> Adjustment: \$ 0 Final Right of Way (RIP) Right of Way Estimate: \$15,024,000 Programmed Amount: <u>\$10,810,000</u> Adjustment: \$ 4,214,000 (Debit) (Future Consideration of Funding – Resolution E-09-70, September 2009.) (Project Scope is consistent with the baseline agreement approved under Resolution CMIA-P-1112-05B in October 2011.) (A 12-month time extension for RIP funds for CON was approved at the August 2011 CTC meeting and expires on June 30, 2012.) (Contributions from other sources: \$6,065,000.) <u>Outcome/Output:</u> When combined with other segments (PPNO 0360F and 0360J), the Marin Sonoma Narrows project will result in daily vehicle-hours of delay savings of about 10,368 hours.	04-0360H RIP / 10-11 CONST \$7,395,000 CMIA/11-12 CON ENG \$11,042,000 CONST \$61,675,000 SLPP/11-12 CONST \$1,865,000 0412000195 4 2640U4	2010-11 304-6058 TFA 20.20.075.600 004-6055 CMIA 2011-12 304-6055 CMIA 20.20.721.000 2011-12 304-6060 SLPP 20.20.724.000	\$7,395,000 \$11,042,000 \$61,675,000 \$1,865,000

Memorandum

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: May 23, 2012

Reference No.: 2.5g.(1o)
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-1112-054**

RECOMMENDATION:

The California Department of Transportation (Department) recommends the California Transportation Commission (Commission) allocate \$15,500,000 for the locally administered Proposition 1B Corridor Mobility Improvement Account (CMIA) Program US Route 50 HOV Lanes Phase 0 (PPNO 3270L) project in El Dorado County, on the State Highway System.

ISSUE:

The attached vote list describes one locally administered CMIA project for \$15,500,000. The Department is ready to proceed with this project and is requesting an allocation at this time; however, the allocation is contingent on the passage of the 2012 Budget Act.

FINANCIAL RESOLUTION:

Resolved, that \$15,500,000 be allocated from the Budget Act of 2012, Budget Act Item 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

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
2.5g.(1o) Proposition 1B – Locally Administered CMIA Projects on the State Highway System (New)			Resolution CMIA-A-1112-054	
1 \$15,500,000 El Dorado County <u>EDCTC</u> 03-ED-50 0.2/1.4	US Route 50 HOV Lanes Phase 0. In El Dorado Hills at El Dorado Hills/Latrobe Boulevard interchange. Interchange improvements. Construct new westbound off ramp undercrossing, improves westbound on/off ramps with dedicated HOV ramp metering. Final Project Development: N/A Final Right of Way: N/A (Concurrent CMIA Program Amendment / Baseline Agreement under Resolution CMIA-PA-1112-017 & CMIA-P-1112-018B; May 2012.) (Project CMIA funding is broken down as \$14,340,000 for CONST and \$1,160,000 for CON ENG.) (Future Consideration of Funding – Resolution E-08-13, September, 2008) <u>Outcome/Output:</u> Reconstruct two ramps. HOV bypass lane metering.	03-3270L CMIA/11-12 CONST \$15,500,000 0312000163 4CONL 2E5104	2012-13 304-6055 CMIA 20.20.721.000	\$15,500,000
CONTINGENT ON THE PASSAGE OF THE 2012 BUDGET ACT.				

Memorandum

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: May 23, 2012

Reference No.: 2.5g.(1p)
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-1112-055**

RECOMMENDATION:

The California Department of Transportation (Department) recommends the California Transportation Commission (Commission) allocate \$6,000,000 for the locally administered Proposition 1B Corridor Mobility Improvement Account (CMIA) Program Western Placerville Interchange Phase 1A (PPNO 3256) project in El Dorado County, on the State Highway System.

ISSUE:

The attached vote list describes one locally administered CMIA project for \$6,000,000. The Department is ready to proceed with this project and is requesting an allocation at this time; however, the allocation is contingent on the passage of the 2012 Budget Act.

FINANCIAL RESOLUTION:

Resolved, that \$6,000,000 be allocated from the Budget Act of 2012, Budget Act Item 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

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
2.5g.(1p) Proposition 1B – Locally Administered CMIA Projects on the State Highway System (New)		Resolution CMIA-A-1112-055		
1 \$6,000,000 City of Placerville EDCTC 03-ED-50 16.0/16.6	<p>Western Placerville Interchange Phase 1A. In Placerville, between Placerville Drive and Ray Lawyer Drive. Construct westbound access ramp from Ray Lawyer Drive onto US 50 and auxiliary lane between westbound access ramp and the existing westbound off-ramp at Placerville Drive.</p> <p>Final Project Development: N/A</p> <p>Final Right of Way: N/A</p> <p>(Concurrent CMIA Program Amendment / Baseline Agreement under Resolution CMIA-PA-1112-017 & CMIA-P-1112-018B; May 2012.)</p> <p>(Project CMIA funding is broken down as \$5,250,000 for CONST and \$750,000 for CON ENG.)</p> <p>(Future Consideration of Funding – Resolution E-12-16, April 2012)</p> <p><u>Outcome/Output:</u> Construct onramp and auxiliary lane. When completed, this project will have a daily vehicle hours of delay savings of about 88 hours and projected to be about 115 hours by 2020.</p>	03-3256 CMIA/11-12 CONST \$6,000,000 0300000428 4CONL 372804	2012-13 304-6055 CMIA 20.20.721.000	\$6,000,000
CONTINGENT ON THE PASSAGE OF THE 2012 BUDGET ACT.				

Memorandum

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: May 23, 2012

Reference No.: 2.5g.(1q)
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-**

RECOMMENDATION:

The California Department of Transportation (Department) does not recommend that the California Transportation Commission (Commission) allocate \$44,000,000 for the locally administered Proposition 1B Corridor Mobility Improvement Account (CMIA) Program SR-4 E Widening between Somersville & SR-160 (#3B) (PPNO 0192L) project in Contra Costa County, on the State Highway System. The Contra Costa Transportation Authority (CCTA) request is inconsistent with the current Commission's CMIA policy

ISSUE:

The attached vote list describes one locally administered CMIA project for \$44,000,000, plus \$54,934,000 from other sources.

At its April 25, 2012 meeting, the Commission adopted a policy for programming and allocating CMIA award savings. The Commission further stated that projects must also be consistent with existing Commission policies and guidelines related to the CMIA program. The CCTA request is inconsistent with the CMIA Program Guidelines, adopted on November 8, 2006, regarding replacement of committed funds.

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
2.5g.(1q) Proposition 1B – Locally Administered CMIA Projects on the State Highway System (New)			Resolution CMIA-A-1112-__	
1 \$44,000,000 Contra Costa County Transportation Authority MTC 04-CC-4 28.6/30.5	SR-4 E Widening between Somersville & SR-160 (#3B). In Antioch, on Route 4 East, from Hillcrest Avenue to SR 160. Widen from four to six lanes. Final Project Development: N/A Final Right of Way: N/A (Future Consideration of Funding – Resolution E-10-10, February 2010.) (All CMIA funding will be used for construction capital only.) (Contributions from other sources: \$54,934,000.) <u>Outcome/Output:</u> When combined with other segments (PPNOs 0192F, 0192H, 0192I, and 0192N), the overall State Route 4 East Widening project will have daily vehicle hours of delay savings of 8,561 hours. THIS REQUEST IS INCONSISTENT WITH THE CMIA PROGRAM GUIDELINES, ADOPTED ON NOVEMBER 8, 2006, REGARDING THE REPLACEMENT OF COMMITTED FUNDS.	04-0192L CMIA/11-12 CONST \$44,000,000 0400021104 4CONL 1G9414	2012-13 304-6055 CMIA 20.20.721.000	\$44,000,000

Memorandum

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: May 23, 2012

Reference No.: 2.5g.(1r)
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-1112-060**

RECOMMENDATION:

The California Department of Transportation (Department) recommends the California Transportation Commission (Commission) allocate \$3,088,000 for the State administered Proposition 1B Corridor Mobility Improvement Account (CMIA) Program I-215 Newport Avenue Bridge Replacement Project (PPNO 0243E) project in San Bernardino County, on the State Highway System.

ISSUE:

The attached vote list describes one State administered CMIA project for \$3,088,000. The Department is ready to proceed with this project and is requesting an allocation at this time; however, the allocation is contingent on the passage of the 2012 Budget Act.

FINANCIAL RESOLUTION:

Resolved, that \$3,088,000 be allocated from the Budget Act of 2012, Budget Act Item 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

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
2.5g.(1r)	Proposition 1B – State Administered CMIA Project on the State Highway System (New)		Resolution CMIA-A-1112-060	
1 \$3,088,000 Department of Transportation SANBAG 08-SBd-215 1.78	I-215 Newport Avenue Bridge Replacement Project. In the City of Grand Terrace at Newport Avenue overcrossing bridge. Remove and replace the existing OC structure at Newport Avenue in the City of Grand Terrace. Final Project Development: N/A Final Right of Way: N/A (CEQA – CE 10/27/2011) (NEPA – CE 10/27/2011) (Contributions from local sources: \$0) (For construction purposes, this contact will be combined with 08-0M840 and 08-0H330 under EA 08-0M94U). <u>Outcome/Outputs:</u> When combined with the I-215 Bi-County project (PPNO 041G), the overall project will result in daily vehicle-hours of delay savings of about 4,000 hours.	08-0243E CMIA/11-12 CONST \$3,088,000 0800020109 4 0P5104	2012-13 304-6055 CMIA 20.20.721.000	\$3,088,000
CONTINGENT ON THE PASSAGE OF THE 2012 BUDGET ACT.				

Memorandum

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: May 23, 2012

Reference No.: 2.5g.(1s)
Action Item

From: NORMA ORTEGA
Chief Financial Officer

Prepared by: Steven Keck
Division Chief
Budgets

Subject: **FINANCIAL ALLOCATION FOR LOCALLY ADMINISTERED MULTI-FUNDED CMIA/STIP PROJECTS ON THE STATE HIGHWAY SYSTEM (ADVANCEMENT) RESOLUTION CMIA-A-1112-057 RESOLUTION STIP1B-A-1112-015**

RECOMMENDATION:

The California Department of Transportation (Department) recommends the California Transportation Commission (Commission) allocate \$113,370,000 for the locally administered multi-funded Proposition 1B Corridor Mobility Improvement Account (CMIA)/State Transportation Improvement Program (STIP) I-215 Widening/Scott Road to Nuevo Road (PPNO 9991G) project in Riverside County, on the State Highway System.

ISSUE:

The attached vote list describes one locally administered Proposition 1B CMIA/STIP project on the State Highway programmed in Fiscal Year 2012-13 totaling \$113,370,000, plus \$6,630,000 from other sources. The Department is ready to proceed with this project, and is requesting an allocation at this time; however, the allocation is contingent on the passage of the 2012 Budget Act.

FINANCIAL RESOLUTION:

Resolved, that \$113,370,000 be allocated from the Budget Act of 2010 and 2012, Budget Act Items 2660-304-6055 and 2660-304-6058, for one locally administered Proposition 1B Corridor Mobility Improvement Account/State Transportation Improvement Program 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.

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: May 23, 2012

Reference No.: 2.5g.(1t)
Action Item

From: NORMA ORTEGA
Chief Financial Officer

Prepared by: Steven Keck
Division Chief
Budgets

Subject: **FINANCIAL ALLOCATION FOR LOCALLY ADMINISTERED MULTI-FUNDED
CMIA/ SLPP PROJECTS ON THE STATE HIGHWAY SYSTEM
RESOLUTION CMIA-A-1112-058
RESOLUTION SLP1B-A-1112-24**

RECOMMENDATION:

The California Department of Transportation (Department) recommends the California Transportation Commission (Commission) allocate \$13,972,000 for the locally administered multi-funded Proposition 1B Corridor Mobility Improvement Account (CMIA)/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 CMIA/SLPP project for \$13,972,000, plus \$11,128,000 from other sources. The Department is ready to proceed with this project, and is requesting an allocation at this time; however, the allocation is contingent on the passage of the 2012 Budget Act.

FINANCIAL RESOLUTION:

Resolved, that \$13,972,000 be allocated from the Budget Act of 2012, Budget Act Items 2660-304-6055 and 2660-304-6060, for one locally administered Proposition 1B Corridor Mobility Improvement Account/State-Local Partnership Program 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.

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

Memorandum

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: May 23, 2012

Reference No.: 2.5g.(1u)
Action Item

From: NORMA ORTEGA
Chief Financial Officer

Prepared by: Steven Keck
Division Chief
Budgets

Subject: **FINANCIAL ALLOCATION FOR LOCALLY ADMINISTERED MULTI-FUNDED
CMIA/STIP/SLPP PROJECTS ON THE STATE HIGHWAY SYSTEM
RESOLUTION CMIA-A-1112-059
RESOLUTION STIP1B-A-1112-016
RESOLUTION SLP1B-A-1112-25**

RECOMMENDATION:

The California Department of Transportation (Department) recommends the California Transportation Commission (Commission) allocate \$33,164,000 for the locally administered multi-funded Proposition 1B Corridor Mobility Improvement Account (CMIA)/State Transportation Improvement Program (STIP)/State-Local Partnership Program (SLPP) I-15 Rancho Road Interchange Project (PPNO 0172L) project in San Bernardino County, on the State Highway System.

ISSUE:

The attached vote list describes one locally administered CMIA/STIP/SLPP project for \$33,164,000, plus \$7,407,000 from other sources. The Department is ready to proceed with this project, and is requesting an allocation at this time; however, the allocation is contingent on the passage of the 2012 Budget Act.

FINANCIAL RESOLUTION:

Resolved, that \$33,164,000 be allocated from the Budget Act of 2010 and 2012, Budget Act Items 2660-304-6055, 2660-304-6058, and 2660-304-6060, for one locally administered Proposition 1B Corridor Mobility Improvement Account/State Transportation Improvement Program/State-Local Partnership Program 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.

