

ESTIMATED TIMED AGENDA

CALIFORNIA TRANSPORTATION COMMISSION

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

February 22-23, 2012

Burbank, California

Wednesday, February 22, 2012

- 9:30 a.m.** **Commissioners' Tour**
Tour of Orange Line, Orange Line Extension, and I-405 Northbound HOV Lane Project
Marriott Burbank Airport Hotel
2500 Hollywood Way
Burbank, CA
- 1:30 p.m.** **Commission Meeting**
Marriott Burbank Airport Hotel
Hollywood/Burbank Rooms
2500 Hollywood Way
Burbank, CA
- 5:30 p.m.** **Reception**
Marriott Burbank Airport Hotel
2500 Hollywood Way
Burbank, CA
- 7:30 p.m.** **Commissioners' Dinner**
Far Niente Ristorante
204 North Brand Boulevard
Glendale, CA

Thursday, February 23, 2012

- 9:00 a.m.** **Commission Meeting**
Marriott Burbank Airport Hotel
Hollywood/Burbank Rooms
2500 Hollywood Way
Burbank, CA
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NOTICE: Times identified on the following agenda are estimates only. The Commission has the discretion to take up agenda items out of sequence and on either day of the two-day Commission meeting, except for those agenda items bearing the notation "TIMED ITEM." TIMED ITEMS may not be heard prior to the Time scheduled but may be heard at, or anytime after, the Time scheduled. The Commission may adjourn earlier than estimated on either day.

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

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 – March 28-29, 2012 in Orinda

<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)

Wednesday, February 22, 2012

1:30 p.m.

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

<u>1:30 pm</u>	<u>GENERAL BUSINESS</u>				
1	Roll Call	1.1	Dario Frommer	I	C
	<u>Resolutions of Necessity-- Appearance</u>				
2	Resolution of Necessity – Appearance --Stagecoach Territory, a California General Partnership 05-Mon/SBt-101-PM 100.0/101.6(Mon) & PM 0.0/1.6 (SBt) Resolution C-20722	2.4a.	Stephen Maller Richard Krumholz	A	D
	<u>General Business</u>				
3	Approval of Corrected Minutes for December 14-15, 2011 and Minutes for January 25, 2012	1.2	Dario Frommer	A	C
4	Executive Director's Report -- Revision of 2012 CTC Meeting Schedule	1.3	Bimla Rhinehart	A	C
5	Commission Reports	1.4	Dario Frommer	A	C
6	Commissioners' Meetings for Compensation	1.5	Dario Frommer	A	C
7	Election of Chair and Vice Chair	1.12	Dario Frommer	A	C
	<u>BUSINESS, TRANSPORTATION & HOUSING AGENCY REPORT</u>				
8	Report by Agency Secretary and/or Deputy Secretary	1.6	Traci Stevens	I	B
	<u>CALTRANS REPORT</u>				
9	Report by Caltrans' Director and/or Deputy Director	1.7	Malcolm Dougherty	I	D
	<u>LOCAL REPORTS</u>				
10	Report by Regional Agencies Moderator	1.8	Jose Nuncio	I	R
11	Report by Rural Counties Task Force Chair	1.9	Lisa Davey-Bates	I	R
12	Report by Self-Help Counties Coalition Chair	1.10	Andy Chesley	I	R
13	Welcome to the Region	1.14	Art Leahy	I	R
14	Update on the San Gabriel Valley Grade Separation Program	1.13	Rick Richmond	I	R
15	Burbank Intermodal Transportation Center Update	1.15	Mark Hardymont	I	R
	<u>FEDERAL HIGHWAY ADMINISTRATION (FHWA) REPORT</u>				
16	Report by FHWA Division Administrator	1.11	Vincent Mammano	I	R
	<u>POLICY MATTERS</u>				
17	Budget and Allocation Capacity Update	4.2	Mitchell Weiss Athena Gliddon	I	D

<u>Tab # / Time</u>	<u>Item Description</u>	<u>Ref. #</u>	<u>Presenter</u>	<u>Status*</u>	
18	State and Federal Legislative Matters	4.1	Annette Gilbertson	A	C
19	SHOPP Overview and Draft 2012 SHOPP	4.7	Juan Guzman Rachel Falsetti	I	D
20	Adoption of 2011-12 Environmental Enhancement and Mitigation Program Resolution G-12-02	4.13	Juan Guzman	A	C
21	Update on Projects Delivered But Not Yet Allocated	4.5	Laurel Janssen Rachel Falsetti	A	D
22	Update on I-5 Carpool Lane and Freeway Widening Project – Orange County Line to I-605	4.4	Mike Miles	A	D
23	Presidio Parkway Financial Plan Update	4.14	Kome Ajise	I	D
24	Adoption of Amendment to the Corridor Mobility Improvement Account Program Resolution CMIA-P-1112-09	4.9	Maura Twomey	A	C
25	Corridor Mobility Improvement Account Project Baseline Agreement Amendments 1. I-580 Westbound HOV Lane Project (Segment 3) 2. I-580 Eastbound HOV Lane Project (Segment 3) Resolution CMIA-P-1112-10B	4.10	Maura Twomey	A	C
26	Adoption of an Amendment to the Trade Corridors Improvement Program Resolution TCIF-P-1112-017	4.11	Maura Twomey	A	C
27	Adoption of an Amendment to the Proposition 1B Highway-Railroad Crossing Safety Account Program Resolution GS1B-P-1112-09, Amending Resolution GS1B-P-1011-01	4.12	Teresa Favila	A	C
28	Proposition 1B Highway Railroad Safety Account (HRCSA) Draft 2012 Guidelines Resolution GS1B-G-1112-01 <i>(Related items under Tabs 61 & 76.)</i>	4.6	Teresa Favila	I	C
PROGRAM STATUS					
29	Status Update on Corridor Mobility Improvement Account (CMIA) Projects	3.5	Maura Twomey Rachel Falsetti	A	D/R
30	Status Update on State Route 99 (SR 99) Projects	3.6	Maura Twomey Rachel Falsetti	A	D/R
31	2011 Fourth Quarter Bay Area Toll Bridge Progress and Financial Update	3.7	Stephen Maller	I	C
INFORMATION CALENDAR			Stephen Maller		
32	<u>Informational Reports on Allocations Under Delegated Authority</u> -- Emergency G-11 Allocations (2.5f.(1)): \$11,500,000 for two projects. -- Minor G-05-05 Allocations (2.5f.(4)): \$4,039,000 for five District minor projects.	2.5f.		I	D
33	Monthly Report on Projects Amended into the SHOPP by Department Action	3.1		I	D
34	Monthly Status of Construction Contract Award for State Highway Projects, per Resolution G-06-08	3.2a.		I	D
35	Monthly Status of Construction Contract Award for Local Assistance STIP Projects, per FY 2005-06 Allocation Plan and Criteria and Resolution G-06-08	3.2b.		I	D
36	Update on Implementation of the Recovery Act of 2009	3.3		I	D

<u>Tab # / Time</u>	<u>Item Description</u>	<u>Ref. #</u>	<u>Presenter</u>	<u>Status*</u>	
	CONSENT CALENDAR		Stephen Maller		
37	Approval of Project for Future Consideration of Funding: 12-ORA-5, PM 3.0/8.7 I-5 HOV Lane Extension Project. (MND) (EA 0F9600) (Federal, Local) Resolution E-12-06	2.2c.(1)		A	D
38	One Route Adoption as a State Highway at -- 03-Pla-49- PM 2.5/R2.82 Along Elm Street from the High Street junction to westbound Route 80 on-ramp, in the city of Auburn. Resolution HRA 12-03	2.3a.		A	D
39 8 Ayes	37 Resolutions of Necessity --Resolutions C-20724 through C-20737,Resolutions C-20739 through C-20761	2.4b.		A	D
40	Director's Deeds Items 1 through 21 Excess Lands - Return to State: \$1,204,415 Return to Others: \$0	2.4d.		A	D
41	Financial Allocation Amendment: Reduce the original CMIA construction allocations by a total of \$19,123,000; \$14,641,000 from Segment 1 (\$14,641,000 - PPNO 0367D) and Segment 2 (\$4,482,000 – PPNO 0367I) of the State Route 12 Jameson Canyon Widening project in Solano and Napa Counties, reducing the original combined allocations for both projects from \$73,990,000 to \$54,867,000, to reflect contract award savings. Resolution CMIA-AA-1112-024, Amending Resolution CMIA-A-1112-007 Resolution STIP1B-AA-1112-004, Amending Resolution STIP1B-A-1112-002	2.5g.(1c)		A	D
42	Financial Allocation Amendment: Reduce original TCIF allocation by \$16,255,000 for TCIF Project 66, the Route 101 Rice Avenue Interchange project (PPNO 3430) in Ventura County, from \$30,449,000 to \$14,149,000, to reflect contract award savings. Resolution TCIF-AA-1112-02, Amending Resolution TCIF-A-0809-03. <i>(Related Item under Tab 58.)</i>	2.5g.(5b)		A	D
43	Financial Allocation Amendment: Reduce the original TCIF allocation of \$17,234,000 from TCIF 67, the Route 905 - East of Route 805/905 Separation to East of Britannia Overcross- ing (PPNO 0703) project in San Diego County, to \$0, to reflect contract award savings. Resolution TCIF-A-1112-03, Amending Resolution TCIF-AA- 1112-001.	2.5g.(5c)		A	D
44	Financial Allocation Amendment: Reduce the original HRCSA allocation by \$6,593,000 for the Betty Drive Grade Separation project (EA H016BA) in Tulare County, from \$12,175,000 to \$5,582,000 to reflect contract award savings. Resolution GS1B-AA-1112-002, Amending Resolution GS1B-A-0910-006	2.5g.(9b)		A	D
45	Financial Allocation Amendment: Re-allocate \$3,430,0000 in previously allocated TCRP funds to the TCRP 1.1 (BART to San Jose – Extend BART from Fremont to Warm Springs) Resolution TFP-11-07, Amending Resolution TFP-06-31	2.6e.		A	D

<u>Tab # / Time</u>	<u>Item Description</u>	<u>Ref. #</u>	<u>Presenter</u>	<u>Status*</u>	
46	Technical Correction to Resolution CMIA-A-1112-009, originally approved on August 10, 2011, which allocated funding for the Route 84 Expressway Widening – Segment 1 (PPNO 0081G) project in Alameda County. A technical correction is needed to correct the Project Identification Number.	2.9a.		A	D
47	Technical Correction to Resolution MFP-11-04, originally approved on October 26, 2011, which allocated on STIP Transit project from the Delivered But Not Yet Allocated List. A technical correction is needed to correct the Resolution number assigned to the project in the Book Item and Attachment from MFP-11-04 to MFP-11-05.	2.9b.		A	D
48	Technical Correction to Resolution FP-11-11, originally approved on August 10, 2011, which allocated funding for the Contract B1 (Southerly Interchange at the Redwood Landfill Road, PPNO 0360J) of the Marin-Sonoma Narrows project. A technical correction is needed to change the fund type from federal funds to state-only funds.	2.9c.		A	D
49	Technical Correction to Resolutions CMIA-PA-1112-029 and TAA-11-05, originally approved on January 25, 2012 for Segment 1, Segment 2 and Segment 3 of the I-580 Eastbound HOV Lane project in Alameda County. A technical correction is needed to correct the “Proposed-End Construction Phase” date for Segment 3 from Nov 2012 to Nov 2014.	2.9d.		A	D
50	Advice and Consent on the Transportation Development Act Regulations Resolution G-12-01	4.3		A	D
<u>END OF CONSENT CALENDAR</u>					
<u>Financial Allocations for Proposition 1B SLPP Projects</u>					
51	Financial Allocation Amendment: Amend Resolution SLP1B-A-1011-02, approved January 20, 2011, to rescind Project 8 - Eucalyptus Avenue Street Improvements project (EA 0G0554L) in the city of Moreno Valley allocated for \$1,000,000 from the Proposition 1B State-Local Partnership Program. Resolution SLP1B-AA-1112-05, Amending Resolution SLP1B-A-1011-02 (Related Item under Tab 52.)	2.5g.(10b)	Laurel Janssen Denix Anbiah	A	D
<u>POLICY MATTERS</u>					
52	Proposition 1B State-Local Partnership Program - Amendment to Competitive Program Resolution SLP1B-P-1112-07 (Related Item under Tab 51.)	4.8	Laurel Janssen	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>					
53	Approval of Project for Future Consideration of Funding: 05-SB-217, PM 1.1/2.2 Ekwill Street and Fowler Road Extensions Project (FEIR) (PPNO 4611) (STIP) Resolution E-12-07 (Related Item under Tab 65.)	2.2c.(2)	Kandra Hester- DelBianco Jay Norvell	A	D