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.

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

Memorandum

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: May 23, 2012

Reference No.: 2.5g.(3)
Action Item

From: NORMA ORTEGA
Chief Financial Officer

Prepared by: Steven Keck
Division Chief
Budgets

Subject: **FINANCIAL ALLOCATION FOR STATE ADMINISTERED MULTI-FUNDED STIP/CMIA PROJECTS ON THE STATE HIGHWAY SYSTEM**
RESOLUTION STIP1B-A-1112-017
RESOLUTION CMIA-A-1112-061

RECOMMENDATION:

The California Department of Transportation (Department) recommends the California Transportation Commission (Commission) allocate \$81,941,000 for the State administered multi-funded State Transportation Improvement Program (STIP)/Proposition 1B Corridor Mobility Improvement Account (CMIA) I-215 HOV Bi-County HOV Gap Closure (PPNO 0041G) project in Riverside and San Bernardino Counties, on the State Highway System.

ISSUE:

The attached vote list describes one State administered Proposition 1B STIP/CMIA project for \$81,941,000, plus \$68,345,000 from other sources. The Department is ready to proceed with this project and is requesting an allocation at this time.

FINANCIAL RESOLUTION:

Resolved, that \$81,941,000 be allocated from the Budget Act of 2010, Budget Act Items 2660-304-6058, 2660-004-6055, and 2660-304-6055 for one State administered Proposition 1B State Transportation Improvement Program/Corridor Mobility Improvement Account 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.

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: May 23, 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 LOCALLY ADMINISTERED TRADE CORRIDOR
IMPROVEMENT FUND PROJECTS OFF THE STATE HIGHWAY SYSTEM
RESOLUTION TCIF-A-1112-12**

RECOMMENDATION:

The California Department of Transportation (Department) recommends the California Transportation Commission (Commission) allocate \$92,858,000 for three locally administered Proposition 1B Trade Corridor Improvement Fund (TCIF) projects, off the State Highway System.

ISSUE:

The attached vote list describes three locally administered Proposition 1B TCIF projects for \$92,858,000, plus \$84,809,000 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 \$92,858,000 be allocated from the Budget Act of 2010, Budget Act Item 2660-104-6056 for three State administered Proposition 1B Trade Corridor 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

2.5 Highway Financial Matters

Project # Allocation Amount Recipient RTPA/CTC District-County	Project Title Location Project Description	PPNO Program/Year Phase Prgm'd Amount Project ID	Budget Year Item # Fund Type Program Code	Amount by Fund Type
2.5g.(5a) Proposition 1B – Locally Administered TCIF Projects off the State Highway System		Resolution TCIF-A-1112-12		
1 \$37,638,000 Alameda Corridor East - Construction Authority LACMTA 07-Los Angeles	Baldwin Avenue Grade Separation. In El Monte, at Baldwin Avenue. Construct double-track railroad bridge over a four-lane depressed roadway. (TCIF #88) (Future Consideration of Funding – Resolution E-11-08; January 2011.) (TCIF baseline agreement approved under Resolution TCIF-P-1112-029B; April 2012.) (Contributions from other sources: \$43,832,000.) (The programmed TCIF funds are to be split: \$8,024,389 for construction engineering and \$29,613,611 for construction capital.) <u>Outcome/Output:</u> This project will eliminate the railroad crossing at Baldwin Avenue, which carries 25,336 vehicles per day and where passing trains blocked for 19.8 vehicle/hours per day, projected to increase to 61 vehicle/hours of delay by 2020; increased truck freight velocity by eliminating a bottleneck at a railroad crossing provides bridge abutments for future track expansion; eliminates the dangers of collisions between trains and vehicles; reduces pollution caused by idling cars and trucks; and eliminates train horns and crossing alarms with removal of the grade crossing.	07-TC88 TCIF/11-12 CONST \$37,638,000 0712000280	2010-11 104-6056 TCIF 20.30.210.300	\$37,638,000
2 \$7,200,000 Port of Stockton SJCOG 10-San Joaquin	San Francisco Bay to Stockton Channel Deepening. Between San Francisco Bay and the Port of Stockton. Deepen the ship channel from 35 feet to 37 feet from Pinole Shoal to New York Slough, and from 35 feet to 37 feet from New York Slough to the Port of Stockton. (TCIF #11) (CEQA – NE, 03/06/2012.) (TCIF baseline agreement amendment approved under Resolution TCIF-P-1112-30; April 2012.) (Contributions from other sources: \$7,800,000.) <u>Outcome/Output:</u> A savings in waterborne transportation costs, improved vessel time reliability, reduced highway congestion and annual truck/miles travels on freeways due to a shift in mode of commercial transportation from road to waterway, reduced truck emissions, and increase in highway safety due to reduced truck traffic.	10-TC11 TCIF/11-12 CONST \$17,500,000 \$7,200,000 1000020283	2010-11 104-6056 TCIF 20.30.210.300	\$7,200,000
3 \$48,020,000 Orange County Transportation Authority OCTA 12-Orange	Orangethorpe Avenue Grade Separation. In Placentia, at the Orangethorpe Avenue at-grade crossing. Construct roadway overpass, including structures at Chapman Avenue and Miller Street. (TCIF #37) (Future Consideration of Funding – Resolution E-10-74; August 2010.) (TCIF baseline agreement amendment approved under Resolution TCIF-P-1112-33; April 2012.) (Contributions from other sources: \$33,177,000.) (The programmed TCIF funds are to be split: \$4,590,000 for construction engineering and \$43,430,000 for construction capital.) <u>Outcome/Output:</u> Decrease in traffic congestion and travel time. The elimination of collision points will provide greater driver safety.	12-TC37 TCIF/11-12 CONST \$41,666,000 \$48,020,000 1200020231	2010-11 104-6056 TCIF 20.30.210.300	\$48,020,000

Memorandum

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: May 23, 2012

Reference No.: 2.5g.(6)
Action Item

From: NORMA ORTEGA
Chief Financial Officer

Prepared by: Steven Keck
Division Chief
Budgets

Subject: **FINANCIAL ALLOCATION FOR PROPOSITION 1B SHOPP PROJECTS**
RESOLUTION SHOP1B-A-1112-004

RECOMMENDATION:

The Department of Transportation (Department) recommends the California Transportation Commission (Commission) allocate \$5,000,000 for the Eastbound I-580 HOV Lane (Segment 3) (PPNO 0832M) State Highway Operations and Protection Program (SHOPP) project in Alameda County to be funded from Proposition 1B.

ISSUE:

The attached vote list describes one Proposition 1B SHOPP project totaling \$5,000,000. The Department is ready to proceed with this project and is requesting an allocation at this time.

FINANCIAL RESOLUTION:

Resolved, that \$5,000,000 be allocated from the Budget Act of 2010, Budget Act Item 2660-304-6064, for one Proposition 1B SHOPP project, as 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.

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 Highway Operation and Protection Program.

Attachment

2.5 Highway Financial Matters

Project # Allocation Amount County Dist-Co-Rte Postmile	Location Project Description	PPNO Program/Year Prgm'd Amount Project ID Adv Phase EA	Budget Year Item # Fund Type Program Code	Amount by Fund Type
2.5g.(6) Proposition 1B – SHOPP Project Allocations		Resolution SHOP1B-A-1112-004		
1 \$5,000,000 Alameda 04-Ala-580 R7.8/R19.1	Eastbound I-580 HOV Lane (Segment 3). In Livermore, Dublin and Pleasanton, from 0.2 mile east of Greenville Road Overhead to 0.3 mile west of Hacienda Drive Overcrossing . <u>Outcome/Output</u> : Rehabilitate 51 lane miles of roadway to improve the ride quality, prevent further deterioration of the road surface, minimize the costly roadway repairs and extend the pavement service life. (FCO only to CMIA project, PPNO 0112E.)	04-0832M SHOPP/11-12 \$5,000,000 0412000498 4 4G5304	2010-11 304-6064 HSRPA 20.20.201.120	\$5,000,000

Memorandum

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: May 23, 2012

Reference No.: 2.5g.(7a)
Action Item

From: NORMA ORTEGA
Chief Financial Officer

Prepared by: Steven Keck
Division Chief
Budgets

Subject: **FINANCIAL ALLOCATION FOR PROPOSITION 1B PROJECTS IN THE
TRAFFIC LIGHT SYNCHRONIZATION PROGRAM
RESOLUTION TLS1B-A-1112-004**

RECOMMENDATION:

The Department of Transportation (Department) recommends the California Transportation Commission (Commission) allocate \$3,455,000 for the San Mateo Smart Corridor Traffic Light Synchronization Program (TLSP) project to be funded from Proposition 1B.

ISSUE:

The attached vote list describes one Proposition 1B TLSP project totaling \$3,455,000. The traffic light synchronization project and other technology-based improvements will improve safety, operations, and the effective capacity of local streets and roads. The allocation request for this project is consistent with the signed baseline agreement. The agencies are ready to proceed with this project and are requesting an allocation at this time.

FINANCIAL RESOLUTION:

Resolved, that \$3,455,000 be allocated from the Budget Act of 2010, Budget Act Item 2660-104-6064, for one Proposition 1B Traffic Light Synchronization Program project, as described on the attached vote list; and

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 Traffic Light Synchronization Program.

Attachment

2.5 Highway Financial Matters

Project #	Allocation Amount	Recipient Agency	Corridor Name / Project Location	PPNO Program Prgm'd Amount Project ID Adv Phase	Budget Year Item # Fund Type Program Code	Amount by Fund Type
2.5g.(7a) Traffic Light Synchronization Program (TLSP)			Resolution TLS1B-A-1112-004			
1	\$3,455,000	City/County Association of Governments of San Mateo County MTC 04-San Mateo	San Mateo Smart Corridors. Between US 101 and SR 82, from Santa Clara County Line (Menlo Park) to I-380 (San Bruno). Install traffic signal improvements, closed circuit television (CCTV) cameras, trailblazer signs and vehicle detection systems. <u>Outcome/Outputs:</u> Reduce recurring and non-recurring traffic congestion on local streets through proactive traffic management by providing the ability to : collect and disseminate arterial travel times, implement responsive and time-of-day signal timing to improve traffic signal coordination, and reduce delays along major corridors and freeway connectors, effectively manage freeway traffic that utilizes local streets, share traffic information between Caltrans and local agencies to improve coordination.	04-2140V TLSP \$3,445,000 0412000443 4	2010-11 104-6064 TLSP 20.20.400.252	\$3,455,000

Memorandum

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: May 23, 2012

Reference No.: 2.5g.(9a)
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-1112-005**

RECOMMENDATION:

The California Department of Transportation recommends the California Transportation Commission (Commission) allocate \$12,157,000 for two locally administered Proposition 1B Highway-Railroad Crossing Safety Account (HRCSA) Program projects.

ISSUE:

The attached vote list describes two locally administered HRCSA projects for \$12,157,000, plus \$54,117,000 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 \$12,157,000 be allocated from the Budget Act of 2010, Budget Act Item 2660-104-6063 for two local Proposition 1B Highway-Railroad Crossing Safety Account Program 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 Highway-Railroad Crossing Safety Account Program.

Attachment

2.5 Highway Financial Matters

Project # Allocation Amount Recipient RTPA/CTC District-County	Project Title Location Project Description	PPNO Program/Year Phase Prgm'd Amount Project ID Adv Phase EA	Budget Year Item # Fund Type Program Code	Amount by Fund Type
2.5g.(9a) Proposition 1B – Locally Administered Highway-Rail Crossing Safety Account (HRCSA) Projects			Resolution GS1B-A-1112-005	
1 \$7,156,000 City of Tulare TCAG 06-Tulare	Bardsley Avenue Grade Separation. Construct a grade-separated underpass at Bardsley Avenue and I Street, in the City of Tulare. (Original programming resolution GS1B-P-1011-01.) (CEQA – Categorically Exempt – CCR Sec. 15282(g).) (Contributions from other sources: \$10,799,000.) <u>Outcome/Output:</u> This project will increase safety for pedestrians and vehicles, improve emergency response time, air quality, regional circulation and public convenience.	75-Rail HRCSA/11-12 CONST \$7,156,000 0012000244 S H023BA	2010-11 104-6063 HRCSA 20.30.010.400	\$7,156,000
2 \$5,001,000 City of Los Angeles LACMTA 07-Los Angeles	North Spring Street Grade Separation. Widen North Springs Street to accommodate traffic lanes, including median, sidewalks and bike lanes in each direction and seismically retrofit the historic North Spring Street Bridge within the City of Los Angeles. (Original programming resolution GS1B-P-1011-01.) (Concurrent Future Consideration of Funding – Resolution E-12-27, May 2012.) (Contributions from other sources: \$43,318,000.) <u>Outcome/Output:</u> The bridge widening will relieve traffic overflow to the yet to be grade-separated North Main Street Bridge.	75-Rail HRCSA/11-12 CONST \$5,001,000 0012000245 S H011BA	2010-11 104-6063 HRCSA 20.30.010.400	\$5,001,000

Memorandum

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: May 23, 2012

Reference No.: 2.5g.(10a)
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 OFF THE STATE HIGHWAY SYSTEM RESOLUTION SLP1B-A-1112-26**

RECOMMENDATION:

The California Department of Transportation (Department) recommends the California Transportation Commission (Commission) allocate \$5,785,000 for two locally administered State-Local Partnership Program (SLPP) projects, off the State Highway System.

ISSUE:

The attached vote list describes two locally administered SLPP projects for \$5,785,000 plus \$19,150,965 from other sources. The local agencies are ready to proceed with this projects and are requesting an allocation at this time.

FINANCIAL RESOLUTION:

Resolved, that \$5,785,000 be allocated from the Budget Act of 2011, Budget Act Item 2660-104-6060 for two locally administered 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 SLPP.

Attachment

2.5 Highway Financial Matters

Project # Allocation Amount Recipient RTPA/CTC District-County	Project Title Location Project Description	Program/Year Phase Prgm'd Amount Project ID	Budget Year Item # Fund Type Program Code	Amount by Fund Type
2.5g.(10a) Proposition 1B – Locally Administered State-Local Partnership Program (SLPP) Projects off the State Highway System			Resolution SLP1B-A-1112-26	
1 \$4,510,000 Orange County Transportation Authority OCTA 12-Orange	Tustin Ranch Road Extension. In the City of Tustin, from Warner Avenue to Walnut Avenue. Six lane extension. (Concurrent Future Consideration of Funding – Resolution E-12-29, May 2012.) (Contributions from other sources: \$14,877,965.) <u>Outcome/Output:</u> This project will close the gap in Tustin Ranch Road through the former Tustin Marine Corps Air Station and include a grade separation over the BNSF/SCRRA Railroad tracks and an overcrossing of the Santa Ana-Santa Fe drainage channel.	SLPP/11-12 CONST \$4,510,000 1212000149	2011-12 104-6060 SLPP 20.30.210.200	\$4,510,000
2 \$1,275,000 Orange County Transportation Authority OCTA 12-Orange	Bridge Widening Project. On La Paz Road in the City of Mission Viejo from Muirlands Boulevard to Chrissanta Drive. Widen to three lanes. (Concurrent Future Consideration of Funding – Resolution E-12-28, May 2012.) (Contributions from local sources: \$4,273,000.) <u>Outcome/Output:</u> This project will widen to three lanes in each direction on the La Paz bridges over the BNSF Railroad tracks and allow for the addition of sidewalk and bicycle lanes.	SLPP/11-12 CONST \$1275,000 1212000139	2011-12 104-6060 SLPP 20.30.210.200	\$1,275,000

Memorandum

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: May 23, 2012

Reference No.: 2.5g.(10b)
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-1112-27**

RECOMMENDATION:

The California Department of Transportation (Department) recommends the California Transportation Commission (Commission) allocate \$1,000,000 for the locally administered Proposition 1B State-Local Partnership Program (SLPP) SR-60/Nason Street Overcrossing Improvements (PPNO 1143) project in Riverside County, on the State Highway System.

ISSUE:

The attached vote list describes one locally administered SLPP project for \$1,000,000. The Department is ready to proceed with this project and is requesting an allocation at this time.

FINANCIAL RESOLUTION:

Resolved, that \$1,000,000 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 <u>RTPA/CTC</u> County Dist-Co-Rte Postmile	Project Title Location Project Description	PPNO Program/Year Phase Prgm'd Amount Project ID Adv Phase EA	Budget Year Item # Fund Type Program Code	Amount by Fund Type
2.5g.(10b) Proposition 1B – Locally Administered State-Local Partnership Program (SLPP) Projects on the State Highway System		Resolution SLP1B-A-1112-27		
1 \$1,000,000 City of Moreno Valley <u>RCTC</u> Riverside 08-Riv-60 18.1/18.8	SR-60/Nason Street Overcrossing Improvements. In the City of Moreno Valley. Replace existing overcrossing at Nason Street. (Future Consideration of Funding – Resolution E-11-77, October 2011.) <u>Outcome/Output:</u> This project will replace the Nason Street Overcrossing on SR-60 in the City of Moreno Valley, and raise the Nason Street profile.	08-1143 SLPP/11-12 CONST \$1,000,000 0800000594 4CONL 323024	2011-12 304-6060 SLPP 20.20.724.000	\$1,000,000

Memorandum

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: May 23, 2012

Reference No.: 2.5h.
Action Item

From: Norma Ortega
Chief Financial Officer

Prepared by: Steven Keck
Chief
Division of Budgets

Subject: **FINANCIAL ALLOCATION AUGMENTATION FOR LOCAL ASSISTANCE LUMP SUM
FEDERAL FUNDS
RESOLUTION FM-11-02, AMENDING RESOLUTION FM-11-01**

RECOMMENDATION:

The California Department of Transportation (Department) recommends the California Transportation Commission (Commission) approve the resolution below, allocating \$765,671,000 for the Fiscal Year (FY) 2011-12 Local Assistance federal lump sum allocation contingent on passage of a continuing Resolution by Congress through September 30, 2012.

ISSUE:

In September 2011, the Commission passed Resolution FM-11-01, allocating \$713 million of federal funds for FY 2011-12. The initial allocation request was for \$1.43 billion; however, the Commission approved \$713 million; half of the allocation request.

On September 9, 2011, state budget authority for local assistance federal funding (Budget Item 2660-102-0890(1)) was increased by \$52 million for FY 2011-12. At this time, the Department is requesting a contingent allocation for \$765,671,000 (\$52,405,000 increase and \$713,266,000 second half of the original allocation request) of federal funds authorized in the State Budget Act of 2011. On March 30, 2012, Congress authorized continuing resolutions for a 90-day extension through June 30, 2012. The Department is anticipating that Congress will authorize continuing resolutions for the remainder of the federal fiscal year (through September 30, 2012) in the near future.

BACKGROUND:

The Department's Local Assistance Program administers the local assistance subvention budget under delegated authority from the Commission. The Commission provides an annual lump sum allocation consistent with each fiscal year's State Budget Act.

In June 2011, the Commission passed Resolution FM-10-02, allocating \$128 million of state funds for the Department's Local Assistance Program for FY 2011-12. In September 2011, the Commission passed Resolution FM-11-01, allocating \$713 million of federal funds for FY 2011-12.

On September 9, 2011, an increase of \$52,405,000 was authorized for local assistance federal funds (Budget Item 2660-102-0890(1)) for FY 2011-12. The federal lump sum allocation request includes the increase of \$52,405,000 plus the original allocation of \$1,426,531,000, bringing the total amount to \$1,478,936,000.

The Department anticipates all funds allocated by the Commission for FY 2011-12 will be sub-allocated to local projects. The Department estimates a total federal funding need of \$1.48 billion. This includes \$1.26 billion based on the obligation plans received from local agencies and \$222 million for the following programs: Railroad Grade Crossing Protection, Miscellaneous Unassigned Local Programs, and High Priority Projects. Approval of this request is necessary to ensure local agencies can be reimbursed for their project costs in a timely manner.

On March 30, 2012, Congress authorized an additional 90 days of federal funding covering about 270 days (October 1, 2011 through June 30, 2012) for Federal Fiscal Year (FFY) 2011-12. Although not all federal funds have been authorized, the Department is asking the Commission to approve the remaining balance of \$765,671,000. The Department is expecting that Congress will authorize continuing resolutions to cover the remainder of the federal fiscal year through September 30, 2012 (about three months) in the near future.

Page three displays the revised allocation authority by category.

RESOLUTION:

Resolved, that \$765,671,000 be allocated from the Budget Act of 2011, Budget Act Item 2660-102-0890(1), in accordance with the chart below, bringing the total lump sum allocation for the FY 2011-12 Local Assistance subvention budget to \$1,607,249,000.

ALLOCATION OF FUNDS FOR FY 2011-12 LOCAL ASSISTANCE

Dollars in Thousands

	State	Federal	Revised Federal	Total
<u>2660-102-0042(1)</u>				
Surface Transportation Program State Match and Exchange	\$57,849			\$57,849
Bridge Inspection and Scour Evaluation State Match	735			735
Railroad Grade Separation	15,000			15,000
Railroad Grade Crossing Maintenance	2,000			2,000
Misc. Unassigned Local Programs	3,000			3,000
STIP Freeway Service Patrol	25,479			25,479
Safe Routes to School	24,250			24,250
	<hr/>			
Subtotal	\$128,313			\$128,313
<u>2660-102-0890(1)</u>				
Surface Transportation Program		\$207,821	\$431,486	\$431,486
Congestion Mitigation and Air Quality		\$215,062	445,969	445,969
Seismic Bridge Retrofit		\$84,823	169,646	169,646
Highway Bridge Program		\$53,581	127,878	127,878
Bridge Inspection		\$1,320	2,640	2,640
Railroad Grade Crossing Protection		\$5,858	11,716	11,716
Highway Safety Improvement Program		\$25,276	50,552	50,552
High Risk Rural Roads		\$4,113	8,226	8,226
Safe Routes to School		\$10,476	20,953	20,953
Misc. Unassigned Local Programs		\$850	1,700	1,700
High Priority Projects		\$104,085	208,170	208,170
	<hr/>			
Subtotal		\$713,265	\$1,478,936	\$1,478,936
<hr/>				
Total Local Programs	\$128,313		\$1,478,936	\$1,607,249

Memorandum

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: May 23, 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 TRANSIT PROGRAM
PROJECTS OFF THE STATE HIGHWAY SYSTEM (ADVANCEMENT)
RESOLUTION MFP-11-13**

RECOMMENDATION:

The California Department of Transportation recommends the California Transportation Commission allocate \$1,923,000 for one locally administered State Transportation Improvement Program (STIP) Bus Stop Improvements (PPNO 2128A) project in Marin County off the State Highway System programmed in Fiscal Year 12012-13.

ISSUE:

The attached vote list describes one locally administered STIP Transit project programmed in Fiscal Year 2012-13 totaling \$1,923,000. The local agency is ready to proceed with this project and is requesting an allocation at this time.

FINANCIAL RESOLUTION:

Resolved, that \$1,923,000 be allocated from the Budget Act of 2010, Budget Act Item 2660-101-0046 for one locally administered STIP Transit project described on the attached vote list.

Attachment

2.6 Mass Transportation Financial Matters

Project # Allocation Amount Recipient RTPA/CTC District-County	Project Title Project Description	Dist-PPNO Program / Year Programmed: Phase Prgm'd Amount Project ID Adv Phase EA	Budget Year Item # Fund Type Program Code	Amount by Fund Type
2.6a.(2) Locally Administered STIP Transit Projects (ADVANCEMENT)		Resolution MFP-11-13		
1 \$1,923,000 Marin County Transit District MTC 04-Marin	Bus Stop Improvements. 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 \$1,923,000 0412000400 S T250TB	2010-11 101-0046 PTA 30.10.070.625	\$1,923,000

Memorandum

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: May 23, 2012

Reference No.: 2.5d.(1)
Action Item

From: NORMA ORTEGA
Chief Financial Officer

Prepared by: Kurt Scherzinger
Acting Division Chief
Transportation Programming

Subject: **ALLOCATION FOR PROJECTS WITH COSTS GREATER THAN 120 PERCENT OF THE PROGRAMMED AMOUNT RESOLUTION FP-11-59**

RECOMMENDATION:

The California Department of Transportation (Department) recommends that the California Transportation Commission allocate \$11,500,000 for one State Highway Operation and Protection Program (SHOPP) project identified below.

ISSUE:

Funds are needed for one programmed project in order to advertise the construction contract.

RESOLUTION:

Resolved, that \$11,500,000 be allocated from the Budget Act of 2011, Budget Act Item 2660-302-0042 and 2660-302-0890, to provide funds for the project identified below.

<u>Project</u>	<u>Dist-Co-Rte</u>	<u>Original Programmed Amount</u>	<u>Current Programmed Amount</u>	<u>Program Adjustment</u>	<u>Revised Programmed Amount</u>	<u>% Increase Above Current Programmed Amount</u>
1	02-Sha-299	\$8,866,000	\$8,866,000	\$2,634,000	\$11,500,000	30.0%

Project # Allocation Amount County Dist-Co-Rte Postmile	Location Project Description	PPNO Program/Year Prgm'd Amount Project ID Adv Phase EA	Budget Year Item # Fund Type Program Code	Amount by Fund Type
2.5d.(1) Allocations for Projects with Cost Increases Greater than 120 Percent				Resolution FP-11-59
1 \$11,500,000 Shasta 02-Sha-299 4.3/5.5	Near Redding, from 4.3 to 5.5 miles east of the Trinity County line. <u>Outcomes/Outputs:</u> Improve roadway geometrics, widen shoulder, improve super-elevation rates and transitions, increase stopping sight distance, and increase clear recovery zone.	02-3422 SHOPP/11-12 \$8,866,000 0200000216 4 2E5104	2011-12 302-0042 SHA 302-0890 FTF 20.20.201.010	\$230,000 \$11,270,000

RECOMMENDATION:

The Department recommends that this request for \$11,500,000 be approved to allow this project to be advertised.



PROJECT DESCRIPTION:

This project is in Shasta County, near Redding, from 4.3 to 5.5 miles east of the Trinity County Line. This project will improve roadway geometrics, widen the paved shoulders to improve the super-elevation rates and transitions, increase stopping sight distance and increase clear recovery zone.

FUNDING STATUS:

This project is currently programmed in the 2010 SHOPP for \$8,866,000. This request for \$11,500,000 is an increase of 30 percent above the programmed amount.

During project development, negotiations were initiated with Humboldt County Association of Governments (HCOG) to apply \$1,500,000 of the Safe, Accountable, Flexible and Efficient Transportation Act: A Legacy for Users High Priority Project (HPP) funding to add a downhill truck lane as part of this contract to improve traffic operations. The total current construction capital cost estimate is \$12,994,000, which includes \$11,500,000 of SHOPP funding for the safety improvements and \$1,500,000 in HPP funding for the downhill truck lane.