<u>Tab # / Time</u>	<u>Item Description</u>	<u>Ref. #</u>	<u>Presenter</u>	<u>Status*</u>	
Proposition 1B Route 99 Project Amendments for Action					
54	The Department and the Merced County Association of Governments propose to amend the SR 99 Corridor Bond Program baseline agreement for the Freeway Upgrade & Plainsburg Road I/C project (PPNO 5401) to revise the project schedule. Resolution R99-PA-1112-003 <i>(Related Item under Tab 74.)</i>	2.1c.(2a)	Maura Twomey Rachel Falsetti	A	D
55	The Department and Sacramento County propose to amend the SR 99 Corridor Bond Program baseline agreement for the SR 99/Elverta Road Interchange project (PPNO 0259D) to revise the project schedule and funding plan. Resolution R99-PA-1112-004, Amending Resolution R99-PA-1011-008 <i>(Related Item under Tab 73.)</i>	2.1c.(2b)	Maura Twomey Rachel Falsetti	A	D
Proposition 1B TCIF Project Amendments for Action					
56	The San Diego Association of Governments proposes to amend the TCIF baseline agreement for Project 75 (Southline Rail Improvements – Mainline Improvements to update the schedule for Phase 3; move a portion of Phase 4 work to Phase 3; and update the cost for both phases. Resolution TCIF-P-1112-18, Amending Resolution TCIF-P-1112-07 <i>(Related Item under Tab 75.)</i>	2.1c.(5b)	Maura Twomey Shirley Choate	A	D
57	The City of Los Angeles Harbor Department – Port of Los Angeles proposes to amend the TCIF baseline agreement for Project 32 (West Basin Road Rail Access Improvements [PPNO TC32]) to revise the scope, split the project into two segments and update the schedule, cost and funding plan for the entire project. Resolution TCIF-P-1112-19, Amending Resolutions TCIF-P-0708-01 and TCIF-P-1011-23	2.1c.(5c)	Maura Twomey Shirley Choate	A	D
58	The Department and the City of Oxnard propose to amend the TCIF baseline agreement for Project 66 (Route 101 Rice Avenue Interchange project [PPNO 3430]) in the county of Ventura, to revise the funding plan. Resolution TCIF-P-1112-20 <i>(Related Item under Tab 42.)</i>	2.1c.(5d)	Maura Twomey Rachel Falsetti	A	D
59	The City of Sacramento proposes to amend the TCIF baseline agreement for Project 9 (Sacramento Intermodal Track Relocation [PPNO TC09]) to split the project into two phases and to update the schedule, cost and funding plan for the entire project. Resolution TCIF-P-1112-21, Amending Resolution TCIF-P-0809-09 and TCIF-P-1011-06	2.1c.(5e)	Maura Twomey Shirley Choate	A	D
60	The Department and the Port of Long Beach propose to amend the TCIF baseline agreement for TCIF Project 23 (Gerald Desmond Bridge Replacement Project) in Los Angeles County, to update the project delivery schedule and components. Resolution TCIF-P-1112-22 Amending Resolution TCIF-P-1011-07	2.1c.(5f)	Maura Twomey Rachel Falsetti	A	D

<u>Tab # / Time</u>	<u>Item Description</u>	<u>Ref. #</u>	<u>Presenter</u>	<u>Status*</u>	
<u>Proposition 1B HRCSA Project Amendments for Action</u>					
61	The Southern California Regional Rail Authority proposes to amend the HRCSA baseline agreement amendment for the Broadway-Brazil Crossing Improvements project to update project scope, cost, funding and schedule. Resolution GS1B-P-1112-08, Amending Resolution GS1B-P-1011-08B <i>(Related Item under Tab 76.)</i>	2.1c.(7a)	Teresa Favila Bill Bronte	A	D
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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Thursday, February 23, 2012

9:00 a.m.

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

<u>9:00 am</u>	<u>GENERAL BUSINESS</u>				
	Roll Call	1.1	Dario Frommer	I	C
	Financial Allocations for Minor Projects				
62	Financial Allocation: \$3,067,000 for four District Minor projects. Resolution FP-11-33	2.5a.	Juan Guzman Rachel Falsetti	A	D
	Financial Allocations for SHOPP Projects				
63	Financial Allocation: \$4,804,000 for three SHOPP projects, as follows: --\$3,199,000 for two SHOPP project. --\$1,605,000 for one project amended into the SHOPP by Departmental action. Resolution FP-11-34	2.5b.(1)	Juan Guzman Rachel Falsetti	A	D
	Financial Allocations for STIP Projects				
64	Financial Allocation: \$24,798,000 for two State administered STIP projects on the State Highway System. Resolution FP-11-35	2.5c.(1)	Mitchell Weiss Rachel Falsetti	A	D
65	Financial Allocation: \$9,709,000 for two locally administered STIP projects on the State Highway System. Contributions from other sources: \$1,006,000. Resolution FP-11-36	2.5c.(2)	Mitchell Weiss Rachel Falsetti	A	D
66	Financial Allocations: \$13,276,000 for seven locally administered STIP projects off the State Highway, as follows: -- \$13,168,000 for six STIP Transportation Enhancement projects. -- \$80,000 for one STIP Planning, Programming, and Monitoring project. Contributions from other sources: \$10,610,302. Resolution FP-11-37	2.5c.(3)	Mitchell Weiss Rachel Falsetti	A	D
67	Advance Financial Allocation: \$500,000 for the locally administered STIP El Toro Road/Aliso Creek Road - Phase II Bicycle and Pedestrian Enhancement (PPNO 2135W) project in the city of Laguna Woods, programmed in FY 2012-13, off the State Highway System. Resolution FP-11-__	2.5c.(4)	Mitchell Weiss Rachel Falsetti	A	D
	Financial Allocations for Projects with Costs that Exceed 120 Percent of the Programmed Amount				
68	Financial Allocation: \$509,000 for one SHOPP project with costs that exceed 120 percent of the programmed amount. 06-Ker-58 SHOPP project in Kern County. Current programmed amount is \$296,000 and the current estimate is \$509,000, for an increase of 72.0 percent over the programmed amount. Resolution FP-11-38	2.5d.	Mitchell Weiss Shari Bender Ehlert	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>					
69	Financial Allocation: \$2,758,000 in supplemental funds for the previously voted SHOPP Safety Improvement (PPNO 0601) project in Mono County to award the construction contract. The current allocation is \$9,091,000. This request for \$2,758,000 results in an increase of 30.3 percent over the current allocation. Resolution FA-11-16	2.5e.(1)	Mitchell Weiss Tom Hallenbeck	A	D
70	Financial Allocation Adjustment: \$6,200,000 in supplemental funds for the previously voted STIP project, SCL -87 HOV Lane (PPNO 0443S), in Santa Clara County to close-out the construction contract. The current allocation is \$41,950,000 in GARVEE funds. The request for \$6,200,000 in RIP funds results in an increase of 15 percent over the original budget. Resolution FA-11-18	2.5e.(2)	Mitchell Weiss Bijan Sartipi	A	D
<u>Financial Allocations for Proposition 1B CMIA Projects</u>					
71	Financial Allocation: \$19,100,000 for the locally administered CMIA White Rock Road Widening (PPNO 3161) project in Sacramento County off the State Highway System. Contributions from other sources: \$3,065,000. Resolution CMIA-A-1112-023	2.5g.(1a)	Maura Twomey Rachel Falsetti	A	D
72	Financial Allocation: \$47,000,000 for the State Administered CMIA Route 46 Corridor Improvements - Whitley 2A (PPNO 0226G) project in San Luis Obispo County on the State Highway System. Resolution CMIA-A-1112-024	2.5g.(1b)	Maura Twomey Rachel Falsetti	A	D
<u>Financial Allocations for Proposition 1B RTE 99 Projects</u>					
73	Financial Allocation: \$23,110,000 for the locally administered SR 99 State Route 99/Elverta Road Interchange (PPNO 0259D) project in Sacramento County on the State Highway System. Contributions from other sources: \$ 5,290,000. Resolution R99-A-1112-005 <i>(Related Item under Tab 55.)</i>	2.5g.(2a)	Maura Twomey Rachel Falsetti	A	D
74	Financial Allocation: \$103,000,000 for the State administered SR 99 State Route 99/Freeway Upgrade and Plainsburg Road I/C (PPNO 5401) project in Merced County on the State Highway System. Resolution R99-A-1112-006 <i>(Related Item under Tab 54.)</i>	2.5g.(2b)	Maura Twomey Rachel Falsetti	A	D
<u>Financial Allocations for Proposition 1B TCIF Projects</u>					
75	Financial Allocation: \$5,400,000 for the State administered Rail TCIF Project 75 - Southline – Mainline – Phase 3 project in San Diego County. Resolution TCIF-A-1112-07 <i>(Related Item under Tab 56.)</i>	2.5g.(5a)	Maura Twomey Bill Bronte	A	D
<u>Financial Allocations for Proposition 1B HRCSA Projects</u>					
76	Financial Allocation: \$3,738,367 for the locally administered HRCSA Broadway Brazil Grade Crossing Improvements project in Los Angeles County. Contributions from other sources: \$2,092,633. Resolution GS1B-A-1112-002 <i>(Related Item under Tab 61.)</i>	2.5g.(9a)	Teresa Favila Bill Bronte	A	D
<u>Financial Allocations for Proposition 1B SLPP Projects</u>					
77	Financial Allocation: \$ 4,561,000 for the locally administered SLPP Transit Bus Procurement project in Los Angeles County. Contributions from other sources: \$14,291,000. Resolution SLP1B-A-1112-15	2.5g.(10a)	Laurel Janssen Jane Perez	A	D

<u>Tab # / Time</u>	<u>Item Description</u>	<u>Ref. #</u>	<u>Presenter</u>	<u>Status*</u>	
Financial Allocations for STIP Transit Projects					
78	Financial Allocation: \$7,394,000 for three locally administered STIP Transit Projects. Contributions from other sources: \$18,229,000. Resolution MFP-11-06	2.6a.(1)	Juan Guzman Jane Perez	A	D
79	Financial Allocation: \$4,200,000 for the State administered STIP Rail Emeryville Intermodal Transfer Station Parking (PPNO 2020) project in Alameda County. Contributions from other sources: \$15,414,000. Resolution MFP-11-07	2.6a.(2)	Juan Guzman Bill Bronte	A	D
Request to Extend the Period of Contract Award					
80	Request to extend the period of contract award for two locally-administered STIP Projects totaling \$16,566,000, per Resolution G-06-08. Waiver-12-07	2.8b.(1)	Juan Guzman Denix Anbiah	A	D
81	Request to extend the period of contract award for the 2012 Slurry Seal SLPP project in the Town of Truckee, for \$144,000, per SLPP Guidelines. Waiver-12-08	2.8b.(2)	Juan Guzman Denix Anbiah	A	D
Request to Extend the Period of Project Completion					
82	Request to extend the period of project completion for the Queensway South Bound Ramp over Harbor Scenic Drive Local Bridge Seismic Retrofit project in Los Angeles County, for \$547,634, per LBSRP Guidelines. Waiver-12-09	2.8c.	Juan Guzman Denix Anbiah	A	D
OTHER MATTERS / PUBLIC COMMENT					
11:00 am	Adjourn				

Highway Financial Matters

\$ 8,380,000 Total SHOPP/Minor Requested for Allocation
 \$ 48,283,000 Total STIP Requested for Allocation
 \$ 205,909,367 Total Proposition 1B Bond Requested for Allocation
\$ 8,958,000 Total Supplemental Funds Requested for Allocation
 \$ 271,530,367 Sub-Total Project Funds Requested for Allocation

\$ 15,539,000 Delegated Allocations
 \$ 287,069,367 Sub-Total, Highway Project Allocations

\$ 30,687,568 Contributions from Other Sources
 \$ 317,756,935 Total Value

Total Jobs Created: 5,706 (Includes Direct, Indirect, and Induced)

(\$ 60,205,000) Total Proposition 1B Bond De-Allocations Requested.