REASON FOR INCREASE:

The cost increase is primarily due to increases in paving, earthwork, and structures items:

- Additional striping, pavement markers, metal beam guardrail, aggregate base and shoulder backing have increased as a result of the extension of the soft median (4-ft wide rumble strip) at both ends of the project in order to provide consistency with other projects throughout the Buckhorn Corridor. This added \$662,700 to the cost of the project.
- The structures cost at the Planning Phase was based on estimated lengths of the two large drainage structures and a reasonable per foot cost. As the Plans, Specifications, and Estimate (PS&E) were refined, the size and type of culverts were determined and quantities and cost estimates increased. This added \$598,000 to the cost of the project.
- During the Design Phase, additional length of the soft median was added to the project in order to provide consistency with other projects throughout the Buckhorn Corridor. This increased the pavement quantities. This added \$510,000 to the cost of the project.
- The unit price of hot mix asphalt continues to increase, as well as the Asphalt Price Index fluctuation. This added \$316,000 to the cost of the project.
- The Planning document estimated the earthwork quantity at 485,000 cubic yards based on preliminary designs using a surface model created from aerial surveys completed more than 15 years ago. As part of this project, the aerial surveys were supplemented with ground surveys to more accurately depict the existing topography. In addition, the rock fall catchment area was increased per final Geotech recommendations received late in the design process. The final design increased the earthwork quantity to 608,000 cubic yards. This added \$232,000 to the cost of the project.
- Costs that are based on a percentage of item costs, including Mobilization and Contingency, have increased as the item costs increased. This added \$219,500 to the cost of the project.
- State Furnished Items, including \$10,000 for “Traffic Management Plan”, \$55,000 for Resident Engineer’s Office”, and \$30,000 for re-vegetation were not included in the initial estimates. This added \$95,000 to the cost of the project.

FUNDING OPTIONS:

OPTION A: Approve this request, as represented above, for \$11,500,000 to allow this project to be advertised.

OPTION B: Deny this request and direct the Department to adjust the project to remain within the programmed amount. The Department has considered this option and determined that reducing the scope of work on this project, and executing another project to complete the deleted work later, would result in greater costs and more disruption to the traveling public.

RECOMMENDED OPTION

The Department recommends that this request for \$11,500,000, as presented in Option A above, be approved to allow this project to be advertised.

Memorandum

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: May 23, 2012

Reference No.: 2.5d.(2)
Action Item

From: NORMA ORTEGA
Chief Financial Officer

Prepared by: Kurt Scherzinger
Acting Division Chief
Transportation Programming

Subject: **ALLOCATION FOR PROJECTS WITH COSTS GREATER THAN 120 PERCENT OF THE PROGRAMMED AMOUNT RESOLUTION FA-11-60**

RECOMMENDATION:

The California Department of Transportation (Department) recommends that the California Transportation Commission allocate \$1,797,000 for one State Highway Operation and Protection Program (SHOPP) project identified below.

ISSUE:

Funds are needed for one programmed project in order to advertise the construction contract.

RESOLUTION:

Resolved, that \$1,797,000 be allocated from the Budget Act of 2011, Budget Act Items 2660-302-0042 and 2660-302-0890, to provide funds for the project identified below.

<u>Project</u>	<u>Dist-Co-Rte</u>	<u>Original Programmed Amount</u>	<u>Current Programmed Amount</u>	<u>Program Adjustment</u>	<u>Revised Programmed Amount</u>	<u>% Increase Above Current Programmed Amount</u>
1	05-SB-101	\$1,395,000	\$1,395,000	\$402,000	\$1,797,000	28.8%

Project # Allocation Amount County Dist-Co-Rte Postmile	Location Project Description	PPNO Program/Year Prgm'd Amount Project ID Adv Phase EA	Budget Year Item # Fund Type Program Code	Amount by Fund Type
2.5d.(2) Allocations for Projects with Cost Increases Greater than 120 Percent		Resolution FP-11-60		
1 \$1,797,000 Santa Barbara 05-SB-101 55.0	Near Buellton, at Nojoqui Creek Bridge No 51-75 R/L. <u>Outcomes/Outputs:</u> Replace and upgrade damaged railings on both bridges. Also replace joint seals and approach slabs. The existing railing was partially destroyed by a truck collision on January 12, 2012.	05-2350 SHOPP/11-12 \$1,395,000 0512000046 4 1A9704	2011-12 302-0042 SHA 302-0890 FTF 20.20.201.131	\$36,000 \$1,761,000

RECOMMENDATION:

The Department recommends that this request for \$1,797,000 be approved to allow this project to be advertised.



PROJECT DESCRIPTION:

This project is located in Santa Barbara County near Buellton at Nojoqui Creek Bridge (No. 51-0075R/L). The project will replace and upgrade inside and outside bridge railing on both northbound and southbound bridges. The project will also replace the bridge joint seals, replace the approach slabs, and remove and replace an existing overlay on the bridge approaches.

The project is a result of a January 12, 2012, collision in which a tractor-trailer truck crashed into the northbound inside bridge railing through to the southbound structure before falling into the canyon. The collision destroyed 150 feet of northbound bridge railing and an additional 60 feet of inside bridge railing on the southbound bridge. This event received national media news coverage related to rescue efforts of the occupants of a secondary vehicle by emergency responders, a US Navy Seabee crew, and assisted by Caltrans Maintenance crews.

Short term repairs were made using sections of temporary concrete railing (Type K) immediately after the incident to shield the barrier gaps and allow the bridges to be reopened to traffic. The follow-up project discussed here provides permanent restoration.

FUNDING STATUS:

This project was amended and programmed in the 2010 SHOPP on February 6, 2012, for a capital construction cost of \$1,395,000.

REASONS FOR COST INCREASE:

The initial programming cost of the project was based on the damage assessment document prepared in part at the incident site immediately after the collision occurred. Assumptions at that time did not include items later determined to be necessary once the detailed project design developed. These additional items were added to the project for increased safety. Tubular bicycle railing was added and is necessary because bicycle travel is allowed along this section of Route 101 expressway as currently there does not exist a parallel alternate route for cyclists. Tubular bicycle railing is placed on the top of concrete bridge railing to prevent bicyclist falls over the barrier. Moreover, additional portable changeable message signs were determined necessary to safely direct motorists during project construction activities. Furthermore, overlay removal and replacement was determined necessary to eliminate a sharp drop/bump in the paved surface at the beginning and end of each bridge during construction. This would increase traveler safety as this section of roadway is on a curve with narrow shoulders. The mobilization work item is a percentage of total project cost and therefore increases with the overall project. These additional items add \$402,000 to the cost of the project.

FUNDING OPTIONS:

OPTION A: Approve this request as presented above for \$1,797,000 to allow this project to be advertised.

OPTION B: Deny this request and direct the Department to adjust the project to remain within the programmed amount. The Department has considered this option and determined that reducing the scope of work on this project, and executing another project to complete the deleted work later, would result in greater costs and more disruption to the traveling public.

RECOMMENDED OPTION:

The Department recommends that this request for \$1,797,000, as presented in Option A above, be approved to allow this project to be advertised.

Memorandum

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: May 23, 2012

Reference No.: 2.1c.(1d)/2.5e(2)
Action Item

From: NORMA ORTEGA
Chief Financial Officer

Prepared by: Kurt Scherzinger
Acting Division Chief
Transportation Programming

Subject: **ALLOCATION FOR SUPPLEMENTAL FUNDS FOR PREVIOUSLY VOTED PROJECTS AND CORRIDOR MOBILITY IMPROVEMENT ACCOUNT BASELINE AMENDMENT RESOLUTION CMIA-PA-1112-040, AMENDING CMIA-PA-1011-11 RESOLUTION FA-11-23**

RECOMMENDATION:

The Department of Transportation (Department) recommends that the California Transportation Commission (Commission) allocate an additional \$1,815,000 in Regional Improvement Program (RIP) funds and amend the Proposition 1B Corridor Mobility Improvement Account (CMIA) baseline agreement to update the project funding plan for the Route 101 HOV Lanes – Wilfred project (PPNO 0781E) in Sonoma County.

ISSUE:

Additional funds from the project contingency reserve are needed for this previously allocated CMIA project in order to complete construction. In addition, the CMIA baseline is proposed to be amended to update the project funding plan that will reflect the addition of these funds.

PROJECT DESCRIPTION:

The project is located in Rohnert Park, on Route 101 from south of Wilfred Avenue to Santa Rosa Avenue. The project will construct high occupancy vehicle lanes.

BACKGROUND AND FUNDING STATUS:

The Commission allocated \$41,700,000 of CMIA funds and \$6,500,000 of Proposition 1B State Transportation Improvement Program (STIP) Augmentation funds in September 2008. The construction contract was awarded in March 2009 with an authorized budget of \$44,160,000, which was comprised of \$27,680,000 CMIA, \$6,500,000 STIP Augmentation, and \$9,980,000 of local funds). The Commission de-allocated a total of \$14,020,000 of CMIA funds in June 2010 and September 2011.

It is expected that construction will be completed in November 2012. An additional \$1,815,000 is needed to complete construction.

REASONS FOR COST INCREASE:

- Due to higher oil costs since December 2008, the adjustments for asphalt price index fluctuation payments will exceed the funds allotted for asphalt price index fluctuations. The statewide paving index was 199.4 in December 2008 whereas as of March 2012 the index is 669.8. The index increased 100 points from February 2011 to September 2011. Assuming the index increases another 100 points by the time the asphalt paving operations start in September 2012, the adjustment to the contractor is estimated to be about \$874,000.
- Additional requirements have been imposed by the State Regional Water Quality Control Board, effective July 1, 2010. This project is in a highly sensitive area adjacent to the Laguna de Santa Rosa Creek. It is estimated that an additional \$200,000 will be needed for Storm Water Pollution Protection Program work.
- It is estimated that it will cost \$200,000 to repair damage to Commerce Boulevard caused by detours during construction.
- Various bid item quantities have increased, resulting in a cost increase of \$150,000.

In order to provide contingencies for the remainder of construction, the Department requests an additional \$391,000, which 20 percent of the original contingencies of \$1,956,271.

The sum of the above items is \$1,815,000.

FUNDING OPTIONS:

OPTION A: Approve this request for supplemental funds, as presented above, for \$1,815,000 to complete construction.

OPTION B: Deny this request and delete open graded asphalt paving, landscaping and traffic operations system elements from the contract scope.

RECOMMENDED OPTION:

The Department recommends that this request of \$1,815,000, as presented in Option A above, be approved to complete construction.

Project	Dist-Co-Rte	Original Allocated Amount	Original Award Amount	Current Allocation	Allocation Adjustment	Revised Allocation	% Increase Above Current Allocation
1	04-Son-101	\$58,710,000	\$44,160,000	\$44,160,000	\$1,815,000	\$45,975,000	4.1%

Project # Allocation Amount Recipient RTPA/CTC Dist-Co-Rte Postmile	Project Title Location Project Description	PPNO Budget Year Fund Type Program Codes Project ID	State Federal Current Amount by Fund Type	State Federal Additional Amount by Fund Type	State Federal Revised Amount by Fund Type
2.5e.(2). Financial Allocation Amendment for a Multi Funded CMIA/ARRA Project-Supplemental Funds					
Resolution FA-11-23					
1 \$1,815,000 Department of Transportation MTC 04N-Son-101 13.9/15.5	Route 101 HOV Lanes – Wilfred Project. In Rohnert Park, on Route 101 from south of Wilfred Avenue to Santa Rosa Avenue. Widen from 4 to 6 lanes for high occupancy vehicle (HOV) lanes. Project scope is consistent with Resolution CMIA- PA-0708-010 approved on May 29, 2008. (Contributions from other sources: \$9,980,000.) Supplemental Funds are needed to complete construction. <u>Outcome/Outputs:</u> The daily vehicle hours of delay saved is expected to be about 2,840 hours. Total Revised Amount: \$45,975,000	04-0781E 2008-09 304-6055 CMIA 20.20.721.000 2008-09 304-6058 TFA 20.20.075.600 2010-11 304-6058 TFA 20.20.075.600 0400000391	\$27,680,000 \$6,500,000	\$1,815,000	\$27,680,000 \$6,500,000 \$1,815,000

RESOLUTION:

Resolved, that \$1,815,000 be allocated from the Budget Act of 2011, Non Budget Act Item 2660-304-6058, to provide additional funds for the project identified below, and that the Corridor Improvement Mobility Account Baseline Agreement be amended as shown on the following page:



REVISE: Route 101 HOV Lanes – Wilfred project (PPNO 0781E)

County	District	PPNO	EA	Element	Const. Year	PM Back	PM Ahead	Route/Corridor					
Sonoma	4	0781E	129651	CO	2008-09	13.9	15.5	101					
Implementing Agency: (by component)	PA&ED	Department				PS&E	Department						
	R/W	Department				CON	Department						
RTPA/CTC:	Metropolitan Transportation Commission												
Project Title:	US 101 HOV Lanes - Wilfred												
Location:	In Rohnert Park, from south of Wilfred Avenue to Santa Rosa Avenue.												
Description:	Widen from 4 to 6 lanes for high occupancy vehicle (HOV) lanes and construct a new UC to link Wilfred Ave. to Golf Course Drive.												
(DOLLARS IN THOUSANDS)													
FUND	TOTAL	Project Totals by Fiscal Year						Project Totals by Component					
		Prior	12/13	13/14	14/15	15/16	16/17	R/W	CON	PA&ED	PS&E	R/W Supp	CON Supp
GF RIP													
Existing	7,265	7,265								5,018	1,597	650	
Change	0	0								0	0	0	
Proposed	7,265	7,265								5,018	1,597	650	
RIP													
Existing	21,007	21,007						2,300	6,500		6,507	700	5,000
Change	1,815	1,815						0	1,815		0	0	0
Proposed	22,822	22,822						2,300	8,315		6,507	700	5,000
State Bond - Corridor Mobility Improvement Account													
Existing	29,280	29,280							27,680				1,600
Change	0	0							0				0
Proposed	29,280	29,280							27,680				1,600
Local Funds													
Existing	14,910	14,910						4,930	9,980				
Change	0	0						0	0				
Proposed	14,910	14,910						4,930	9,980				
Total													
Existing	72,462	72,462						7,230	44,160	5,018	8,104	1,350	6,600
Change	1,815	1,815						0	1,815	0	0	0	0
Proposed	74,277	74,277						7,230	45,975	5,018	8,104	1,350	6,600

Memorandum

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: May 23, 2012

Reference No.: 2.5e.(1)
Action Item

From: NORMA ORTEGA
Chief Financial Officer

Prepared by: Kurt Scherzinger
Acting Division Chief
Transportation Programming

Subject: **ALLOCATION FOR SUPPLEMENTAL FUNDS FOR PREVIOUSLY VOTED PROJECT
RESOLUTION FA-11-22**

RECOMMENDATION:

The California Department of Transportation (Department) recommends that the California Transportation Commission allocate an additional \$380,000 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 close out the construction contract.

RESOLUTION:

Resolved, that \$380,000 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>Original Award Amount</u>	<u>Current Allocation</u>	<u>Allocation Adjustment</u>	<u>Revised Allocation</u>	<u>% Increase Above Current Allocation</u>
1	04-Ala-238	\$16,603,000	\$16,920,000	\$18,463,300	\$380,000	\$18,843,300	2.1%

PROJECT DESCRIPTION:

This project is located in Alameda County near San Leandro from Route 880 to Route 580. The 2000 Pavement Management Survey revealed that the existing pavement on Route 238 exhibited defects such as patching, moderate alligator cracking and faulting. The need to rehabilitate Route 238 was first identified in the Project Scope Summary Report approved in 2001 by the Department using Long Life Pavement (LLP) strategy. Citing budgetary constraints, it was later down scoped to standard rehabilitation strategy in 2003. This project was combined with the Route 238 widening project sponsored by Alameda County Transportation Improvement Authority (ACTIA). The combined projects were delivered as one contract in the I-238 widening and rehabilitation project.

FUNDING STATUS:

The SHOPP project was voted in February 2006 for \$16,603,000, combined with a widening project (funded by STIP, SAFETEA-LU, Measure B and ACTIA) for construction and awarded for \$100,500,000 with SHOPP total share of \$16,920,000. The project is now complete, but there are insufficient funds to close out the contract. An additional \$380,000 in supplemental funds is needed to close out the contract and results in an overall increase of 2.1 percent over the current allocation.

REASONS FOR COST INCREASE:

The contractor filed a complaint at the completion of construction for \$18,000,000. The claims were based on inefficiencies of the contract documents, contract change orders (CCOs), and interest payment. The claims were settled for \$8,000,000. The final total SHOPP obligation was determined at \$18,843,000. Amendment No. 4 to the cooperative agreement with ACTIA was executed on November 9, 2011, to increase the State's contribution from the SHOPP to \$18,843,000. However, the maximum delegated allocation available, taking into account G-12 allocation adjustment, is \$18,463,000, a difference of \$380,000. Subsequent to approval of the amendment to the cooperative agreement, a mathematical error was made by the Department in calculating the remaining G12 adjustment authority.

FUNDING OPTIONS:

OPTION A: Approve this request for supplemental funds, as presented above, for \$380,000 to allow the close-out of this construction contract.

OPTION B: Deny this request and direct the Department to find another source of funding. The Department has considered this option and determined that there are no other known sources of State funds available to cover the requested amount.

RECOMMENDED OPTION:

The Department recommends that this request for \$380,000, as presented in Option A above, be approved to allow the close-out of this project.

Memorandum

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: May 23, 2012

Reference No.: 2.5e.(3)
Action Item

From: NORMA ORTEGA
Chief Financial Officer

Prepared by: Kurt Scherzinger
Acting Division Chief
Transportation Programming

Subject: **ALLOCATION FOR SUPPLEMENTAL FUNDS FOR PREVIOUSLY VOTED PROJECTS**
RESOLUTION FA-12-24

RECOMMENDATION:

The Department of Transportation (Department) recommends that the California Transportation Commission (Commission) allocate an additional \$673,000 for the Route 1 Widening for Merge Lanes project (PPNO 0542F) in Santa Cruz County.

ISSUE:

Additional funds are needed for one previously voted State Transportation Improvement Program (STIP) project in order to close out the construction contract.

RESOLUTION:

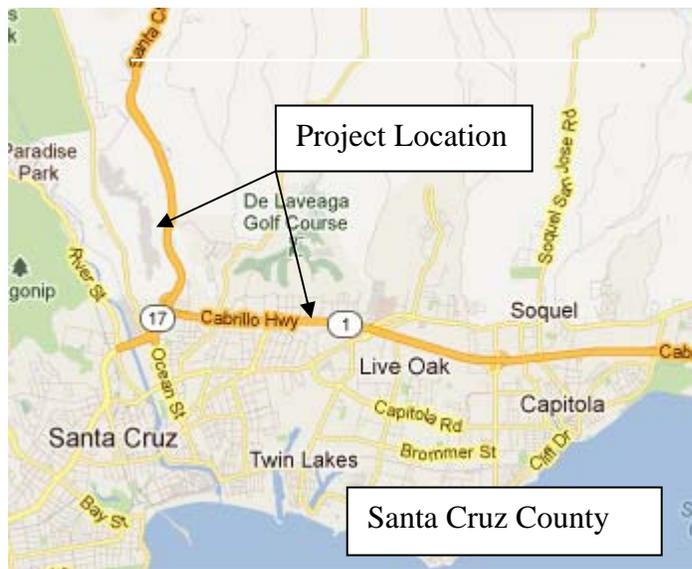
Resolved, that \$673,000 be allocated from the Budget Act of 2011, Budget Act Items 2660-301-0042 and 2660-301-0890, to provide additional funds for the project identified below.

Project	Dist-Co-Rte	Original Allocated Amount	Original Award Amount	Current Allocation	Allocation Adjustment	Revised Allocation	% Increase Above Current Allocation
1	05-SCr-1	\$47,787,000	\$47,720,000	\$53,411,000	\$673,000	\$54,084,000	1.3%

Project # Allocation Amount Recipient RTPA/CTC Dist-Co-Rte Postmile	Project Title Location Project Description	PPNO Budget Year Fund Type Program Codes Project ID	State Federal Current Amount by Fund Type	State Federal Additional Amount by Fund Type	State Federal Revised Amount by Fund Type
2.5e.(3) Supplemental Funds for Previously Voted Projects					Resolution FA-11-24
1 \$673,000 Department of Transportation <u>Santa Cruz LTC</u> Santa Cruz 05N-SCr-1 15.8/17.6	Route 1 Widening. In the city of Santa Cruz, on Route 1 from Morrissey Boulevard to River Street and Route 17 from Ocean Street to Pasatiempo overcrossing. Widen from four to six lanes and construct concrete barrier and sound walls. Final Project Development: N/A Final Right-of-Way : N/A (Contributions from other sources: \$2,024,000.) Supplemental Funds are needed to complete construction. Total Revised Amount: \$54,084,000	05-0542F 2005-06 801-3008 TIF 20.20.075.600 2006-07 801-3008 TIF 20.20.075.600 2010-11 301-0042 SHA 301-0890 FTF 20.20.075.600 050000479	\$45,245,000 \$5,532,000	\$77,000 \$596,000	\$45,245,000 \$5,532,000 \$77,000 \$596,000

RECOMMENDATION:

The Department recommends that this request for \$673,000 be approved to allow the Department to closeout the construction contract.



PROJECT DESCRIPTION:

The project is located in and near the city of Santa Cruz, on Route 1 from Morrissey Boulevard to River Street, and on Route 17 from Ocean Street to the Pasatiempo Overcrossing. The project was to construct auxiliary lanes at various locations.

FUNDING STATUS:

The Commission allocated \$40,012,000 of Regional Improvement Program (RIP) funding for this project in September 2005. The construction contract was awarded in March 2006 with an authorized budget of \$48,545,000, which was comprised of \$45,245,000 RIP and \$3,300,000 Retrofit Soundwall Program funds. A supplemental RIP allocation of \$4,866,000 was approved in April 2007, increasing the project budget to \$53,411,000.

The construction contract was accepted by the Department in October 2008; however, an additional \$673,000 is needed to closeout the construction contract.

REASONS FOR COST INCREASE:

The project plans called for cast-in-drilled-hole piles with steel casings. The contractor drilled to the depth shown on the plans but did not reach bedrock. The Department issued a change order to extend the steel pile casings to bedrock. The April 2007 supplemental RIP allocation provided funding to extend the steel pile casings to bedrock. Due to a lack of appropriate casing material, the Department subsequently revised its change order and directed the contractor to extend the piles to bedrock without casing. This change required the contractor to place concrete, dewater, and control caving in partially uncased holes. The contractor filed a claim related to the cast-in-drilled-hole pile work for \$3,926,886. The Department denied the claim on the basis that the contract provisions specifically stated that additional compensation for work associated with ground water at the sites would not be allowed. The case subsequently went to arbitration.

On March 14, 2012, an arbitrator found in favor of the contractor in the amount of \$2,369,804.19. In addition, the Department must pay interest in the amount of \$320.69 per day from March 15, 2012 until paid. Assuming the Department will be able to make the final payment by July 15, 2012, the accrued interest will be approximately \$39,000, bringing the total judgment to approximately \$2,409,000, of which the unfunded need will be approximately \$673,000.

FUNDING OPTIONS:

OPTION A: Approve this request for supplemental funds, as presented above, for \$673,000 to closeout the construction contract.

OPTION B: Deny this request and not meet the State's legal obligations.

RECOMMENDED OPTION:

The Department recommends that this request of \$673,000, as presented in Option A above, be approved to closeout the construction contract.

Memorandum

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: May 23, 2012

Reference No.: 2.8a.(1)
Action Item

From: NORMA ORTEGA
Chief Financial Officer

Prepared by: Denix D. Anbiah
Division Chief
Local Assistance

Subject: **REQUEST TO EXTEND THE PERIOD OF PROJECT ALLOCATION FOR
LOCALLY-ADMINISTERED STIP PROJECTS, PER STIP GUIDELINES
WAIVER-12-19**

RECOMMENDATION:

The Department of Transportation (Department) recommends the California Transportation Commission (Commission) extend the period of project allocation for the projects listed on the attached document for the time periods shown.

ISSUE:

The attached document identifies 10 projects totaling \$8,937,000 that are programmed in the State Transportation Improvement Program (STIP) for delivery in Fiscal Year 2011-12. The agencies will not be able to request an allocation of funds by the June 30, 2012 deadline. The attachment shows the details of the projects and the explanation for the delays. The project sponsors are requesting extensions, and the regional planning agencies concur.

BACKGROUND:

Current STIP Guidelines adopted by the Commission stipulate that funds that are programmed for all components of local grant projects or for Department construction costs 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 one time only for up to 20 months in accordance with Section 14529.8 of the Government Code.

Attachment

Time Extension/Waiver – Project Allocation Deadline
 Local Streets and Roads Projects

Project #	Applicant County PPNO Project Description Reason for Project Delay	Extension Amount (\$ in thousands) PA&ED (Project Approval & Environment Document) PS&E (Plans, Specifications & Estimates) ROW (Right of Way) CON (Construction) TOTAL	Number of Months Requested Extended Deadline CT Recommendation
1	County of Lake Lake County PPNO: 1-3032R South Main Street Rehabilitation project, TE	\$0 \$500 \$364 \$0 \$864	12 Months 6/30/2013 Support
<p>The County of Lake (County) is requesting a 12-month extension to the period of project allocation for the plans, specifications & estimate (PS&E) and right of way (ROW) phases of the South Main Street Rehabilitation TE project. The County has experienced delays in the development of the Environmental Document (ED) due to unforeseen issues regarding the State Historic Preservation Office (SHPO); and consequently, cannot proceed with the PS&E and ROW phases of the project. This project is part of a combined corridor improvement project with Project 2 below (PPNO 01-3033R).</p> <p>The time delay in the environmental clearance phase is due to major scope changes related to the development, review and approval of the Historic Preservation Treatment Plan (HPTP), Environmental Sensitive Areas action plan and the Memorandum of Agreement (MOA) required for the completion of the ED. Approximately 12 additional months have been added to the project schedule to accommodate the required changes in scope and additional time for review and approval by the SHPO. The draft MOA and HPTP were submitted by California Department of Transportation (Department) to the SHPO in August 2011 with review scheduled for completion in October 2011. By October the team learned that the SHPO review was going to begin. SHPO comments were received by the Department in February 2012 and shared with the team in March 2012.</p> <p>The County anticipates obtaining NEPA approval by January 2013 and CEQA approval by March 2013. The County estimates that allocation requests for PS&E and ROW will be submitted by April 2013. Therefore, the County is requesting a 12-month extension to June 2013 to complete the project allocation and to account for any unforeseen circumstances.</p>			
2	County of Lake Lake County PPNO: 01-3033R Soda Bay Road Rehabilitation project, TE	\$0 \$310 \$242 \$0 \$552	12 Months 6/30/2013 Support
<p>The County of Lake (County) is requesting a 12-month extension to the period of project allocation for the plans, specifications & estimate (PS&E) and right of way (ROW) phases of the Soda Bay Road Rehabilitation TE project. The County has experienced delays in the development of the Environmental Document (ED) due to unforeseen issues regarding State Historic Preservation Office (SHPO); and consequently, cannot proceed with the PS&E and ROW phases of the project. The project is part of a combined corridor improvement project with Project 1 above (PPNO 01-3032R) and shares the same time delay issues.</p> <p>The time delay in the environmental clearance phase is due to major scope changes related to the development, review and approval of the Historic Preservation Treatment Plan (HPTP), Environmental Sensitive Areas action plan and the Memorandum of Agreement (MOA) required for the completion of the ED. Approximately 12 additional months have been added to the project schedule to accommodate the required changes in scope and additional time for review and approval by the SHPO. The draft MOA and HPTP were submitted by California Department of Transportation (Department) to the SHPO in August 2011 with review scheduled for completion in October 2011. By October the team learned that the SHPO review was going to begin. SHPO comments were received by the Department in February 2012 and shared with the team in March 2012.</p> <p>The County anticipates obtaining NEPA approval by January 2013 and CEQA approval by March 2013. The County estimates that allocation requests for PS&E and ROW will be submitted by April 2013. Therefore, the County is requesting a 12-month extension to June 2013, to complete the project allocation and to account for any unforeseen circumstances.</p>			