Mass Transportation Financial Matters

\$ 11,594,000 Total STIP Requested for Allocation
 \$ 11,594,000 Total State Allocations

Total Jobs Created: 270 (Includes Direct, Indirect, and Induced)

2.5 Highway Financial Matters

Project # Allocation Amount County Dist-Co-Rte Postmile	Location Project Description	EA Project ID Program	Budget Year Item # Fund Type Program Code	Amount by Fund Type
2.5a. Minor Projects		Resolution FP-11-33		
1 \$939,000 Santa Barbara 05-SB-101 78.4/82.2	Near Santa Maria from 0.3 mile south of Solomon Summit Undercrossing to Clark Avenue Overcrossing. <u>Outcome/Outputs:</u> Widen shoulder of the southbound lane, improve pavement condition and install rumble strip on the new southbound shoulder to prevent run off roadway collisions. (This is a substitute project for EA 05-0C330)	1A2204 0500020303 SHOPP	2011-12 302-0042 SHA 302-0890 FTF 20.20.201.120	\$19,000 \$920,000
2 \$981,000 Los Angeles 07-LA-001 27.4/28.0	In the City of Los Angeles, from Sepulveda Boulevard to 0.3 mile south of Westchester Parkway Overcrossing. <u>Outcome/Outputs:</u> Repair damaged pavement in both directions to improve ride quality and upgrade curb ramps to comply with Americans With Disabilities Act. (This is a substitute project for EA 07-4T350)	4T4504 0700021045 SHOPP	2011-12 302-0042 SHA 20.20.201.121	\$981,000
3 \$818,000 Los Angeles 07-LA-710 6.1/6.8	In the City of Long Beach, from Shoemaker Bridge to Route 1 (Pacific Coast Highway). <u>Outcome/Outputs:</u> Plant grass, shrubs and trees and install new irrigation system to prevent soil erosion and minimize storm water run-off (This is a substitute project for EA 07-4T470)	4T4804 0700021222 SHOPP	2011-12 302-0042 SHA 20.20.201.210	\$818,000
4 \$329,000 Tuolumne 10-Tuo-108 R11.7	At the intersection of Route 108 and Twain Harte/Tuolumne Road. <u>Outcome/Outputs:</u> Upgrade guardrail and replace dike to reduce collisions and run off road collisions. (This is a substitute project for EA (10-0Q800)	0T4704 1012000013 SHOPP	2011-12 302-0042 SHA 302-0890 FTF 20.20.201.015	\$7,000 \$322,000

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) SHOPP Projects		Resolution FP-11-34		
1 \$2,999,000 Sonoma 04-Son-116 41.8/44.7	Near Petaluma, from Adobe Road to west of Arnold Drive. <u>Outcome/Output:</u> Provide Environmental Mitigation for the Stage Gulch Road Curve Correction and Realignment project EA 04-28381, PPNO 0832 to meet the requirements of permits issued by the regulatory agencies.	04-0832A SHOPP/11-12 \$4,738,000 0400000772 4 283824	2011-12 302-0042 SHA 302-0890 FTF 20.20.201.010	\$60,000 \$2,939,000
2 \$200,000 San Bernardino 08-SBd-10 12.0/19.8	On Route 10--Follow-up Landscape project. In Fontana, at Cherry, Citrus and Cedar Avenue interchanges. <u>Outcome/Outputs:</u> Landscape mitigation plant establishment for PPNO 0137M. Three year plant establishment follow-up on plantings done under parent project. Work includes water application, weeding, replacement of plants that die, and other activities to ensure long-term plant survival.	08-0133L SHOPP/11-12 \$200,000 0800020300 4 497514	2011-12 302-0042 SHA 20.20.201.310	\$200,000

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-11-34				
3 \$1,605,000 Madera 06-Mad-99 23.8/28.2	Near Chowchilla, from Avenue 24 to Le Grand Avenue. <u>Outcome/Output:</u> Construct two single thrie beam median barriers along 4.4 centerline miles to reduce cross median collisions and improve traffic safety.	06-6458 SHOPP/11-12 \$1,635,000 0600000294 4 0L2004	2011-12 302-0042 SHA 302-0890 FTF 20.20.201.010	\$32,000 \$1,573,000

Project # Allocation Amount Recipient RTPA/CTC County Dist-Co-Rte Postmile	Project Title Location Project Description Project Support Expenditures	PPNO Program/Year Prgm'd Amount Project ID Adv Phase EA	Budget Year Item # Fund Type Program Code	Amount by Fund Type
2.5c.(1) State Administered STIP Project on the State Highway System				
Resolution FP-11-35				
1 \$21,226,000 Department of Transportation KCAG Kings 06N-Kin-198 8.6/9.7	19th Avenue Interchange. In Lemoore, on Route 198 at 19th Avenue. Construct interchange. Final Project Development Support Estimate: \$6,027,000 Programmed Amount: <u>\$3,101,000</u> Adjustment: \$2,926,000 (Debit) Final Right of Way Right of Way Estimate: \$7,296,000 Programmed Amount: <u>\$6,255,000</u> Adjustment: \$ 0 (<20%) The 19 th Avenue Interchange Landscaping project (PPNO 6589) will be split off as follows, funded from Kings County regional shares: Const Support \$ 102,000 FY 2013-14 Const <u>\$1,022,000</u> FY 2013-14 Total: \$1,024,000 (Construction savings of \$3,950,000 to be returned to Kings County regional shares after accounting for the landscaping project as described above.) <u>Outcome/Output:</u> Project will provide access to and link developing areas currently split by SR 198 and improve safety.	06-4330 RIP / 11-12 CON ENG \$2,770,000 CONST \$26,300,000 \$21,226,000 0600000367 4 325504	2011-12 301-0042 SHA 301-0890 FTF 20.20.075.600	\$425,000 \$20,801,000
2 \$3,572,000 Department of Transportation KCAG Kings 06N-Kin-198 T21.5/T28.3	Hanford Expressway Tree Planting. Near Hanford, from 0.5 mile east of Route 43 to 0.4 mile west of Route 99. Tree planting. Final Project Development Support Estimate: \$330,000 Programmed Amount: <u>\$395,000</u> Adjustment: \$ 0 (Debit) Final Right of Way Right of Way Estimate: \$ 2,000 Programmed Amount: <u>\$ 5,000</u> Adjustment: \$ 3,000 (Credit) (Construction savings of \$28,000 to be returned to interregional shares.) <u>Outcome/Output:</u> Project will provide 43.3 acres of tree planting.	06-A4360Y IIP / 11-12 CON ENG \$500,000 CONST \$3,600,000 \$3,572,000 0600000936 4 0L0504	2011-12 301-0042 SHA 301-0890 FTF 20.20.025.700	\$71,000 \$3,501,000

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-11-37				
2 \$600,000 City of Rohnert Park MTC 04-Sonoma	Copeland Creek Bike Path Reconstruction. In Rohnert Park, between Commerce Boulevard and the eastern city limits at Sonoma State University. Reconstruct deteriorated sections of Copeland Creek Bike Path. (Contributions from other sources: \$115,302.) <u>Outcome/Output:</u> The reconstruction of the bike path on Copeland Creek will restore utility and safety to the Copeland Creek Bike Path and provide a non-motorized Class I facility as an alternative to the east-west arterials of Rohnert Park Expressway, Southwest Boulevard and East Cotati Avenue.	04-5156J RIP TE / 11-12 CON \$600,000 0400020772	2011-12 101-0890 FTF 20.30.600.731	\$600,000
3 \$202,000 City of Bakersfield KCOG 06-Kern	Landscape Improvements on Stockdale Highway. In Bakersfield, on Stockdale Highway, from McDonald Way to North Stine Road. Landscaping improvements. (Contributions from other sources: \$27,000.) <u>Outcome/Output:</u> The city will improve the landscaping and sidewalk on the north side of Stockdale Highway enhancing the scenery of the parkway area.	06-6560 RIP TE / 11-12 CON \$202,000 0612000102	2011-12 101-0890 FTF 20.30.600.731	\$202,000
4 \$11,228,000 Los Angeles County Metropolitan Transportation Authority LACMTA 07-Los Angeles	Exposition Boulevard R/W Bike Path-Westside Extension. In the city of Los Angeles, on the Exposition Rail right-of-way from Venice/Robertson Boulevards to Sepulveda Boulevard. Design and construct 2.5 miles of Class I bike and pedestrian paths. (CEQA – NE, 08/17/2010.) (NEPA – CE, 11/21/2011.) (Contributions from other sources: \$10,305,000.) <u>Outcome/Output:</u> These funds will be used for construction of a 10.2-mile bikeway. The project includes a portion of a Class I bike path, Class II bike lanes and lighting, railings, landscaping and irrigation. The project also includes traffic signals to accommodate bike path crossing at all street crossings.	07-3184 RIP TE / 11-12 CON \$11,228,000 0700001070	2011-12 101-0890 FTF 20.30.600.731	\$11,228,000
5 \$331,000 City of Turlock StanCOG 10-Stanislaus	Golden State Boulevard Landscaping. In Turlock, on Golden State Boulevard from Roberts Road to Monte Vista Avenue. Landscape median. (Contributions from other sources: \$43,000.) <u>Outcome/Output:</u> This project will improve traffic safety through greater separation between opposing lanes, improve aesthetics, and improve environmental conditions through landscaping.	10-0019D RIP TE / 11-12 CONST \$331,000 1000000770	2011-12 101-0890 FTF 20.30.600.731	\$331,000
6 \$465,000 City of Turlock StanCOG 10-Stanislaus	Landscape Median on Golden State Boulevard. In Turlock, on Golden State Boulevard from Christoffersen Parkway to Roberts Road. Landscape median. (Contributions from other sources: \$120,000.) <u>Outcome/Output:</u> This project will improve traffic safety through greater separation between opposing lanes, improve aesthetics, and improve environmental conditions through landscaping.	10-0222 RIP TE / 11-12 CONST \$465,000 1000000486	2011-12 101-0890 FTF 20.30.600.731	\$465,000

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) Local STIP Planning, Programming and Monitoring Projects			Resolution FP-11-37	
7 \$80,000 Trinity County Transportation Commission Trinity LTC 02-Trinity	Planning, Programming and Monitoring	02-2066 RIP/11-12 CONST \$80,000 0212000078	2011-12 101-0042 SHA 20.30.600.670	\$80,000

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.(4) Locally Administered STIP Transportation Enhancement Projects off the State Highway System (ADVANCEMENT)			Resolution FP-11-__	
1 \$500,000 City of Laguna Woods OCTA 12-Orange	El Toro Road/Aliso Creek Road Phase II Bicycle and Pedestrian Enhancement. On El Toro Road from Aliso Creek Road to Canyon Hills Drive. Construct sidewalk, retaining wall, drainage structures, and the relocation of the existing Class II bike lane. (Allocation funded from FY 2012-13 TE Reserve PPNO 2134.) (Contributions from other sources: \$593,000.) <u>Outcome/Output:</u> Provide 0.4 mile of Class I pedestrian and bicycle trail.	12-2135W RIP TE / 12-13 CONST \$500,000 1200020333	2011-12 101-0890 FTF 20.30.600.731	\$500,000
THE DEPARTMENT RECOMMENDS THIS ITEM BE DEFERRED AT THIS TIME.				

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. Allocations for Projects with Cost Increases Greater than 120 Percent			Resolution FP-11-38	
1 \$509,000 Kern 06-Ker-58 67.9	Near Edison, at Neumarkle Road. <u>Outcomes/Outputs:</u> Repair drainage channel	06-6568 SHOPP/11-12 \$296,000 0600020651 4 0N4004	2011-12 302-0042 SHA 302-0890 FTF 20.20.201.131	\$58,000 \$451,000

2.5 Highway Financial Matters

Project # Allocation Amount Recipient County Dist-Co-Rte Postmile	Location Project Description Reason for Supplemental Funds	PPNO Program Funding Year Item # Fund Type Program Codes Project ID Adv Phase EA	State Federal Current Amount by Fund Type	State Federal Additional Amount by Fund Type	State Federal Revised Amount by Fund Type
2.5e.(1) Supplemental Funds for Previously Voted Projects					Resolution FA-11-16
1 \$2,758,000 Department of Transportation Mono 09-Mno-395 118.7/119.6	Near Topaz Lake, from 1.7 miles north of Route 89 to 0.9 mile south of the Nevada State border. <u>Outcome/Output:</u> Realign highway curves and widen shoulders to increase sight distances and improve safety along 0.9 roadway centerline miles. Supplemental funds needed to award construction contract.	09-0601 SHOPP 2011-12 302-0042 SHA 302-0890 FTF 20.20.201.010 0900000038 4 237704	\$182,000 \$8,909,000	\$55,000 \$2,703,000	\$237,000 \$11,612,000
Total Revised Amount: \$11,849,000					

Project # Allocation Amount Recipient RTPA/CTC Dist-Co-Rte Postmile	Location Project Description	PPNO Program Funding Year Item # Fund Type Program Codes Project ID Adv Phase	State Federal Current Amount by Fund Type	State Federal Additional Amount by Fund Type	State Federal Revised Amount by Fund Type
2.5e.(2) Supplemental Funds for Previously Voted Projects					Resolution FA-11-18
1 \$6,200,000 Department of Transportation MTC 04N-SCI-87 0.0/5.1	In San Jose, from 0.3 mile north of Branham Lane to 0.3 mile north of Virginia Street. Construct high occupancy vehicle (HOV) lane and auxiliary lanes in each direction, construct 13 retaining walls and widen six bridges. <u>Outcome/Output:</u> Widen freeway from four to six lanes, construct auxiliary lanes, and widen six bridge structures. Supplemental funds needed to pay for an Arbitration Agreement.	04-0443S GARVEE 2003-04 801-6801 20.20.075.600 RIP 2011-12 301-0042 SHA 301-0890 FTF 20.20.075.600 0400001059	\$41,195,000	\$712,000 \$5,488,000	\$41,195,000 \$712,000 \$5,488,000
Total Revised Amount: \$47,395,000					

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 \$1,500,000 Sacramento 03U-Sac-99 6.01	Near Elk Grove, at Arno Road Overcrossing (Bridge # 24- 0151). On November 23, 2011, a vehicle with a high load hit the overcrossing severely damaging the right exterior girder in Span 3 (over northbound Lane 2). Traffic on Arno Road was rerouted away from the damaged girder. This project is to demolish and replace the damaged girder and conduct traffic control as necessary.	03-6876 SHOPP/11-12 0312000150 4 3F270 Emergency	2010-11 302-0042 SHA 20.20.201.130	\$1,500,000
Initial G-11 Allocation 12/21/11: \$1,500,000				

2.5 Highway Financial Matters

Project# Amount County Dist-Co-Rte Postmile	Location Project Description Allocation History	PPNO Program/Year Project ID Adv. Phase EA	Budget Year Item # Fund Type Program Code	Amount by Fund Type
2.5f. Informational Report – Emergency G-11 Allocations (2.5f.(1))				
2 \$10,000,000 Los Angeles 07U-LA-60 7.77	In Montebello, at the Paramount Boulevard Overcrossing (Bridge 53-1910). On December 14, 2011, a double-tanker truck loaded with 8,800 gallons of gasoline burst into flames on eastbound Route 60 directly beneath the Overcrossing. All freeway lanes in both directions were closed. This project is to demolish and repair the Overcrossing structure as needed; repair or replace damaged pavement, drainage systems, and overhead sign. Initial G-11 Allocation 12/20/11: \$10,000,000 (Additional \$20,000 was allocated for right of way purposes).	07-4510 SHOPP/11-12 0712000242 4 3X7004 Emergency	2010-11 302-0890 FTF 20.20.201.130	\$10,000,000

#	Dist	County	Route	Postmiles	Location/Description	EA	Program Code	Original Est. FM-09-06	Allocation
2.5f. Informational Report – Minor Construction Program – Resolution G-05-05 Delegated Allocations (2.5f.(4))									
1	02	Sha	151	5.8/6.9	Repair localized pavement failures and overlay asphalt concrete to improve ride quality.	4E3804	201.121	\$1,000,000	\$1,000,000
2	03	Pla	267	0.4/1.2	Construct left-turn pocket and widen shoulder in the southbound direction.	0F0104	201.310	\$970,000	\$970,000
3	07	LA	210	5.8	Install concrete barrier railing, upgrade connector lighting, and repair pavement.	4T3704	201.015	\$650,000	\$540,000
4	08	SBd	Var.	Var.	Replace emulsion tanks at various Maintenance Stations in Cajon, Needles, Barstow, Mountain Pass, Victorville and Essex.	0N1404	201.352	\$900,000	\$886,000
5	09	Mno	158	2.2/2.9	Construct five curb ramps, relocate hydrant and upgrade sidewalks to comply with American With Disabilities Act standards.	350104	201.361	\$500,000	\$643,000

Project # Allocation Amount Recipient RTPA/CTC District-County	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.(1a) Proposition 1B – Locally Administered CMIA Project off the State Highway System				
Resolution CMIA-A-1112-023				
1 \$19,100,000 Sacramento County SACOG 03-Sacramento	White Rock Road Widening. In Sacramento, on White Rock Road from Grant Line Road to Prairie City Road. Widen from 2 to 4 lanes. (Future Consideration of Funding – Resolution E-09-54, July 2009.) (Contributions from other sources: \$3,065,000.) (January 2012 - CMIA baseline amendment approved under Resolution CMIA-PA-1112-018.) <u>Outcome/Outputs:</u> Estimated Daily Vehicle Hours of Delay Saved of 2,679. Estimated Daily Peak Hour Person-Minutes Saved of 181,319.	03-3161 CMIA/10-11 CONST \$19,100,000 0300000885	2011-12 104-6055 CMIA 20.30.210.100	\$19,100,000

2.5 Highway Financial Matters

Project # Allocation Amount Recipient RTPA/CTC Dist-Co-Rte Postmile	Project Title Location Project Description Project Funding	PPNO Program/Year Phase Prgm'd Amount Project ID Adv Phase EA	Budget Year Item # Fund Type Program Code	Amount by Fund Type
2.5g.(1c) Proposition 1B Allocation Amendment – State Administered Multi-Program CMIA/STIP Project on the State Highway System				
			Resolution CMIA-AA-1112-024, Amending Resolution CMIA-A-1112-007 Resolution STIP1B-AA-1112-004, Amending Resolution STIP1B-A-1112-002	
1 \$61,000,000 \$46,359,000	State Route 12 Jameson Canyon Widening – Segment 1. Near Fairfield, from 0.5 mile west of Napa/Solano County - Line to Red Top Road in Solano County. Construct two lanes, add a median barrier, and a median opening Segment 1. (TCRP 157)	04-0367D CMIA/09-10 CONST \$50,990,000 \$36,349,000	2010-11 304-6055 CMIA 20.20.721.000	\$50,990,000 \$36,349,000
Department of Transportation MTC 04N-Sol-12 0.0/2.6	Final Project Development (IIP) Support Estimate: \$126,000 Programmed Amount: <u>\$126,000</u> Adjustment: \$ 0	(Solano) RIP/10-11 CONST \$4,550,000	304-6058 TFA 20.20.075.600	\$6,890,000
	Final Project Development (RIP-Napa) Support Estimate: \$449,000 Programmed Amount: <u>\$449,000</u> Adjustment: \$ 0	(Napa) RIP/10-11 CONST ENG \$5,850,000 CONST \$2,340,000	304-6058 TFA 20.20.025.700	\$3,120,000
	Final Right of Way (RIP-Napa) Right of Way Estimate: \$6,490,000 Programmed Amount: <u>\$6,490,000</u> Adjustment: \$ 0	IIP/10-11 CONST ENG \$3,400,000 CONST \$3,120,000 0400002023		
	(Future Consideration of Funding – Resolution E-08-08, July 2008.)			
	(March 2011 -Project Scope is consistent with the amended baseline agreement approved under Resolution CMIA-PA-1011-023.)	4 264144		
	<u>Amend Resolutions CMIA-A-1112-007 and STIP1B-A-1112-002 to de-allocate \$14,641,000 CMIA CONST to reflect award savings.</u>			
	<u>Outcome/Output:</u> When combined with PPNO 03671, the overall Jameson Canyon Project will result in daily vehicle-hours of delay savings of about 3,898 hours.			

2.5 Highway Financial Matters

Project # Allocation Amount Recipient RTPA/CTC Dist-Co-Rte Postmile	Project Title Location Project Description Project Funding	PPNO Program/Year Phase Prgm'd Amount Project ID Adv Phase EA	Budget Year Item # Fund Type Program Code	Amount by Fund Type
2.5g.(1c) Proposition 1B Allocation Amendment – State Administered Multi-Program CMIA/STIP Project on the State Highway System			Resolution CMIA-AA-1112-024, Amending Resolution CMIA-A-1112-007 Resolution STIP1B-AA-1112-004, Amending Resolution STIP1B-A-1112-002	
2 \$30,600,000 \$26,118,000 Department of Transportation MTC 04N-Nap-12 0.0/3.2	Near Fairfield, On Route 12 in Napa County, from State Route 29 junction to 0.1 mile west of Napa/Solano County line. Construct two lanes and add a median barrier. Segment 2. (TCRP 157) Final Project Development (IIP) Support Estimate: \$68,000 Programmed Amount: <u>\$68,000</u> Adjustment: 0 Final Project Development (RIP-Napa) Support Estimate: \$242,000 Programmed Amount: <u>\$242,000</u> Adjustment: 0 Final Right of Way (RIP-Napa) Right of Way Estimate : \$ 3,510,000 Programmed Amount: <u>\$ 3,510,000</u> Adjustment: \$ 0 (Future Consideration of Funding – Resolution E-08-08, July 2008.) (January 2011 -Project Scope consistent with the amended baseline agreement approved under Resolution CMIA-PA-1011-023.) <u>Amend Resolutions CMIA-A-1112-007 and STIP1B-A-1112-002 to de-allocate \$4,482,000 CMIA CONST to reflect award savings.</u> <u>Outcome/Output:</u> When combined with PPNO 0367D, the overall Jameson Canyon Project will result in daily vehicle-hours of delay savings of about 3,898 hours.	04-0367I CMIA/09-10 CONST \$23,000,000 \$18,518,000 RIP/10-11 (Solano) CONST \$2,450,000 RIP/10-11 (Napa) CONST ENG \$3,150,000 CONST \$1,260,000 IIP/10-11 CONST ENG \$1,700,000 CONST \$3,890,000 0400002022 4 264134	2010-11 304-6055 CMIA 20.20.721.000 304-6058 TFA 20.20.075.600 304-6058 TFA 20.20.025.700	\$23,000,000 \$18,518,000 \$3,710,000 \$3,890,000

Project # Allocation Amount Recipient RTPA/CTC County Dist-Co-Rte Postmile	Project Title Location Project Description	PPNO Program/Year Phase Prgm'd Amount Project ID Adv Phase EA	Item # Fund Type	Amount by Fund Type
2.5g.(2a) Proposition 1B –Locally Administered Route 99 Projects on the State Highway System			Resolution R99-A-1112-005	
1 \$23,110,000 Sacramento County SACOG Sacramento 03N-Sac-99 35.0/36.0	State Route 99/Elverta Road Interchange. In Sacramento County on State Route 99 at Elverta Road. Construct a four-lane overcrossing including a Type -9 interchange, ramp meters, HOV lanes and traffic signals (November 2010 - Project scope is consistent with baseline agreement approved under Resolution R99-PA-1011-008.) (Concurrent State Route 99 Corridor Program Amendment under Resolution R99-PA-1112-004; February 2012.) (Contributions from other sources: \$5,290,000) (Future Consideration of Funding – Resolution E-09-84, 10/15/2009.) <u>Outcome/Output:</u> The daily vehicle hours of delay saved are 81 hours and the peak person minutes saved are 6,420 minutes.	03-0259D SR-99/10-11 CONST \$23,110,000 0300000426 4CONL 371504	2011-12 304-6072 SR-99 20.20.722.000	\$23,110,000

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 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-1011-002	
1 \$3,738,367 Southern California Regional Rail Authority SCRRA 07-Los Angeles	Broadway Brazil Grade Crossing Improvements. Construct highway-rail grade crossing improvements to West Broadway in the city of Glendale at the Broadway-Brazil Street crossing of the Pacific Surfliner corridor and the Antelope Valley Lane. (CEQA – Exempt – 21080(b) (11) and 21080(b) (12).) (NEPA – Exempt – Section 23 CFR 77.117(d) (9).) (Contributions from other sources: \$2,092,633.) (Concurrent HRCSA baseline amendment under Resolution GS1B-P-1112-09; February 2012) <u>Outcome/Output:</u> This project will reduce train/vehicle collisions, reduce property damage associated with collisions, potential injuries and loss of life and travel time delays. This project will also improve safety and reliability for 66 daily passenger trains (operated by Amtrak and Metrolink), 17 Union Pacific Railroad freight trains, and over 5,500 vehicles that use the crossing each day.	HRCSA/10-11 CONST \$3,738,367 0075120062 S H011BA	2010-11 104-6063 HRCSA 20.30.010.400	\$3,738,367

Project # Allocation Amount Recipient RTPA/CTC District-County	Project Title Location Project Description	EA 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			Resolution GS1B-AA-1112-002, Amending Resolution GS1B-A-0910-006	
1 \$12,175,000 \$5,582,000 Tulare County Redevelopment Agency TCAG 06-Tulare	Betty Drive Grade Separation. In Goshen and the city of Visalia, on Betty Drive construct a new grade separation overpass to replace the existing Elder Avenue at grade separation of the Union Pacific Railroad. (CEQA-SE, February 2010) <u>Outcome/Output:</u> Provide a major four lane access link between State Route 99 and the Visalia industrial Park. The project will alleviate traffic congestion and provide quantifiable reduction in emissions.. <u>Amend Resolution GS1B-A-0910-006 to de-allocate \$6,593,000 in HRCSA funds to reflect contract award savings.</u>	H016BA HRCSA/09-10 CONST \$12,175,000 \$5,582,000	2007-08 104-6063 HRCSA 20.30.010.400	\$12,175,000 \$5,582,000

Project # Allocation Amount Recipient RTPA/CTC District-County	Project Title Location Project Description	Program/Year Phase Prgm'd Amount Project ID Adv Phase EA	Budget Year Item # Fund Type Program Code	Amount by Fund Type
2.5g.(10a) Proposition 1B – Locally Administered SLPP Transit Projects			Resolution SLP1B-A-1112-15	
1 \$4,561,000 Los Angeles County Metropolitan Transportation Authority LACTMA 07-Los Angeles	Bus Procurement. Acquisition of 150 - 45-foot, 46-passenger seat, CNG fueled with four wheelchair tie-down high capacity composite buses. (CEQA – CE: 15302 (c)) (Contributions from other sources: \$14,291,000.) <u>Outcome/Output:</u> Improve service quality, fleet reliability, customer appeal and meet service demand.	SLPP/11-12 CONST \$4,561,000 0712000248 S T269GB	2011-12 104-6060 SLPP 30.10.724.000	\$4,561,000

2.5 Highway Financial Matters

Project #	Allocation Amount	Recipient	Project Title	EA Program/Year	Budget Year	Item #	Amount by Fund Type
RTPA/CTC	District-County	Project Location	Project Description	Phase	Fund Type	Program Code	
2.5g.(10b). Delivered List Allocations – Proposition 1B – State-Local Partnership Program Projects					Resolution SLP1B-AA-1112-05, Amending Resolution SLP1B-A-1011-02		
8	\$1,000,000	City of Moreno Valley RCTC 08-Riverside	In Riverside County. On Eucalyptus Avenue from Redlands Boulevard to Theodore Street. Construct new road. (Note: West bound (north half) of the new one-mile long road will consist of two travel lanes and a sidewalk. East bound (south half) will consist of one travel lane. The scope also	0G0554L SLPP/09-10 CONST \$1,000,000 0800020150	2009-10	104-6060 SLPP 20.30.210.200	\$1,000,000
PROJECT 8 – RESCINDED							
(Contributions from local sources: \$4,404,945.)							
<u>Outcome/Output:</u> Provide greater capacity of truck traffic. Improvements will allow easier access to this area, increase the safety of vehicle traffic and pedestrians and add a bus stop access.							