Time Extension/Waiver – Project Allocation Deadline
 Local Streets and Roads Projects

Project #	Applicant County PPNO Project Description Reason for Project Delay	Extension Amount (\$ in thousands) PA&ED (Project Approval & Environment Document) PS&E (Plans, Specifications & Estimates) ROW (Right of Way) CON (Construction) TOTAL	Number of Months Requested Extended Deadline CT Recommendation
3	County of Modoc Modoc County PPNO: 02-2481 County Road 54 Realignment project, TE	\$0 \$0 \$0 \$90 \$90	20 Months 02/28/2014 Support
<p>The County of Modoc (County) is requesting a 20-month extension to the period of project allocation for the construction phase of the County Road 54 Realignment TE project. The County has experienced unforeseen delays with environmental processes and approvals for the NEPA clearance with FHWA and the Bureau of Land Management (BLM), and consequently cannot proceed with the construction phase of the project.</p> <p>The project is partially located on the BLM lands, triggering an additional and separate NEPA and right-of-way (ROW) process. Coordination with the BLM, including archaeological studies and NEPA documentation is in progress. The FHWA NEPA is anticipated to take an additional three months and is expected to be completed by September 2012. The separate BLM's NEPA process is anticipated to take six months longer than the FHWA NEPA, and is expected to be completed by February 2013. The ROW process involves acquiring an easement(s) granting access to the County and its contractors.</p> <p>The County anticipates the NEPA processes to be completed by February 2013, and the ROW process with the BLM is anticipated to be completed by February 2014. Therefore, the County is requesting a 20-month time extension to February 28, 2014, for the allocation of the funds programmed for construction.</p>			

Time Extension/Waiver – Project Allocation Deadline
 Local Streets and Roads Projects

Project #	Applicant County PPNO Project Description Reason for Project Delay	Extension Amount (\$ in thousands) PA&ED (Project Approval & Environment Document) PS&E (Plans, Specifications & Estimates) ROW (Right of Way) CON (Construction) TOTAL	Number of Months Requested Extended Deadline CT Recommendation
4	County of Sacramento Sacramento County PPNO: 03-3190 Old Town Florin Streetscape Improvement project	\$0 \$0 \$0 \$2,346 \$2,346	12 Months 06/30/2013 Support
<p>The County of Sacramento (County) is requesting a 12-month extension to the period of project allocation for the construction phase of the Old Florin Town Streetscape Improvement project. The County has experienced delays due to the scope of the environmental studies and right-of-way issues, due to unforeseen issues regarding the State Historic Preservation Office (SHPO), which has resulted in a significant number of parcels added to the project scope.</p> <p>The original milestone target date for environmental clearance was August 2010. In 2010, the County’s Department of Environmental Review and Assessment prepared an Initial Study/Mitigated Negative Declaration (ISIMND) pursuant to CEQA Guidelines. The ISIMND was completed and circulated on January 6, 2011, and the project was heard before the Board of Supervisors and approved (along with CEQA findings) on May 24, 2011. In June 2011, a technical report was prepared and submitted to the SHPO that documented area resources, delineated a proposed Area of Potential Effects, and determined resource eligibility. SHPO determined that one historical district and several individual properties were eligible for listing in the National Register. To comply with the Secretary of the Interior’s Standards for the Treatment of Historic Properties, the project was redesigned. An Environmental Assessment was then prepared, pursuant to NEPA, using the new design. Subsequently, a Categorical Exclusion for NEPA was prepared and approved by California Department of Transportation on December 19, 2011. The new environmental document will require construction easements from twenty-eight parcels, which will take approximately 12 months to complete. Therefore, the County is requesting a 12-month time extension to June 30, 2013, for the allocation of funds programmed for construction.</p>			
5	City of San Jose Santa Clara County PPNO: 04-9035H Lower Guadalupe River Trail: Tasman Dr. Underpass project	\$0 \$0 \$0 \$660 \$660	12 Months 06/30/2013 Support
<p>The City of San Jose (City) is requesting a 12-month extension to the period of allocation for the construction of the Lower Guadalupe River Trail: Tasman Dr Underpass project (Under-Crossing). The Project overlaps the Lower Guadalupe River Trail (River Trail) (SCL050081) project. The Under-Crossing project is the subject of this time extension request and is a component of the River Trail. The City is proposing to sequence construction for these two projects to minimize impact to the public.</p> <p>The City has prepared the necessary NEPA environmental studies and completed construction documents to build the Under-Crossing. The City seeks to delay construction of the Under-Crossing because of its scheduled impact to the larger 6.4-mile River Trail project. The River Trail is developed upon the existing levee structures and is not subject to a seasonal closure. The Under-Crossing requires construction work to occur within the channel and would be subject to seasonal closures. Constructing the River Trail and Under-Crossing independently eliminates the risk of closing the entire 6.4 mile trail system for a prolonged and seasonally-required closure along one of the region’s most important bicycle commuter routes.</p> <p>Extending the construction closure period to beyond 12 months creates a negative impact to recreational users and poses an economic impact by limiting a commuting route for persons working in Silicon Valley. Construction of the River Trail is expected to be completed by May 2013. The City seeks to stage the Under-Crossing for immediate implementation thereafter. The City is requesting a 12-month time extension to June 30, 2013, for the allocation of funds programmed for construction.</p>			

Time Extension/Waiver – Project Allocation Deadline
 Local Streets and Roads Projects

Project #	Applicant County PPNO Project Description Reason for Project Delay	Extension Amount (\$ in thousands) PA&ED (Project Approval & Environment Document) PS&E (Plans, Specifications & Estimates) ROW (Right of Way) CON (Construction) TOTAL	Number of Months Requested Extended Deadline CT Recommendation
6	City of Marina Monterey County PPNO: 05-2297 Imjin Parkway Class II Bike Lane project, TE	\$0 \$0 \$0 \$2,000 \$2,000	12 Months 6/30/2013 Support
<p>The City of Marina (City) is requesting a 12-month extension to the period of project allocation for the construction of the Imjin Parkway Class II Bike Lane project. The City has experienced delays due to unforeseen environmental studies required for NEPA approval.</p> <p>The City originally anticipated receiving NEPA approval by April 2012. The scope of the environmental studies revealed a soil disturbance after completion of the project's design. The City notified the California Department of Transportation (Department) of the ground disturbance and on November 21, 2011, and then the City received the Preliminary Environmental Studies (PES). The PES revealed that a biological study and a cultural resource study were necessary for the project's area of potential impact.</p> <p>Due to requests for proposals for biological and cultural resource consultants, the consultant selection process, City Council approval, and processing of the consultant contract, the biological survey schedule was delayed from April to July 2011. As a result, the April 2012 deadline for completing the NEPA documents was not feasible. The plant survey is now scheduled for completion in July 2012. The Department will submit the studies to the United States Fish and Wildlife Service (USFWS) for review and approval, which will take about 135 days. The City estimates that upon receipt of the USFWS approval, the Department will be able to prepare a NEPA document by February 2013. To allow for any unforeseen issues, the City is adding a four-month contingency, but the City is committed to allocate construction funds as early as possible. Therefore, the City is requesting a 12-month time extension to June 30, 2013.</p>			
7	City of Los Angeles Los Angeles County PPNO: 07-4300A Figueroa Corridor Bike Station & Cycling project, TE	\$0 \$99 \$0 \$0 \$99	6 Months 12/31/2012 Support
<p>The City of Los Angeles (City) is requesting a six-month extension to the period of project allocation for the Plans, Specifications & Estimate (PS&E) of the Figueroa Corridor Bike Station and Cycling TE project. The City has experienced unforeseen delay due to Statue changes beyond their control.</p> <p>Delay of the project's delivery is attributable to the State Legislature's dissolution of Redevelopment Agencies as chaptered in Assembly Bill 1X 26 (ABX1 26). The lead agency/project sponsor at the time of the grant award was the Community Redevelopment Agency of the City of Los Angeles (CRA/LA). However, since the passage of ABX1 26 on June 29, 2011, the CRA/LA was not able to sign contracts for six months, including the Letter of Agreement with the local agency (Metro) for this project. Without the ability to sign contracts, the CRA/LA could not move forward with the design of the project, as they could not sign the Letter of Agreement or procure the services of a bike station vendor or architectural consulting firm.</p> <p>Following the State Supreme Court ruling on December 29, 2011, that upheld the dissolution of redevelopment agencies, the CRA/LA began working to identify a new lead agency/project sponsor within the City. The City of Los Angeles Department of Transportation has agreed to be the lead agency for the project. The City is diligently working on moving this project forward. Therefore, the City is requesting a six-month time extension to procure the services of a bike station vendor or architectural and engineering firm and allocation of the PS&E phase of the project to December 31, 2012.</p>			

Time Extension/Waiver – Project Allocation Deadline
 Local Streets and Roads Projects

Project #	Applicant County PPNO Project Description Reason for Project Delay	Extension Amount (\$ in thousands) PA&ED (Project Approval & Environment Document) PS&E (Plans, Specifications & Estimates) ROW (Right of Way) CON (Construction) TOTAL	Number of Months Requested Extended Deadline CT Recommendation
8	City of Lancaster Los Angeles County PPNO: 07-4318 Downtown Lancaster Gateway & Roundabout project, TE	\$0 \$0 \$0 \$896 \$896	14 Months 08/31/2013 Support
<p>The City of Lancaster (City) is requesting a 14-month extension to the period of project allocation for the construction of the Downtown Lancaster Gateway & Roundabout TE project. The City has experienced delays due to unforeseen environmental studies required for CEQA approval.</p> <p>The delay is due primarily to additional unforeseen Hazardous Waste and Cultural Resource studies needs. An Initial Site Assessment (ISA) or Site Investigation (SI), and/or an Aerially Deposited Lead (ADL) Study may be required. The City is currently in discussion with the California Department of Transportation (Department) District Hazardous Waste Coordinator to confirm the need. The Department is also requesting an Archeological Survey Report (ASR) and a Historic Property Survey Report (HPSR). An Environmental Impact Report (EIR) was prepared for the Downtown Specific Plan which included the intersection of Lancaster Boulevard and 10th Street West. As part of the EIR, the option of installing a roundabout at Lancaster Boulevard and 10th Street West was addressed. However, the need for these additional studies and reports were not anticipated.</p> <p>The Project's footprint exceeds the limits of the existing intersection and roadway in two locations. Due to both locations being fully developed/disturbed, the Initial Study (IS) and EIR finding less than significant impact to Cultural Resources, and because the EIR and a Historic-Period Building Survey did not identify either property as a "historical resource" as defined by the CEQA, it was anticipated that the project would qualify for a CE "with no required technical studies". The Preliminary Environmental Studies (PES) submittal was expected to take two weeks to complete as noted in the Local Assistance Procedures Manual (LAPM). Based on the LAPM requirement, a CE "with required technical studies" may take from one month to one year to complete. The City is still discussing the need for additional Hazardous Waste requested reports and the worst case estimate for revised PES approval is March 1, 2013.</p> <p>Although the City may submit the Commission allocation request to the Department once the PES has been approved, the City will still need to complete right of way (ROW) Certification and get Request for Authorization (RFA) prior to obtaining a Program Supplemental Agreement and Authorization to Proceed with Construction (E-76). The delay of PES approval has subsequently delayed the ROW Certification submittal and the RFA submittal. The City anticipates processing of the ROW Certification to take up to two months after PES approval on May 1, 2013. The City anticipates processing of the RFA submittal and issuance of the E-76 to take up to one month after ROW Certification on June 1, 2013. Therefore, the City is requesting a 14-month time extension to August 30, 2013, for the allocation of funds programmed for construction and to account for any unforeseen circumstances.</p>			

Time Extension/Waiver – Project Allocation Deadline
 Local Streets and Roads Projects

Project #	Applicant County PPNO Project Description Reason for Project Delay	Extension Amount (\$ in thousands) PA&ED (Project Approval & Environment Document) PS&E (Plans, Specifications & Estimates) ROW (Right of Way) CON (Construction) TOTAL	Number of Months Requested Extended Deadline CT Recommendation
9	County of Inyo Inyo County PPNO: 09-2556 Independence Town Rehabilitation project, TE	\$0 \$0 \$0 \$885 \$885	3 Months 09/30/2012 Support
<p>The County of Inyo (County) is requesting a three-month extension to the period of project allocation for the construction of the Independence Town Rehabilitation TE project. The County has experienced unforeseen delays due to unforeseen American with Disabilities Act (ADA) ramp design conforming issues.</p> <p>The County is requesting more time to deal with the complex engineering required for the ADA ramps. After surveying for the project was completed, the survey data indicated that the sidewalks in Independence are not uniform, and each ramp will require a unique design to tie into the existing sidewalks with the required grade. Approximately 20 ramps will need special engineering, and additional surveying data may also need to be collected in conformity with ADA requirements. Therefore, the County is requesting a three-month time extension to September 30, 2012.</p>			
10	City of Jackson Amador County PPNO: 10-0015A Kennedy Tailing Wheel Park Building project	\$0 \$0 \$0 \$455 \$455	12 Months 06/30/2013 Support
<p>The City of Jackson (City) is requesting a 12-month extension to the period of allocation for the construction of the Kennedy Tailing Wheel Park Building project. The City is requesting a time extension due to unforeseen delays in the environmental clearance process.</p> <p>The City does not anticipate obtaining environmental clearance in time to obtain the Authorization to Proceed with Construction (E-76), advertise, and award the contract. The California Department of Transportation (Department) is currently working with the City's environmental team to prepare and approve the Finding of Effect which will then be sent to the State Historic Preservation Office (SHPO) for review and approval. Under the current schedule, SHPO requires a minimum of four to six weeks to complete their work. The Department needs two weeks to obtain the E-76 approval, thus leaving one to two weeks to advertise the project. The project delay is anticipated to be one or two months, but there is the possibility that the delay will extend beyond the summer of 2012 construction window and go to construction during the summer of 2013 instead.</p> <p>The City is continuing to work diligently and anticipates construction to proceed in June 2013. Therefore the City is requesting a time extension of 12 months for allocation of the funds programmed for the construction component of the project. There will be no cost increase if construction is delayed 12 months. Therefore, the City is requesting a 12-month time extension to June 30, 2013.</p>			

Memorandum

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: May 23, 2012

Reference No. 2.8a.(2)
Action Item

From: NORMA ORTEGA
Chief Financial Officer

Prepared by: Kurt Scherzinger
Acting Division Chief
Transportation Programming

Subject: **REQUEST TO EXTEND THE PERIOD OF PROJECT ALLOCATION FOR LOCALLY-ADMINISTERED ON-SYSTEM STIP PROJECTS, PER STIP GUIDELINES WAIVER-12-20**

RECOMMENDATION:

The California Department of Transportation (Department) requests that the California Transportation Commission (Commission) extend the period of project allocation for the Route 1/San Pedro Creek Bridge Replacement project (2140H) in San Mateo County.