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.(1) Locally Administered STIP Transit Projects Resolution MFP-11-06				
1 \$425,000 Humboldt Transit Authority Humboldt CAG 01-Humboldt	Vehicle Acquisition Purchase one low floor 40-foot, diesel/electric powered, 44-passenger seat with two wheelchair tie-down bus. (CEQA – CE: 15301) (Contributions from other sources: \$200,000.) <u>Outcome/Output:</u> Increase bus service and reliability.	01-2263 RIP/11-12 CONST \$425,000 0112000192 S T309TA	2010-11 101-0046 PTA 30.10.070.626	\$425,000
2 \$849,000 Los Angeles County Metropolitan Transportation Authority LACMTA 07-Los Angeles	78 Light Rail Vehicles Acquisition Acquisition of 78 light rail vehicles for fleet expansion. (CEQA – CE: 15301) (Contributions from other sources: \$18,029,000.) (June 2011- Time extension approved on under Waiver 11-31.) <u>Outcome/Output:</u> Increase light rail fleet, relieve traffic congestion and improve regional air quality.	07-4025 RIP/10-11 CONST \$849,000 0700021065 S R241TA	2010-11 101-0046 PTA 30.10.070.626	\$849,000
3 \$6,120,000 Los Angeles County Metropolitan Transportation Authority LACMTA 07-Los Angeles	78 Light Rail Vehicles Acquisition Acquisition of 78 light rail vehicles for fleet expansion. (CEQA – CE: 15301) <u>Outcome/Output:</u> Increase light rail fleet, relieve traffic congestion and improve regional air quality.	07-4025 RIP/11-12 CONST \$6,120,000 0712000247 S R241TB	2010-11 101-0046 PTA 30.10.070.626	\$6,120,000
2.6a.(2) Locally Administered STIP Rail Project Resolution MFP-11-07				
1 \$4,200,000 Department of Transportation MTC 75-Alameda	Emeryville Intermodal Transfer Station Parking Construction of four bus bays and 125 public parking spaces within a covered parking structure located next to the Emeryville Amtrak station platforms. (CEQA – Statutorily Exempt - 15275.) (NEPA – CE – 23 CFR 771.117 (c) (18).) (Future Consideration of Funding – Resolution E-12-05, January 2012.) (Contributions from other sources: \$15,414,000.) <u>Outcome/Output:</u> This project will make bus transfers between Amtrak intercity trains, local buses and feeder bus services more convenient and increase the number of parking spaces available for rail patrons. This will improve the overall quality and reliability of train service along the Capitol and San Joaquin Corridors by enhancing ridership and revenues.	75-2020 IIP/11-12 CONST \$4,200,000 0012000180 S RA10BA	2011-12 301-0046 PTA 30.20.020.720	\$4,200,000

2.6 Mass Transportation Financial Matters

Project # Allocation Amount Implementing Agency District-County	BREF # and Project Description Description of Allocation	Item # Fund Type Program Code	Amount by Fund Type
2.6e. Traffic Congestion Relief Program - Re-allocation Amendment		Resolution TFP-11-07, Amending Resolution TFP-06-31	
1 \$3,430,000	Project #1.1 – BART Extension from Fremont to Warm Springs.	Chapter 91 of the Statutes of 2000	
San Francisco Bay Area Rapid Transit District (BART) 04 – Alameda and Santa Clara	Extend BART 5.5 miles south of existing Fremont Station. Re-allocate \$3,430,000 in previously allocated TCRP funding for Right of Way.	889-3007 30.10.710.010	\$3,430,000
Outcome/Output: Complete right of way activities.			

PUBLIC DISTRIBUTION**CALIFORNIA TRANSPORTATION COMMISSION**

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Memorandum

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: February 22-23, 2012

Reference No.: 2.4a.
Action Item

From: NORMA ORTEGA
Chief Financial Officer

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

Subject: **RESOLUTION OF NECESSITY - APPEARANCE**

RECOMMENDATION:

The California Department of Transportation (Department) recommends the California Transportation Commission (Commission) adopt Resolution of Necessity (Resolution) C-20722 summarized on the following page. This Resolution is for property needed to construct the transportation project that will reduce congestion, improve safety and provide controlled access to and from United States Highway 101 (US-101) in Monterey and San Benito counties.

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 an appearance before the Commission to challenge the outstanding issues. The property owner believes the project's design is not compatible with the greatest public good and least private injury and that the damage to the property could be minimized by redesigning the project. The owner's objections and the Department's responses are contained in Attachment B.

BACKGROUND

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

Extensive discussions have been ongoing between the property owner and the Department to address and resolve the issues. While most of the owner's concerns have been resolved, the few remaining issues are outside the Department's control. Based on this impasse, the Department is requesting that this appearance proceed to the February 22-23, 2012 Commission meeting. Legal possession will allow construction activities on the parcels to commence, thereby avoiding and/or mitigating considerable right of way delay costs that will accrue if efforts to initiate the condemnation process are not taken immediately to secure timely legal possession of the subject property.

C-20722 - Stagecoach Territory, Inc., a California Corporation and Stagecoach Territory, a California General Partnership

05-Mon-101-PM 100.8/101.2 - Parcels 11304-1, 2; 11354-1, 2 - EA 315809.

Right of Way Certification Date: 04/02/12; Ready to List Date: 04/02/12.

Expressway - partial conversion of expressway to freeway and construct new interchange at San Juan Road. Authorizes condemnation of land in fee for a State highway, extinguishment of abutter's rights of access, and temporary easements for highway construction. Located in the community of Aromas at 1000-1250 Highway 101.

Assessor's Parcel Numbers 141-013-004, -005, -009, -011; 141-131-001

Attachments:

Attachment A - Project Information

Exhibit A1 through A3 - Project Maps

Attachment B - Parcel Panel Report

Exhibit B1 through B4 - Parcel Maps

PROJECT INFORMATION

PROJECT DATA	05-Mon-101-PM 100.0/101.3 05-SBt-101-PM 0.0/1.6 Expenditure Authorization 315809 Project ID #0500000495
<u>Location:</u>	United States Highway 101 (US-101) in Monterey and San Benito counties
<u>Limits:</u>	From 0.4 mile south of Dunbarton Road in Monterey county to 1.0 mile north of Cole Road in San Benito county
<u>Cost:</u>	Programmed construction cost: \$46,200,000 Programmed right of way cost: \$26,900,000
<u>Funding Source:</u>	Trade Corridors Improvement Fund (TCIF), Regional Improvement Program (RIP), Interregional Improvement Program (IIP), Surface Transportation Program (STP) and Locally Generated Funds
<u>Number of Lanes:</u>	Existing: Four-lane mixed flow Proposed: Four-lane mixed flow
<u>Proposed Major Features:</u>	Construct an interchange slightly north of the Monterey/San Benito county line to replace three at-grade roadway connections. In addition, construct a public frontage road and realign several local roads.
<u>Traffic:</u>	Existing (2008) – 63,309 Average Daily Traffic (ADT) (Mon 101 PM 100.0 to SBt 101 PM 0.2) Existing (2008) – 70,573 ADT (SBt 101, PM 0.2 to PM 1.0) Proposed (2035) – 94,474 ADT (Mon 101, PM 100.0 to SBt 101 PM 0.2) Proposed (2035) – 105,315 ADT (SBt 101, PM 0.2 to PM 1.0)

NEED FOR THE PROJECT

US-101 accommodates significant amounts of interregional traffic, including commercial and agricultural trucking, tourist, business traffic, and recreational traffic. The existing segment of US-101 within the project limits is currently a four-lane rural expressway, defined as a highway with minimal or no access control.

The purpose of the proposed project is to reduce congestion, improve safety at the intersections of San Juan Road, Dunbarton Road and Cole Road with US-101, and to provide controlled access to and from the highway.

The project area has traffic congestion, higher than average accident rates, and access problems. Conflicting turning movements at the Dunbarton Road, San Juan Road, and Cole Road intersections with US-101, coupled with uncontrolled highway access at Marilyn Lane, Ballantree Lane, and the Red Barn Flea Market (Stagecoach Territory Property), all contribute to these problems. An analysis conducted on existing traffic volumes in 2008 found that during peak traffic periods, the intersection of San Juan Road, Dunbarton Road, and Cole Road with US-101 operates at a Level-of-Service (LOS) of F. Traffic volume increases over the years have led to fewer gaps in traffic for the motorist to merge onto the highway, virtually assuring both the highway and related intersections will continue to operate at LOS F during peak hours unless improvements are constructed.

Projections in year 2035 indicate continued traffic increases and the potential for increased collision rates with a No Build-Alternative. The percentage of trucks in peak traffic is 16.5 percent for Monterey County at PM 100.0 to San Benito County at PM 0.2 and 18.4 percent for San Benito County at PM 0.2 to 1.0. Both areas indicate a 60 percent peak directional split.

Currently, vehicles are able to directly access Cole Road, San Juan Road, and Dunbarton Road from US-101. Northbound traffic must cross two lanes of traffic to access Cole Road and Dunbarton Road. To access San Juan Road, Northbound traffic must use Dunbarton Road. The Red Barn Flea Market (Stagecoach Territory Property) can only be accessed from northbound US-101. Left-turn movements from San Juan Road onto northbound US-101 experience difficulty due to the amount of traffic and the lack of gaps in the traffic flow. Traffic turning from San Juan Road merges onto a refuge area along US-101, then merges onto northbound traffic.

During a three-year study period between September 1, 2004 and August 31, 2007, it was determined that most highway segments and intersections within the proposed project limits had actual collision rates higher than statewide averages.

Several of the highway segments have actual accident rates which exceed both the statewide average fatal plus injury (F+I) and total accident rates. Specifically, for the southbound (SB) segment in San Benito County from PM 0.312 to 0.509, the F+I actual rate is more than two times the statewide average while the total actual rate is 3.5 times the statewide average. This challenge is accentuated as SB US-101 traffic approaches Cole Road and San Juan Road on a six percent downgrade, traffic commonly exceeds the posted speed limit, requiring increased stopping sight distance.

All intersections except Cole Road at US-101 have total actual accident rates higher than the corresponding statewide averages. The proposed project would implement highway access control and would construct a new grade-separated interchange that would safely handle traffic transitions from highway to local roads.

PROJECT PLANNING AND LOCATION

The proposed project will:

- Construct an interchange slightly north of the Monterey/San Benito county line
- Provide access east and west of US-101 with an overcrossing
- Realign San Juan Road
- Close gaps in the median barrier
- Remove the existing median crossover at Cole Road
- Close access to US-101 at Dunbarton Road on the west side of the highway with construction of a cul-de-sac
- The overcrossing at San Juan Road would end at a right-angle intersection, with a frontage road on the east side of US-101
- The frontage road would follow the western edge of the Red Barn Flea Market parking area and ends at Marilyn Lane with a cul-de-sac
- Ballantree Lane would connect to the frontage road.

US-101 is functionally classified as a Principal Arterial and is part of the National Highway System. The federal Department of Defense in cooperation with the Department has identified US-101 as a Strategic Highway Corridor Network which links highways considered essential to national defense for the transport of military personnel and equipment. US-101 is also identified in the Surface Transportation Assistance Act which grants use of larger trucks on the national network, comprised of the Interstate System and non-Interstate Federal Aid Primary System.

The Department's Transportation Concept Report for US-101 in District 5 dated October 1, 2001 has divided the Route into 12 segments. The concept for this segment is a rural six-lane freeway. The project is included in the Monterey Bay Metropolitan Transportation Improvement Program for federal fiscal years 2010 through 2014 adopted by the Association of Monterey Bay Area Governments in September 2010.

Project History

The project was initiated by the Department and the Transportation Agency of Monterey County (TAMC) with the objective to improve the safety and operations of the intersections at San Juan and Dunbarton Roads by constructing a new interchange. A Project Study Report (PSR) was approved on August 27, 1997. A PSR/Project Development Support was approved on January 31, 2000 as an update to the original PSR. The PSR studied four build alternatives and one no-build alternative. All alternatives were situated between Dunbarton Road (North) and the Monterey /San Benito county line.

During the Project Approval and Environmental Document (PA&ED) phase, the Project Development Team (PDT) considered and developed numerous build alternatives. It was determined by the PDT to move the interchange north of Monterey county line into San Benito County. The new location is partially in both Monterey and San Benito counties. Representatives of San Benito County and the Council of San Benito County Governments

joined the PDT in spring of 2007. Once the project design crossed into San Benito County, it became apparent that safety issues at Cole Road and US-101 would need to be addressed in this project. 16 build alternatives and one no build alternative were developed. Over time the PDT reduced the number of build alternatives from 16 to four based on environmental/right of way impacts, and technical aspects. These four alternatives were presented at an Open House in Aromas on August 28, 2007. The information provided by public input along with stakeholder input helped to reduce the number of alternatives from four to two. A public hearing was held on February 5, 2009 in Aromas with two alternatives (10B and 10D) presented to the public for their review. When the Final Environmental Document was signed on December 7, 2009, Alternative 10D had been selected as the preferred build alternative. There were sixteen build alternatives and one no build alternative that were rejected in the Project Report which describes each alternative and reasons they were rejected. The Project Report and Environmental Document were approved on January 10, 2010. Freeway agreements for Monterey and San Benito Counties were approved on April 12, 2011. Also a New Public Road Connection was approved by the California Transportation Commission and Monterey County on May 12, 2011. The TAMC has had an active role throughout the approval process and has been involved every step of the way.

Project Funding and Schedule

The programmed construction and right of way capital cost estimates are \$46,200,000 and \$26,900,000, respectively. Funding will use a combination the RIP, IIP, TCIF, Federal American Recovery and Reinvestment Act (ARRA) Funding (Surface Transportation Program) and Local Matching Funds from the Transportation Agency for Monterey County, in the 2012-2013 fiscal year.

The project schedule is as follows:

- Right of Way Certification: April 2, 2012
- Ready to List: April 2, 2012
- Advertisement: July 27, 2012

Project Location

Location Map

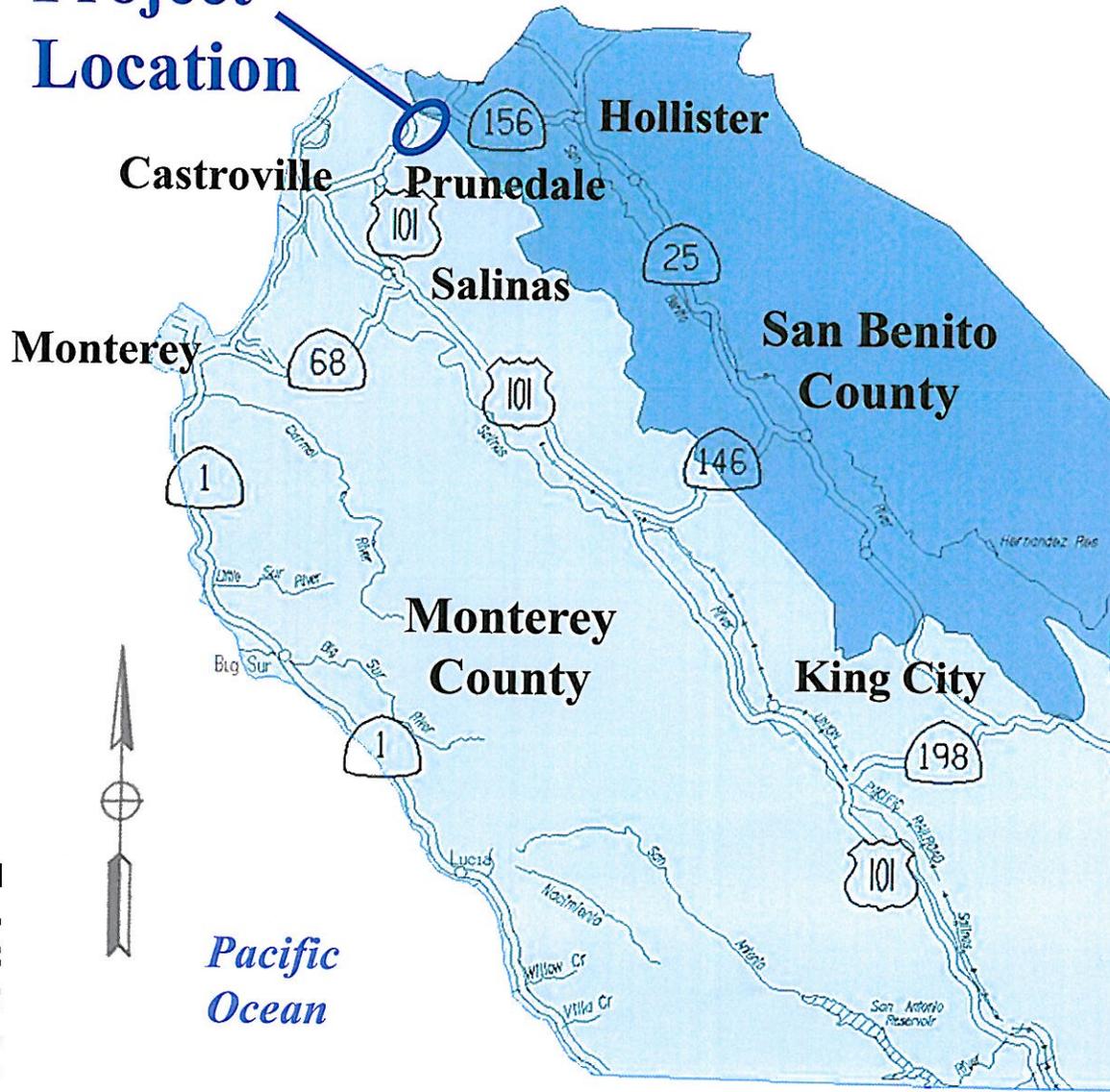
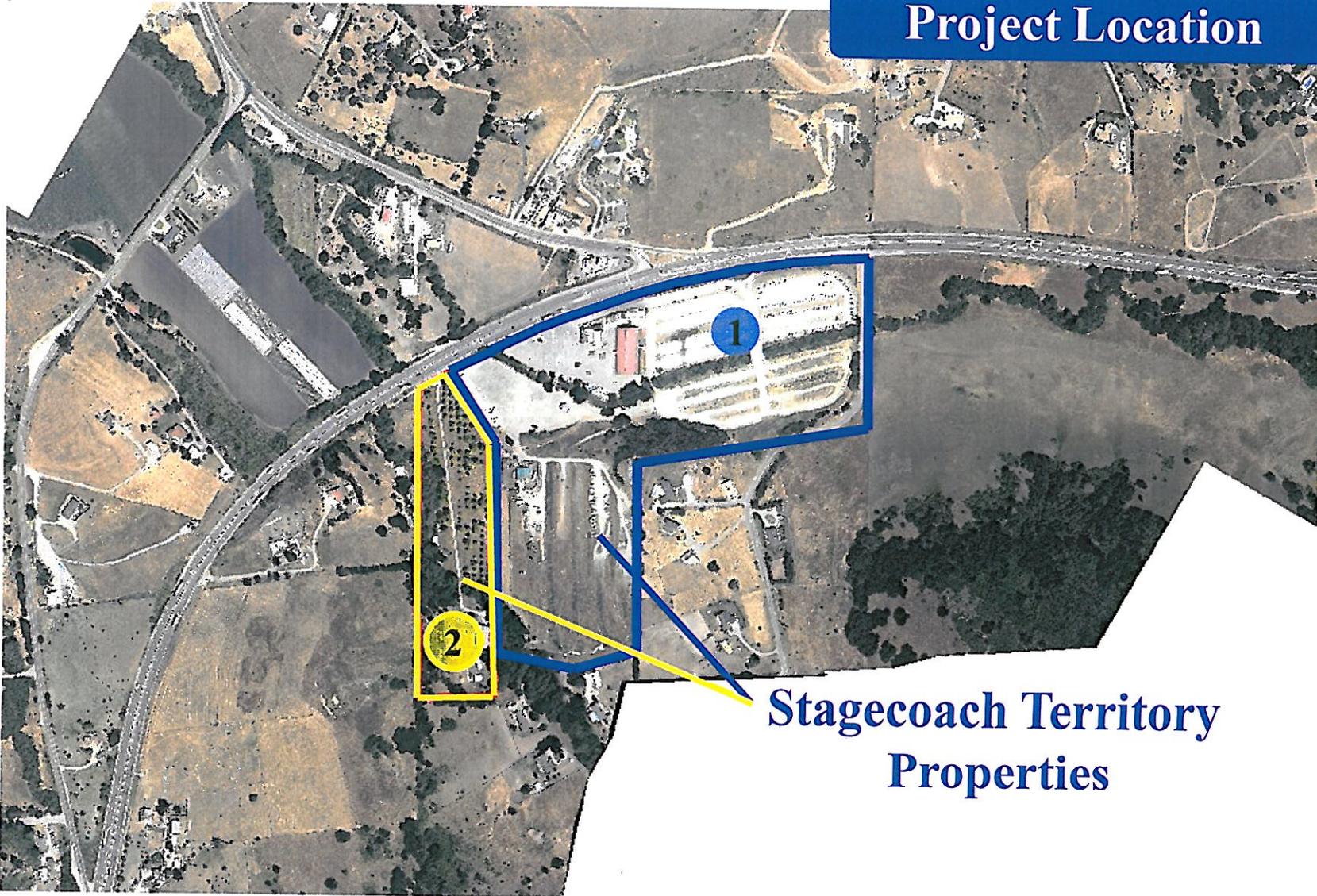