ISSUE:

Due to unforeseen delays in completing the Environmental (PA&ED) phase and potential additions to scope of work, the City of Pacifica (City) will not be able to request the allocation of \$3,000,000 in Regional Improvement Program funds currently programmed for construction in Fiscal Year (FY) 2011-12, by the June 30, 2012 deadline. Therefore, the City is requesting a 19-month allocation extension to January 31, 2014.

The original project scope is to replace the existing bridge structure and reconstruct the approach roadway. However, based on recent discussions with the California Coastal Commission and the US Army Corps of Engineers, it is expected that the California Coastal Commission is likely to require widening of the creek as a condition for granting the Coastal Development Permit.

The Route 1/San Pedro Creek Bridge Replacement project is located in an environmentally sensitive area with known presence of red legged frog and steelhead trout. The Biological Assessment was submitted to the Department for its review in January 2010. The US Fish and Wildlife Service issued the Biological Opinion (BO) in September 2011. There were delays in getting the BO required revalidation of the various environmental studies. The PA&ED was completed in September 2011.

The project is currently in the Design (PS&E) phase and is about 65 percent complete. With the likelihood that widening of the San Pedro Creek will be required as a condition for the approval of the Coast Development Permit, it is anticipated that such requirement would necessitate an amendment to the BO and hence updates to various environmental studies. The proposed creek widening will also require additional PS&E and right of way work.

Under that scenario, the PS&E is expected to be completed by November 2013, with a request for allocation of funds expected to be submitted for the January 2014 Commission meeting.

Therefore, the City is requesting a 19-month extension to the period of project allocation.

The Metropolitan Transportation Commission concurs with this request.

BACKGROUND:

Current State Transportation Improvement Program (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: May 23, 2012

Reference No.: 2.8a.(3)
Action Item

From: NORMA ORTEGA
Chief Financial Officer

Prepared by: Kurt Scherzinger
Acting Division Chief
Transportation Programming

Subject: **REQUEST TO EXTEND THE PERIOD OF PROJECT ALLOCATION FOR A STATE-LOCAL PARTNERSHIP PROJECT WAIVER-12-22**

RECOMMENDATION:

The California Department of Transportation recommends the California Transportation Commission extend the period of project allocation, as required by State-Local Partnership Project (SLPP) Guidelines Section 13, for the I-680 Auxiliary Lane-Segment 2 SLPP project (PPNO 0274F) in Contra Costa County for three months, extending the allocation request date to September 30, 2012.

ISSUE:

Currently \$1,000,000 in SLPP funds is programmed to this project for construction in Fiscal Year (FY) 2011-12. As part of the 2012 State Transportation Improvement Program (STIP), \$19,450,000 in Regional Improvement Program (RIP) funds was programmed in FY 2012-13 to this project. These RIP funds replaced a portion of the Local Measure C funds which were originally programmed to this project.

The SLPP and RIP funds allocation request will need to be coordinated and submitted at the same time. Since the RIP funds cannot be allocated earlier than July 2012, and also to account for some uncertainty associated with the passage of the State Budget on time, the Contra Costa Transportation Authority is requesting a three-month extension to the period of allocation of SLPP funds, from June 30, 2012 to September 30, 2012.

The Metropolitan Transportation Commission concurs with this request.

BACKGROUND:

In April 2010, the Commission adopted the State Local Partnership Program Guidelines (Resolution SLP1B-G-0910-002) which require the agency implementing a project to request a time extension if the project will not be allocated in the fiscal year programmed.

Memorandum

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: May 23, 2012

Reference No. 2.8a.(4)
Action Item

From: NORMA ORTEGA
Chief Financial Officer

Prepared by: Kurt Scherzinger
Acting Division Chief
Transportation Programming

Subject: **REQUEST TO EXTEND THE PERIOD OF PROJECT ALLOCATION FOR LOCALLY-ADMINISTERED ON-SYSTEM STIP PROJECTS, PER STIP GUIDELINES WAIVER-12-32**

RECOMMENDATION:

The California Department of Transportation (Department) requests that the California Transportation Commission (Commission) extend the period of project allocation for the Route 101 Golden Gate Median Moveable Barrier project (2014U) in San Francisco and Marin Counties.

ISSUE:

Due to unforeseen delays in completing the Environmental (PA&ED) phase, the Golden Gate Bridge Highway and Transportation District will not be able to request the allocation of \$20,000,000 in Regional Improvement Program (RIP) funds currently programmed for construction in Fiscal Year 2011-12, by the June 30, 2012 deadline. Therefore, the Golden Gate Bridge Highway and Transportation District is requesting an 18-month allocation extension to December 31, 2013.

The Route 101 Golden Gate Moveable Barrier project will install a moveable median barrier on the Golden Gate Bridge. The barrier will also extend about 2,000 feet north and 700 feet south on the roadway approaching the bridge. Once completed, these barrier improvements will eliminate crossover head-on collisions while maintaining the ability to change lane configurations on the bridge throughout the day to accommodate variable peak traffic flow patterns.

The installation of the moveable barrier on the bridge and its approaches is limited by a number of constraints related to the existing roadway geometry, right of way issues on the approaches to the bridge and the coordination with many stakeholders having jurisdiction or vested interest in the operations along the bridge approaches. Due to these challenges, significant time and effort has been spent to address complex operational and maintenance issues. Before all the necessary environmental studies can be completed, additional time is needed to resolve various traffic lane reconfiguration related issues and to complete the development of lane changing operations and maintenance of the moveable barrier which needs to be coordinated with the Golden Gate National Recreation Area, the Presidio Trust and with the design and construction details of certain elements of the Doyle Drive project. It is expected that the PA&ED will be completed by May 2012 and the project will be ready for allocation by December 2013.

Therefore, the Golden Gate Bridge Highway and Transportation District is requesting an 18-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: May 23, 2012

Reference No.: 2.8b.(2)
Action Item

From: NORMA ORTEGA
Chief Financial Officer

Prepared by: Denix D. Anbiah
Division Chief
Local Assistance

Subject: **REQUEST TO EXTEND THE PERIOD OF CONTRACT AWARD FOR STATE-LOCAL PARTNERSHIP PROGRAM PROJECT, PER SLPP GUIDELINES WAIVER-12-24**

RECOMMENDATION:

The California Department of Transportation recommends the California Transportation Commission (Commission) approve the request by the County of Riverside (County) to extend the period of contract award for the Proposition 1B State-Local Partnership Program (SLPP) Magnolia Avenue and Neece Street Traffic Signal project for three months from April 30, 2012 to July 31, 2012, per SLPP Guidelines.

ISSUE:

On October 27, 2011, the Commission allocated \$150,000 to the County for construction of the Magnolia Avenue and Neece Street Traffic Signal project. The County will be unable to award the contract by the award deadline of April 30, 2012. The County is requesting a three month time extension to July 31, 2012.

BACKGROUND:

The Magnolia Avenue and Neece Street Traffic Signal project includes left-turn traffic lanes to be built within the Magnolia Avenue median area which is owned by Union Pacific Railroad Company (UP). In addition, a traffic signal and lighting system will be installed.

The right of way phase started in April 2009; however, after months of negotiations, the County has been unable to reach an agreement with UP regarding the median area. On March 27, 2012, during a prejudgment hearing, the County was granted possession. The project is now scheduled to be advertised and awarded on June 26, 2012. The County is requesting an additional month, to July 31, 2012, for any unforeseen issues that may arise.

In April 2010, the Commission adopted the SLPP Guidelines under Resolution SLP1B-G-0910-002 which require the agency implementing a project to request a time extension if the project will not be awarded within six months of the allocation. The SLPP Guidelines stipulate that the Commission may approve a waiver to the timely use of funds deadline one time only for up to 20 months.

Memorandum

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: May 23, 2012

Reference No.: 2.8b.(3)
Action Item

From: NORMA ORTEGA
Chief Financial Officer

Prepared by: William D. Bronte, Chief
Division of Rail

Subject: **REQUEST TO EXTEND PERIOD OF CONTRACT AWARD FOR ONE PROPOSITION 1B
INTERCITY RAIL IMPROVEMENT PROGRAM PROJECT, PER RESOLUTION G-06-08
WAIVER 12-25**

RECOMMENDATION:

The California Department of Transportation (Department) requests that the California Transportation Commission (Commission) extend the period of contract award for five months, to September 2012, for the Oakley to Port Chicago Double Track project (PPNO 2079) in Contra Costa County, which is programmed in the Proposition 1B Intercity Rail Improvement program.

ISSUE:

At its October 2011 meeting, the Commission approved Resolution ICR1B-A-1112-01 allocating \$25,450,000 to the Department to enter into a contract with Burlington Northern Santa Fe (BNSF) Railway Company in order to construct a segment of the Oakley to Port Chicago Double Track Project (Project) on the BNSF main line track for the purpose of improving intercity passenger rail service on the San Joaquin Corridor.

Following contract negotiations between the Department and BNSF, but prior to contract execution, BNSF discovered that a portion of right of way believed to be railroad property had been deeded previously to a public utility. In order to construct the track as designed, a 24-inch gas main pipeline would need to be relocated at a significant cost to BNSF or to the Project. It is estimated that relocating the pipeline would take up to 18 months to complete and must be done before the track work could begin. BNSF is re-engineering the project to avoid relocation of the pipeline and still meet the performance requirements of the contract. The Department and BNSF anticipate executing the contract and beginning construction by September 2012. The Department, therefore, requests that the date of contract award be extended by five months, to September 2012.

BACKGROUND:

In June 2006, the Commission adopted Resolution G-06-08, which requires the agency implementing a project to request a time extension if the project will not be awarded within six months of the allocation. These guidelines stipulate that the Commission may approve a waiver to the contract award deadline one time only for up to 20 months in accordance with Section 14529.8 of the Government Code.

Memorandum

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: May 23, 2012

Reference No.: 2.8b.(4)
Action Item

From: NORMA ORTEGA
Chief Financial Officer

Prepared by: William D. Bronte, Chief
Division of Rail

Subject: **REQUEST TO EXTEND PERIOD OF CONTRACT AWARD FOR ONE PROPOSITION 1A
HIGH SPEED PASSENGER TRAIN BOND (INTERCITY/URBAN COMMUTER) RAIL
PROJECT PER RESOLUTION G-06-08 AND HSPTB GUIDELINES WAIVER 12-26**

RECOMMENDATION:

The California Department of Transportation requests that the California Transportation Commission (Commission) extend the period of contract award by six months, to December 31, 2012, for the Positive Train Control (PTC), San Diego to San Onofre Project in San Diego County, which is programmed with both Intercity Rail and Urban Commuter Rail funds in the Proposition 1A High Speed Passenger Train Bond (HSPTB) program.

ISSUE:

At its December 2011 meeting, the Commission approved an allocation of Proposition 1A HSPTB program funds totaling \$18,010,000 to complete Phase 2 of the Project. Of this total, \$11,010,000 was from the Intercity Rail portion of the program and \$7,000,000 was from the Urban/Commuter Rail portion.

PTC is a federal mandate and will improve safety on the Pacific Surfliner Corridor. The PTC Contractor is behind schedule for Phase 1 because key components of the PTC system are still under development and design planning has occurred in a less timely manner than anticipated. The Project sponsor, North County Transit District (NCTD), has executed a single contract for the overall Project. That contract requires the issuance of a separate Notice to Proceed (NTP) for Phase 1 and for Phase 2. The Phase 2 NTP cannot be issued until completion of Phase 1.

NCTD is requesting a six-month extension to issue the Phase 2 NTP to its contractor.

BACKGROUND:

In June 2006, the Commission adopted Resolution G-06-08, which requires the agency implementing a project to request a time extension if the project will not be awarded within six months of the allocation. These guidelines stipulate that the Commission may approve a waiver to the contract award deadline one time only for up to 20 months in accordance with Section 14529.8 of the Government Code.

Memorandum

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: May 23, 2012

Reference No.: 2.8b.(5)
Action Item

From: NORMA ORTEGA
Chief Financial Officer

Prepared by: Kurt Scherziner
Acting 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 12-31**

RECOMMENDATION:

The Department of Transportation (Department) recommends the California Transportation Commission (Commission) extend the period of contract award for six months for one State Highway Operation and Protection Program (SHOPP) project described below.