Exhibit A1

Exhibit A1

Project Location



**Stagecoach Territory
Properties**

Exhibit A2

Exhibit A2

Proposed Project

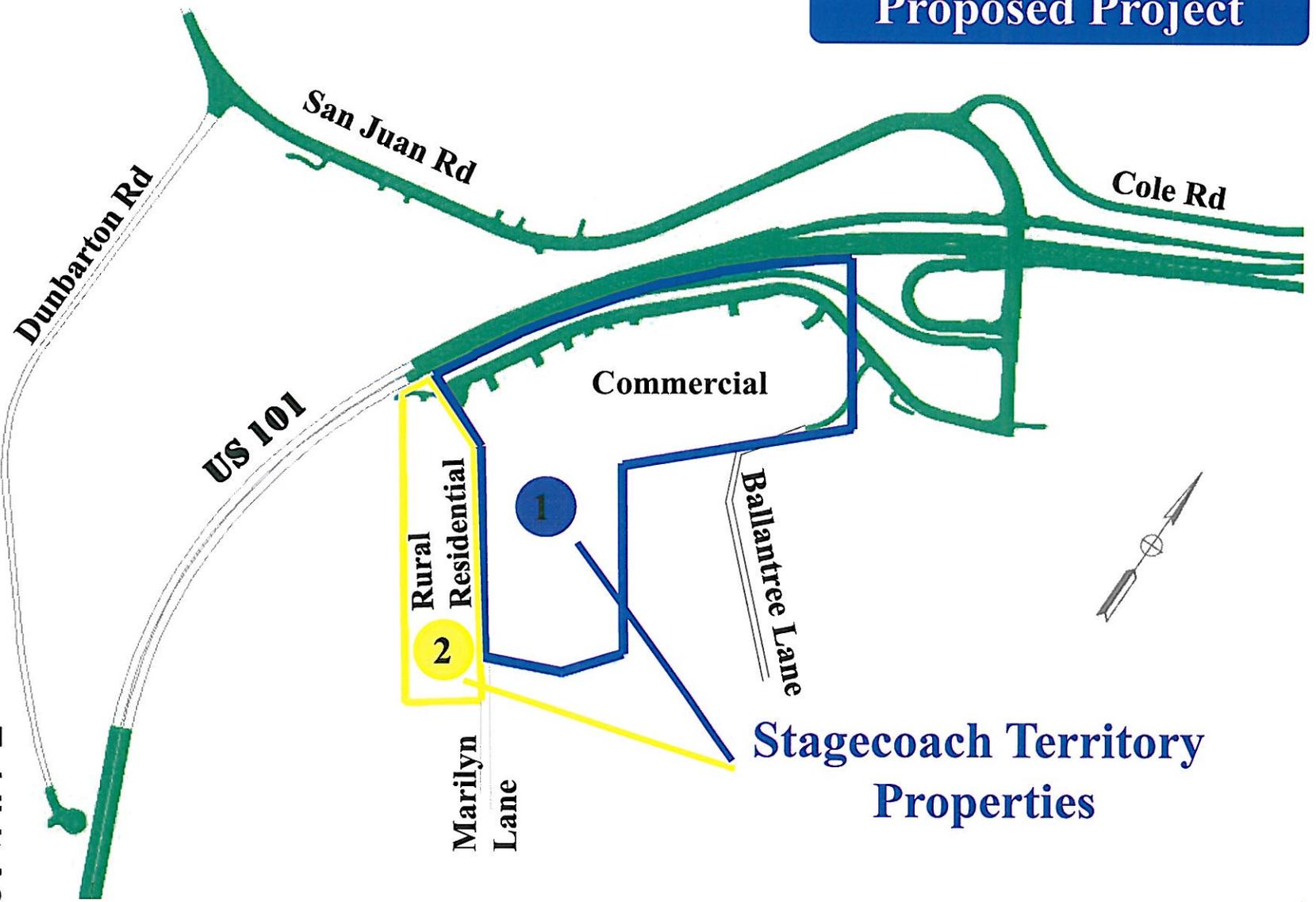


Exhibit A3

Stagecoach Territory Properties

Exhibit A3

PARCEL PANEL REPORT

PARCEL DATA

- Property Owner:** Stagecoach Territory, a California General Partnership (a.k.a. the Red Barn)
- Parcel Location:** East side of United States Highway 101 (US-101) (adjacent to the Red Barn Flea Market), slightly south and north of the intersection of San Juan Road and US-101.
Assessor Parcel Numbers (APN): 141-013-004, -005, -009, -011; 141-131-001
- Present Use:** Commercial/Rural Residential (Red Barn Flea Market)
- Zoning:** Light Commercial (LC) – APN 141-013-004, -005, -011
LC/B6 – no further subdivision – APN 141-131-001
Rural Density Residential (RDR/B-6) – south half of APN 141-013-011
Rural Density Residential (RDR/5.1) – APN 141-013-009
- Area of Property:** 50.77 Acres Total (40.76 Acres (11304) + 10.01 Acres (11354))
- Area Required:** Parcel 11304-1 - 8.74 acres in Fee
Parcel 11304-2 - 1.07 acres in Temporary Construction Easement (TCE)
Parcel 11354-1 - 0.41 acres in Fee
Parcel 11354-2 - 0.07 acres in TCE

PARCEL DESCRIPTION

The subject properties are located on the east side of US-101, south of the intersection of San Juan Road and US-101 in the unincorporated area of Monterey County.

PARCEL 11304

This property is located at 1000 Highway 101, in the community of Aromas, in unincorporated Monterey County, identified as APNs 141-013-004, -005, -011 and 141-131-001. The parcel is divided by two zoning designations. Land fronting the highway, including APNs 141-013-004, -005 and the front of APN 141-013-011 is zoned LC and the south half of APN 141-013-011 and 141-131-001 is zoned LC/B6. The property is an “L” shaped tract of land that is approximately 40.76 acres. The front 25 acres of the parcel is mostly level and used as the site for the Stagecoach Territory Properties (Red Barn) swap meet/flea market which typically operates on Sunday only. The land located in the southwest corner is elevated approximately 12 feet above the front market grounds. This area is mostly leveled and used for additional parking, storage and as a site for a small barn and caretaker trailer.

The property is served by public electrical, natural gas and telephone utilities but lacks municipal sewer and water. Domestic water is provided by a well located in its southwest corner at the Marilyn Lane. The main septic system for the Red Barn “campus” is situated along the highway frontage and is within the project area.

There are four access openings along the highway frontage beginning at the southwest corner at Marilyn Lane, at mid-parcel at the main entry to the Red Barn’s parking lot, further east at the parking lot’s exit and at Ballantree Lane. Marilyn Lane and Ballantree Lane are private, paved roads permitted by recorded, nonexclusive easements that cross over the larger parcel and provide access to two rural-residential developments south and east of the subject property.

The property’s improvements include the main Red Barn structure which is a 20,000 square foot metal agricultural hay barn with a concrete slab foundation and several small food booths and smaller structures, including a restroom, commercial building previously used for wine tasting and beverage service, an outdoor BBQ food service area, a converted trolley car used for food preparation and sales, a lattice covered standup dining patio, septic tank, field and chain link fencing and a mobile home used as an office.

PARCEL 11354

This parcel is identified as APN 141-013-009 and located at 1250 North Highway 101, Aromas, in unincorporated Monterey County. The parcel is zoned RDR/5.1, a rural residential designation with a minimum parcel size of 5.1 acres. The larger parcel is approximately 10.01 acres and is an elongated trapezoidal shape. The parcel shares its eastern border with Marilyn Lane, a private, paved road that separates the parcel from the Red Barn grounds. It is bordered on the west and south by rural residential uses and the highway borders the parcel on the northern side.

NEED FOR SUBJECT PROPERTIES

The need for the acquisition of the identified parcels includes the construction of:

- The San Juan Road interchange
- Temporary Construction Easement to construct driveways, fences, and gates
- The northbound off-ramp
- Realignment of Ballantree Lane, which provides access to the property owners in Ballantree Estates
- Area needed for the Frontage Road adjacent to Stagecoach Territory Properties
- Cul-de-sac which will provide access to Marilyn Lane residents and to the remaining portion of the subject property
- Large drainage facilities that are proposed that also impact the subject parcels

The acquisition area required for the project includes:

- Parcel 11304-1 - 8.74 acres in Fee
- Parcel 11304-2 - 1.07 acres in TCE
- Parcel 11354-1 - 0.41 acres in Fee
- Parcel 11354-2 - 0.07 acres in TCE

Improvements within the acquisition area of Parcel 11304 include several smaller structures; a restroom, commercial building previously used for wine tasting and beverage service, an outdoor BBQ food service area, a converted trolley car used for food preparation and sales, a lattice covered standup dining patio, septic tank and field, and chain link fencing. Curbing will need to be replaced, as well as regrading and pavement work.

Improvements within the acquisition area of Parcel 11354 include various older fruit/nut trees that appear to be out of production.

RESOLUTION OF NECESSITY REVIEW PANEL REPORT

The Condemnation Review Panel (Panel) met in Salinas on November 7, 2011. The Panel members included Donald Grebe, Panel Chair, California Department of Transportation (Department) Headquarters (HQ's) Division of Right of Way and Land Surveys; Janet Wong, Department San Francisco Legal Division; Linda Fong, Department HQ's Division of Design; and Deborah Gebers, Department HQ's Division of Right of Way and Land Surveys, Secretary to the Panel. Attendance at the meeting included the property owner, Francis Ellingwood, her business associate Ken McPhail, her legal counsel Norman Matteoni, and her Real Estate agent Bill McNamara.

This report summarizes the findings of the Panel with regard to the four criteria required for a Resolution of Necessity (Resolution) and makes a recommendation to the Department's Chief Engineer. The property owner does not contest the need for the proposed project.

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

Owner:

The acquisition for the creation of a cul-de-sac in place of access to US-101 has the effect of removing a producing well in the name of El Camino Real Water System North #16. This water well is located on the subject property by Marilyn Lane and US-101. If it is removed there would be substantial damage for its acquisition.

Department:

Based on the discussion from the September 20, 2011 Condemnation Evaluation Meeting (CEM), the Department determined the possibility of saving the water well (well) in its present location

with reconfiguration of pump and piping, if necessary. A slight realignment in the design has been made which would allow the well to remain outside of the freeway right of way. The well would be within the proposed County frontage road right of way. It is proposed that the Red Barn will have an easement for the well and access to it for continued use and maintenance.

Owner:

No provision for workable, temporary substitute access has been given to the property owner to allow the Red Barn Flea Market operating on the property to continue during construction. All access appears to be removed until the cul-de-sac is constructed. There should be appropriate temporary access and signage to allow the continued operation of the business during construction.

Department:

Perpetuation of access and minimization of impacts are addressed through proposed construction staging and contractual requirements included in the project's contract specifications. The Red Barn Flea Market is open for operation on Sundays from 7am. to 5pm. The Department has addressed the needs of the owner and business by staging construction to minimize impacts to the operation. Contract specifications have been written to minimize disturbance to the Red Barn operations as much as possible through restrictions on when work can be performed and requirements to provide access during construction. No work will be allowed on Sundays.

During Stage 1, lasting approximately a year and a half to two years, 80 to 90 percent of the total construction will be completed and work during this stage should have no significant impact on access to the Red Barn Flea Market.

Stage 2 work will take approximately two and a half months and although there may be some impact to the business, it will be minimized by contractually prohibiting any work to occur on weekends and requiring the contractor to allow some form of access to the property throughout construction.

Stage 3 will construct the last portion of the northbound off-ramp to San Juan Road and the frontage road. The Contractor will be directed to complete the off-ramp as a first order of work in the contract specifications to allow traffic to begin using the new interchange to reach the Red Barn business. This stage is anticipated to impact two weekends of the business operations:

- During the first weekend, northbound traffic will utilize a detour, taking Red Barn traffic left onto Dunbarton Road, right onto San Juan Road, then right onto the Frontage Road for access to the subject property.
- During the second weekend, the northbound traffic will utilize the newly completed off ramp, turn left onto San Juan Road, then right onto the Frontage Road to access the subject property.

On completion of this stage, the northbound San Juan Road off ramp will be fully functional. Red Barn traffic will use the northbound off ramp, turn right onto San Juan Road, then turn right onto the frontage Road to access the subject property.

The final stage of the project, Stage 4, should not affect the Red Barn business as it proposes to build the last portion of the cul-de-sac in front of Marilyn Lane.

The Department will minimize disturbance to the Red Barn operation through the contract specifications, including when work will be performed and to provide access during construction. This will be described in the construction contract.

Owner:

A permanent main access has not been established for the after condition. Without such access, the business is permanently damaged by circuitous entry discouraging customers.

Department:

The project as planned has included proposed access points at locations that are most feasible based on the movement of traffic and accessing the subject property by viewing the property from US-101. The entrances and exits to the subject property were provided at the locations to access the parking area. The main entrance was considered to be the driveway just north of the Red Barn. The exit was considered to be the one north of the proposed entrance. The other driveways south of the Red Barn were considered for vendor access and for other emergency access. All driveways are considered to be commercial and are 32 feet wide.

The proposed design was discussed with the Aromas Tri County Fire Protection District and they concur with the proposed access points provided. The Department's appraisal contains estimated costs to replace existing gates but also contains the statement that the figures for such work are "subject to change after competitive bids are reviewed". The Department has also discussed the proposed driveway locations with the Red Barn ownership and has accommodated their concerns and requests in the latest proposed design. Once the Red Barn ownership provides plans and bids for relocating the gates to the Department, the bids will be reviewed and upon approval, amended into the Department's offer.

Per input from the Red Barn ownership from the September 20, 2011 CEM, Department staff explored new gate locations for the proposed driveways and engineering regarding placement of the new gates. As part of that exploration, the Department considered the feasibility of gate accesses along the north/east area of the subject property in the area of the proposed Ballantree Lane. It was determined that the terrain and drainage design would make it infeasible to provide an access directly to Ballantree Lane. The elevation difference is 10 to 22 feet to access the property at the existing emergency gate location. A proposed ditch to control the drainage run-off would run parallel to the subject property as well as create environmental impacts. The amount of traffic from the business and the close proximity of Ballantree Lane to the intersection of the proposed frontage road and San Juan Road, also creates a safety concern. With this explanation, the Red Barn ownership has indicated that they are satisfied that the proposed driveways along the frontage road are adequate to serve the property.

Owner:

The Department will be handling the design and permitting of the modification septic system on the Stagecoach Territory properties.

Department:

An amount to cure the septic system was included in the Department's offer of just compensation. The Department's appraisal contains estimated costs to cure, but also contains the statement that the figures for such work are "subject to change after competitive bids are reviewed." The final amount of compensation will be determined through continued negotiations or through an eminent domain trial. Ultimately Monterey County will be the permitting agency on the final plans for the septic system.