ISSUE:

On October 25, 2011, the Commission allocated \$1,702,000 for one bridge rehabilitation SHOPP project at various locations in Contra Costa County. In accordance with Resolution G-06-08, the deadline to award contracts for projects allocated in October 2011 is April 30, 2012. The Department will not be able to meet the deadline and is requesting a six month time extension for the period of contract award.

Bids for this project were opened on January 31, 2012. The contract was not awarded to the low bidder as he did not meet the Disadvantaged Business Enterprise (DBE) Program and Good Faith Effort requirements. This six month time extension will allow the Department sufficient time to re-evaluate other bids and/or re-advertise the project and award the contract.

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.

Memorandum

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: May 23, 2012

Reference No.: 2.8b.(6)
Action Item

From: NORMA ORTEGA
Chief Financial Officer

Prepared by: Kurt Scherzinger
Acting Division Chief
Transportation Programming

Subject: **REQUEST TO EXTEND THE PERIOD OF CONTRACT AWARD FOR LOCALLY ADMINISTERED PROJECT ON THE STATE HIGHWAY SYSTEM, PER RESOLUTION G-06-08 WAIVER-12-33**

RECOMMENDATION:

The California Department of Transportation (Department) recommends the California Transportation Commission (Commission) approve the request by Alameda County Transportation Commission (Alameda CTC) to extend the period of contract award for three months to July 31, 2012, for the I-580 San Leandro STIP Transportation Enhancement (TE) Project in the City of San Leandro in Alameda County. The project is to construct landscaping and irrigation.

ISSUE:

In October 27, 2011, the Commission allocated \$350,000 for one locally administered STIP TE project. In accordance with G-06-08, the deadline to award contracts for projects allocated in October 2011 is April 30, 2012. However, Alameda CTC will not be able to meet the deadline and is requesting a three-month time extension to award the contract. The delay to award is due to federal E-76 authorization. A cooperative agreement, which is required prior to E-76 authorization, has been finalized and E-76 is expected to be approved in May 2012. This three-month time extension will allow Alameda CTC sufficient time to advertise and award the contract upon completion of the E-76 approval process.

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.

Memorandum

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: May 23, 2012

Reference No.: 2.8c.(1)
Action Item

From: NORMA ORTEGA
Chief Financial Officer

Prepared by: Denix D. Anbiah
Division Chief
Local Assistance

Subject: **REQUEST TO EXTEND THE PERIOD OF PROJECT COMPLETION FOR LOCALLY-ADMINISTERED STIP PROJECT, PER STIP GUIDELINES WAIVER-12-27**

RECOMMENDATION:

The California Department of Transportation (Department) recommends the California Transportation Commission (Commission) approve the request by the City of Bakersfield (City) to extend the period of project completion for the State Transportation Improvement Program (STIP) Westside Parkway project (Project) – Phase 2 (PPNO 06-8705E) for 14 months from June 30, 2012 to August 31, 2013.

ISSUE:

On August 28, 2008, the Commission approved Resolution FP-08-08, allocating \$62,000,000 to the Project. The City is unable to complete project construction by the deadline of June 30, 2012. Therefore, the City is requesting a 14-month time extension to August 31, 2013.

BACKGROUND:

The City awarded the construction contract on June 9, 2009. The climate for bidding was advantageous to advertising agencies at that time; therefore, with consultation with the Department and the Commission, the base bid was amended to include five additive alternate segments, tripling the project's interchanges and freeway miles.

Furthermore, determinations from the noise analysis for the adjacent Centennial Corridor project (Centennial) and the fact this project will be designated as State Route 58 (SR58), has required sound walls to be increased in height by an additional two feet to accommodate the anticipated noise. The City, using local funds, modified the project designs, changed construction plans, prepared a new environmental re-evaluation and negotiated a change order with the contractor to construct the higher sound walls. Since the project will now be connecting to the Centennial and become SR58, the design was elevated to Department freeway standards; resulting in the Department reviewing the project construction plans.

All of these factors have resulted in delays to the project's construction. The City anticipates requiring 10 months to close-out all change orders and contractor issues, plus four months to address any unforeseen and administrative issues of the project. Therefore, the City is requesting 14-month time extension to August 31, 2013.

Current STIP Guidelines stipulate that a local agency has up to 36 months from the time of contract award to accept the contract. The local agency has 180 days after the contract acceptance to prepare and submit the final invoices and reports to the Department. The Guidelines further stipulate that the Commission may approve a waiver to the project completion deadline 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: May 23, 2012

Reference No.: 2.8c.(2)
Action Item

From: NORMA ORTEGA
Chief Financial Officer

Prepared by: Denix D. Anbiah
Division Chief
Local Assistance

Subject: **REQUEST TO EXTEND THE PERIOD OF PROJECT COMPLETION FOR LOCAL BRIDGE SEISMIC RETROFIT ACCOUNT, PER LBSRA GUIDELINES WAIVER-12-28**

RECOMMENDATION:

The California Department of Transportation (Department) recommends the California Transportation Commission (Commission) approve the request by the County of Riverside (County) to extend the period of project completion for the Proposition 1B Local Bridge Seismic Retrofit Account (LBSRA) Van Buren Boulevard Bridges over Santa Ana River project for 20 months, from May 31, 2012 to January 31, 2014.

ISSUE:

In July 2007, the Commission approved Resolution LBS1B-A-0708-001, allocating \$13.5 million of LBSRA bond funds, and delegated authority to the Department to sub-allocate funds to projects. The Department sub-allocated \$2,633,402 to the County for the Van Buren Boulevard Bridges over Santa Ana River project.

Several delays have occurred during the construction phase of the new bridges including bird nesting season, pile driving on an active riverbed, and flooding. The construction contract was awarded on May 19, 2009. However, the Notice-to-Proceed to the contractor was not issued until September 18, 2009, due to bird nesting season from March 15, 2009 to September 15, 2009. Construction permits did not allow any clearing and grubbing activities within the project footprint during this time.

The pile installation for the bridges took place in an active riverbed, which also presented many challenges. The 7-foot diameter columns are supported on 8.5-foot large diameter cast-in-drilled holes piles. The piles are supported within the riverbed bedrock. The depth to the bedrock is very inconsistent and varies at each column location. The irregular bedrock combined with the presence of high ground water, running sands, cobbles, and boulders is presenting very challenging conditions for the pile installation.

Due to the difficult foundation construction and flooding events in December 2011, the subcontractor was forced to delay the original date for completion of the first component of construction from May 31, 2012 to November 12, 2013.

At this time, the County expects to have the new facilities fully open to traffic and to have the remaining existing Southbound Van Buren Bridge completely removed. The final milestone will be for the County to re-vegetate the project footprint by November 14, 2013. Because of uncertainties of this construction project, the County requests a 20-month time extension to January 31, 2014.

BACKGROUND:

In May 2008, the Commission adopted the LBSRA Guidelines under Resolution LBS1B-G-0708-001, which requires the implementing agency to request a time extension if the project will not meet project completion within 36 months of the sub-allocation date. The LBSRA Guidelines stipulate that the Commission may approve a waiver to the timely use of funds deadline one time only for up to 20 months.

Memorandum

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: May 23, 2012

Reference No. 2.8c.(3)
Action Item

From: NORMA ORTEGA
Chief Financial Officer

Prepared by: Kurt Scherzinger
Acting Division Chief
Transportation Programming

Subject: **REQUEST TO EXTEND THE PERIOD OF PROJECT COMPLETION FOR LOCALLY-ADMINISTERED ON-SYSTEM STIP PROJECTS, PER STIP GUIDELINES WAIVER-12-21**

RECOMMENDATION:

The California Department of Transportation requests that the California Transportation Commission (Commission) extend the period of project completion by 12 months, to June 30, 2013, for the I-680 Sunol Grade Southbound HOV Lane Phase 3 project (0016O) in Alameda County.

ISSUE:

On June 26, 2008, the Commission approved Resolution STIP1B-A-0708-017 allocating \$8,000,000 in Regional Improvement Program (RIP) funds to the I-680 Sunol Grade Southbound HOV Lane Phase 3 project. The project scope includes implementation of various high occupancy toll (HOT) components in order to convert the existing high occupancy vehicle (HOV) lane into a toll lane. Completion of the project has been delayed due to unexpected challenges encountered during the construction phase.

The Assembly Bill (AB) 2032 authorized this HOT project as a pilot project. The construction contract was awarded in December 2008. The final Site/System Acceptance Test was performed in January 2011, almost a year later than initially planned. Through continued testing and observations, a variety of system operations problems were identified and the contractor started to trouble-shoot those system wide issues. Due to the "pilot" nature of the project, it is taking longer than anticipated to correct these problems. These issues were not fully anticipated at the time of award, but it is necessary to implement these HOT elements to make this demonstration project fully operational.

Therefore, Alameda County Transportation Commission is requesting a 12-month extension to project completion.

The Metropolitan Transportation Commission concurs with this request.

BACKGROUND:

Current State Transportation Improvement Program guidelines stipulate that an implementing agency has up to 36 months from the award of the contract in which to complete the project. The Commission may approve waivers to the timely use of funds deadline one time only for up to 20 months in accordance with Government Code Section 14529.8.

Memorandum

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: May 23, 2012

Reference No.: 2.8d.(1)
Action Item

From: NORMA ORTEGA
Chief Financial Officer

Prepared by: Denix D. Anbiah
Division Chief
Local Assistance

Subject: **REQUEST TO EXTEND THE PERIOD OF PROJECT DEVELOPMENT EXPENDITURE FOR LOCALLY-ADMINISTERED STIP PROJECTS PER STIP GUIDELINES WAIVER-12-29**

RECOMMENDATION:

The California Department of Transportation (Department) recommends the California Transportation Commission (Commission) consider the request by Trinity County (County) to extend the period of project development expenditure for right of way (R/W) for the State Transportation Improvement Program (STIP) Lowden Park to Senior Center Bike/Pedestrian Path project (PPNO 02-2487) by 12 months, from June 30, 2012 to June 30, 2013, per STIP Guidelines.

ISSUE:

On September 10, 2009, the Commission approved Resolution FP 09-08, allocating \$40,000 for the R/W component of the Lowden Park to Senior Center Bike/Pedestrian Path project. The County anticipates that they will be unable to complete R/W engineering, negotiations and purchase agreements by the June 30, 2012, expenditure deadline and requesting a 12-month extension to June 30, 2013.

BACKGROUND:

The project will be built along the East Weaver Creek Levee Road (Levee Road) which is a maintenance access to a U.S. Army Corps of Engineers (USACE) Flood Control Works (the East Weaver Creek Levee); consequently triggering the USACE's review and approval of the project's design. The USACE's project review determined a wider R/W will be needed to avoid encroaching in the floodplain.

In addition, adjacent industrial and commercial operations are also concerned about their continued use of the Levee Road for truck access and the local Fire Safe Ordinance requires that all access roads, public or private, must be a minimum of 20 feet wide. This creates a need to accommodate access for levee maintenance, commercial, industrial, fire truck and other traffic alongside the proposed bicycle/pedestrian trail. This will require more R/W than was anticipated in the

preliminary design phase. The design will need to be modified to minimize effects on the businesses, circulation and infrastructure.

Major design issues have been resolved, and the remainder of the project design will be completed soon. However, final review by the USACE could take another six months, with another six months needed for appraisals and to complete right of way purchase agreements. Therefore, the County is requesting a 12-month time extension to June 30, 2013, per STIP Guidelines.

Current STIP Guidelines stipulate that funds allocated for local project development or right of way costs must be expended by the end of the second fiscal year following the fiscal year in which the funds were allocated. The Commission may approve a waiver to the timely use of funds deadline 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: May 23, 2012

Reference No.: 2.8d.(2)
Action Item

From: NORMA ORTEGA
Chief Financial Officer

Prepared by: Jane Perez
Division Chief
Mass Transportation

Subject: **REQUEST TO EXTEND THE PERIOD OF PROJECT DEVELOPMENT EXPENDITURES PER RESOLUTION G-99-25, GUIDELINES FOR ALLOCATING, MONITORING, AND AUDITING OF FUNDS FOR LOCAL ASSISTANCE PROJECTS WAIVER-12-30**

RECOMMENDATION:

The California Department of Transportation (Department) recommends the California Transportation Commission (Commission) approve a 20-month extension for the period of project development expenditures, to February 28, 2014, for the California State Museum of Railroad Technology project, in Sacramento County.

ISSUE:

In 2010, the Commission approved Resolutions BFP-09-03 and BFP-09-09 allocating a total of \$1,545,000 for preliminary phases to the California Department of Parks and Recreation (DPR) for the State Museum Railroad Technology Proposition 116 project. Completion of preliminary work has been delayed due to issues relating to the acquisition of the necessary land and structures. Specifically, negotiations with the former railyards owner, Thomas Enterprise, could not be completed as scheduled and ultimately resulted in the default of the property by the previous owner in 2010. Soon after, Lender Inland American foreclosed on the property leading to further delays in DPR acquiring the land. New negotiations with Lender Inland American resumed in 2011 and property acquisition is expected to conclude by late 2012.

As a result of these delays in acquiring the necessary land and buildings, DPR has experienced minimal progress on the project and requests a 20-month extension to fully expend previously allocated Proposition 116 funds and complete the preliminary phases.

BACKGROUND:

Resolution G-99-25, Guidelines for Allocating, Monitoring, and Auditing of Funds for Local Assistance Projects, adopted by the Commission on August 18, 1999, stipulates that funds allocated for local project development or right of way costs must be expended by the end of the second fiscal year following the fiscal year in which the funds were allocated. The Commission may approve a waiver to the timely use of funds deadline one time only for up to 20 months in accordance with Section 14529.8 of the Government Code.