DEPARTMENT'S CONTACTS

The following contacts have been made with the property owner:

Type of Contact	Number of Contacts
Mailing of information	5
E-Mail of information	8 to attorney
Telephone contacts	13
Personal/meeting contacts	3

STATUTORY OFFER TO PURCHASE

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

PANEL RECOMMENDATION

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

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

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

DONALD E. GREBE
Chief
Office of Project Delivery
Division of Right of Way and Land Surveys
Panel Chair

I concur with the Panel's recommendation:

ROBERT PIEPLOW
Acting Chief Engineer

**PERSONS ATTENDING CONDEMNATION PANEL REVIEW MEETING
HEARING ON NOVEMBER 7, 2011**

Donald Grebe, HQ's Division of Right of Way and Land Surveys, Panel Chair
Janet Wong, San Francisco Legal Office Attorney, Panel Member
Linda Fong, HQ's Division of Design, Panel Member
Deborah Gebers, HQ's Division of Right of Way and Land Surveys, Panel Secretary

Francis Ellingwood, Property Owner
Ken McPhail, Business Associate of Property Owner
Norman Matteoni, representative of Property Owner
Bill McNamara, Real Estate agent to property Owner

Richard Krumholz, District 5 Director
Ernie Penuna, Central Region Design
David Silberberger, District 5 Program/Project Management
David Fapp, Central Region Design
Nick Dumas, Central Region Right of Way

Parcel 1

	Total property	40.76 ac
	Fee acquisition	8.74 ac
	TC Easement	1.07 ac
	Remainder	32.02 ac

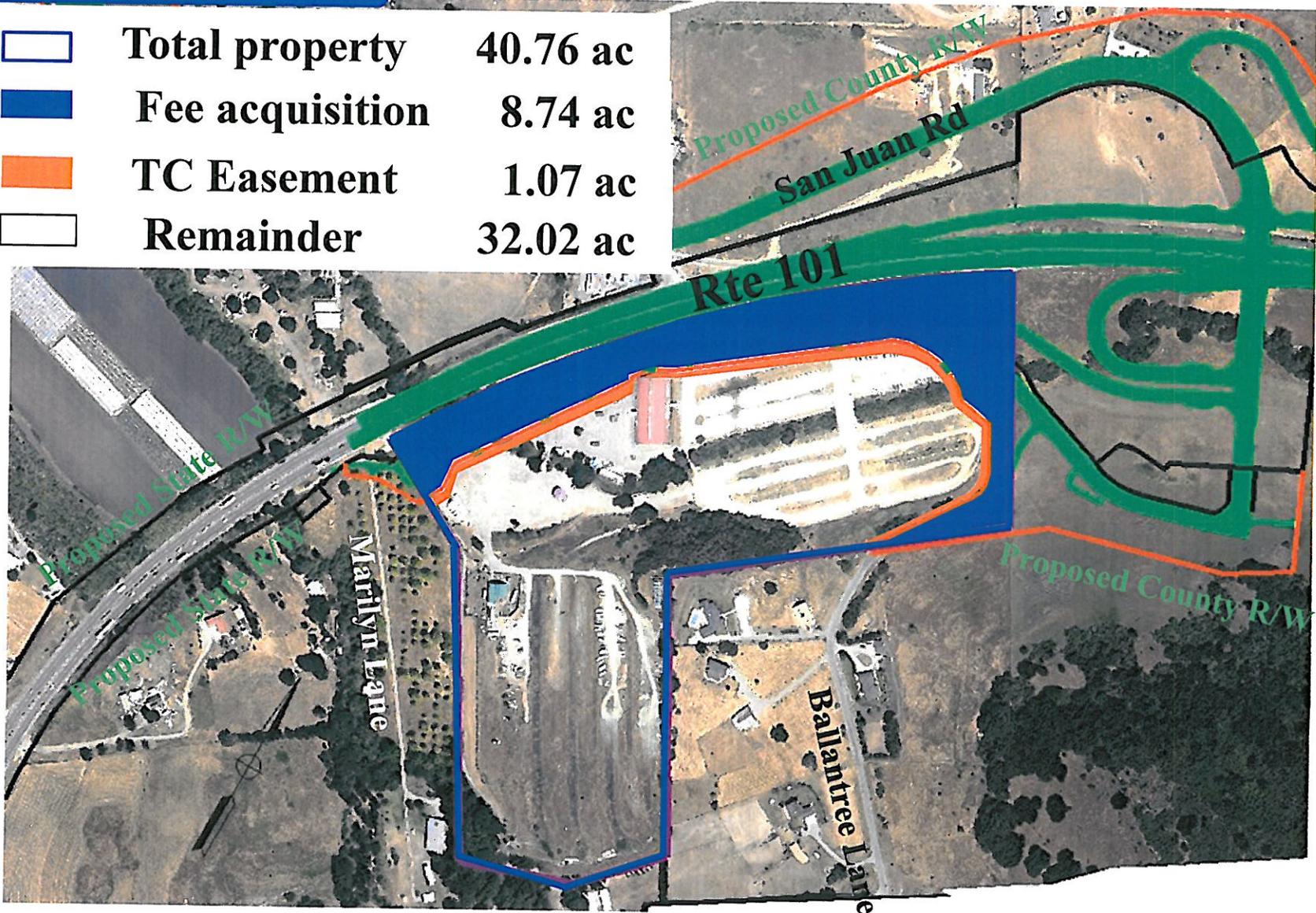


Exhibit B1

Exhibit B1

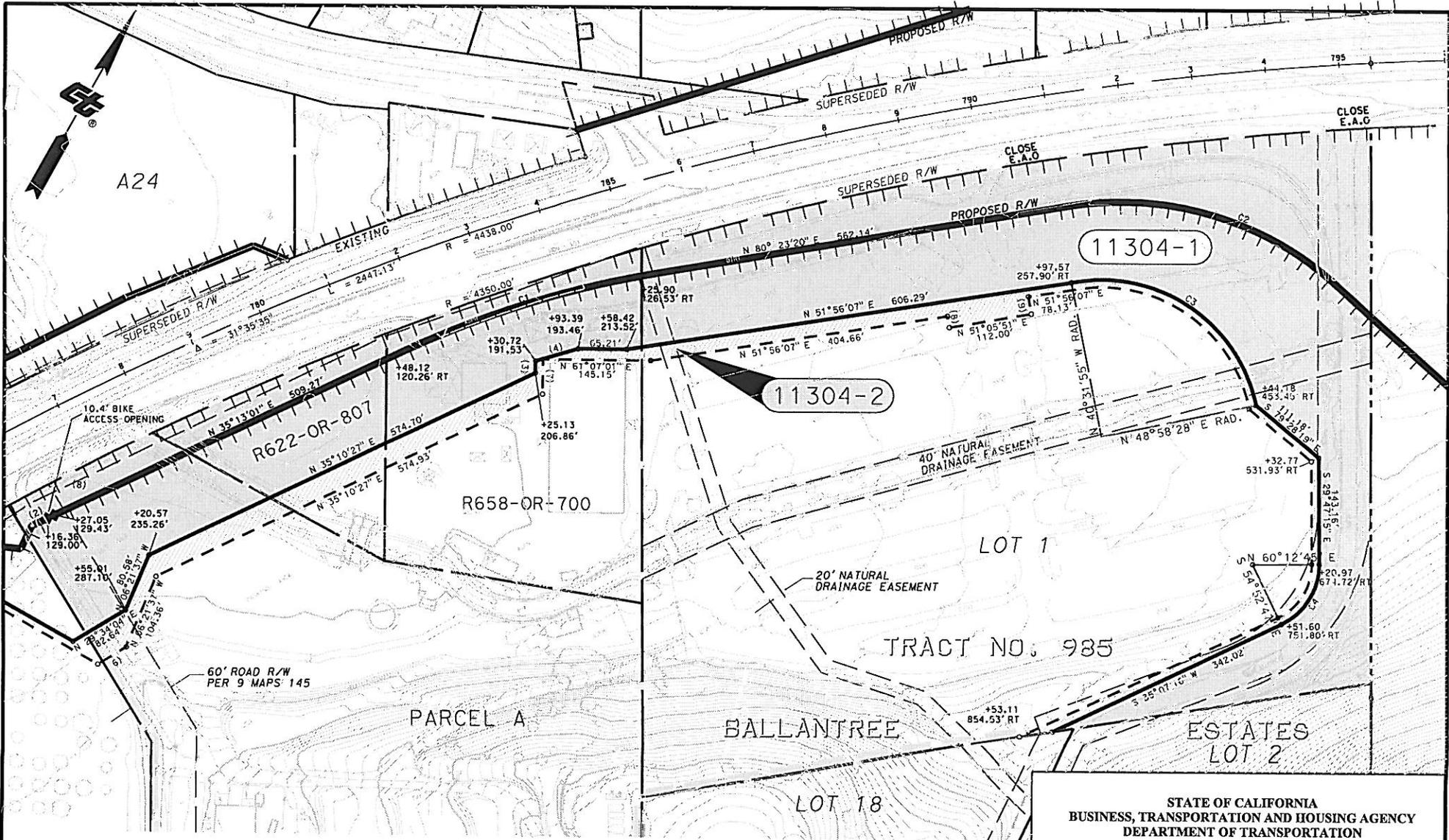


Exhibit B2

TANGENT TABLE

NO.	BEARING	DISTANCE
1	N 04° 17' 59" W	34.45'
2	N 35° 13' 01" E	22.83'
3	N 28° 53' 02" W	16.24'
4	N 44° 13' 38" E	59.98'
5	N 66° 28' 35" E	41.85'
6	N 29° 34' 04" E	43.92'
7	N 28° 53' 02" W	47.16'
8	S 38° 54' 09" E	15.36'
9	N 38° 54' 09" W	23.72'

EXHIBIT B

NOT TO SCALE

CURVE TABLE

NO.	RADIUS	DELTA	LENGTH
1	1,328.00	15° 52' 50"	368.08
2	433.00	51° 33' 17"	389.61'
3	212.65	89° 30' 22"	332.19
4	90.00	64° 54' 28"	101.96

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

**RESOLUTION
OF
NECESSITY**

**PARCELS
11304-1 & 11304-2**

DIST.	COUNTY	ROUTE	POST MILE	SHEET NO.	TOTAL SHEETS.
05	MON	101	101.2	1	1

Parcel 2

	Total property	10.01 ac
	Fee acquisition	0.41 ac
	TC Easement	0.07 ac
	Remainder	9.60 ac

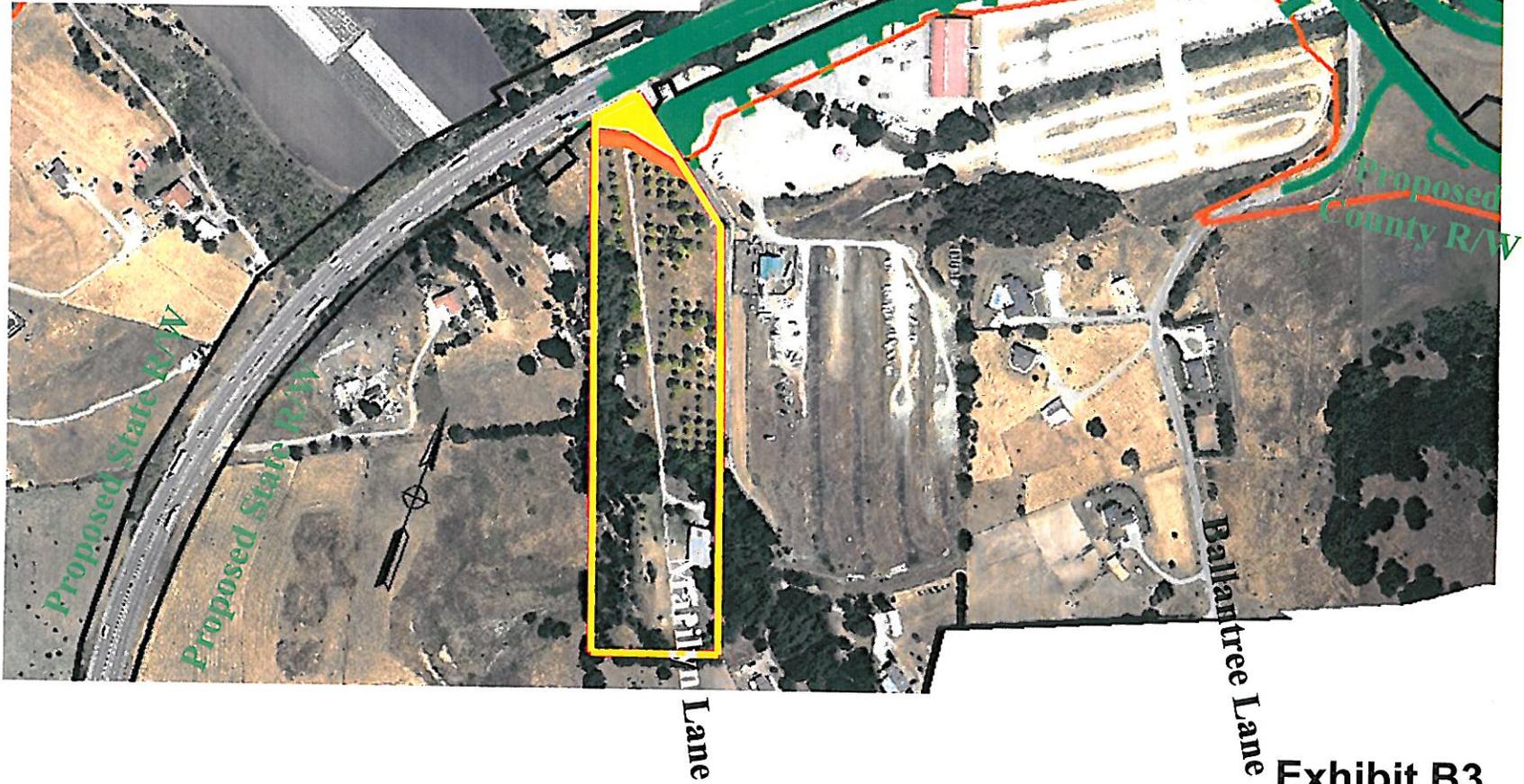


Exhibit B3

Exhibit B3

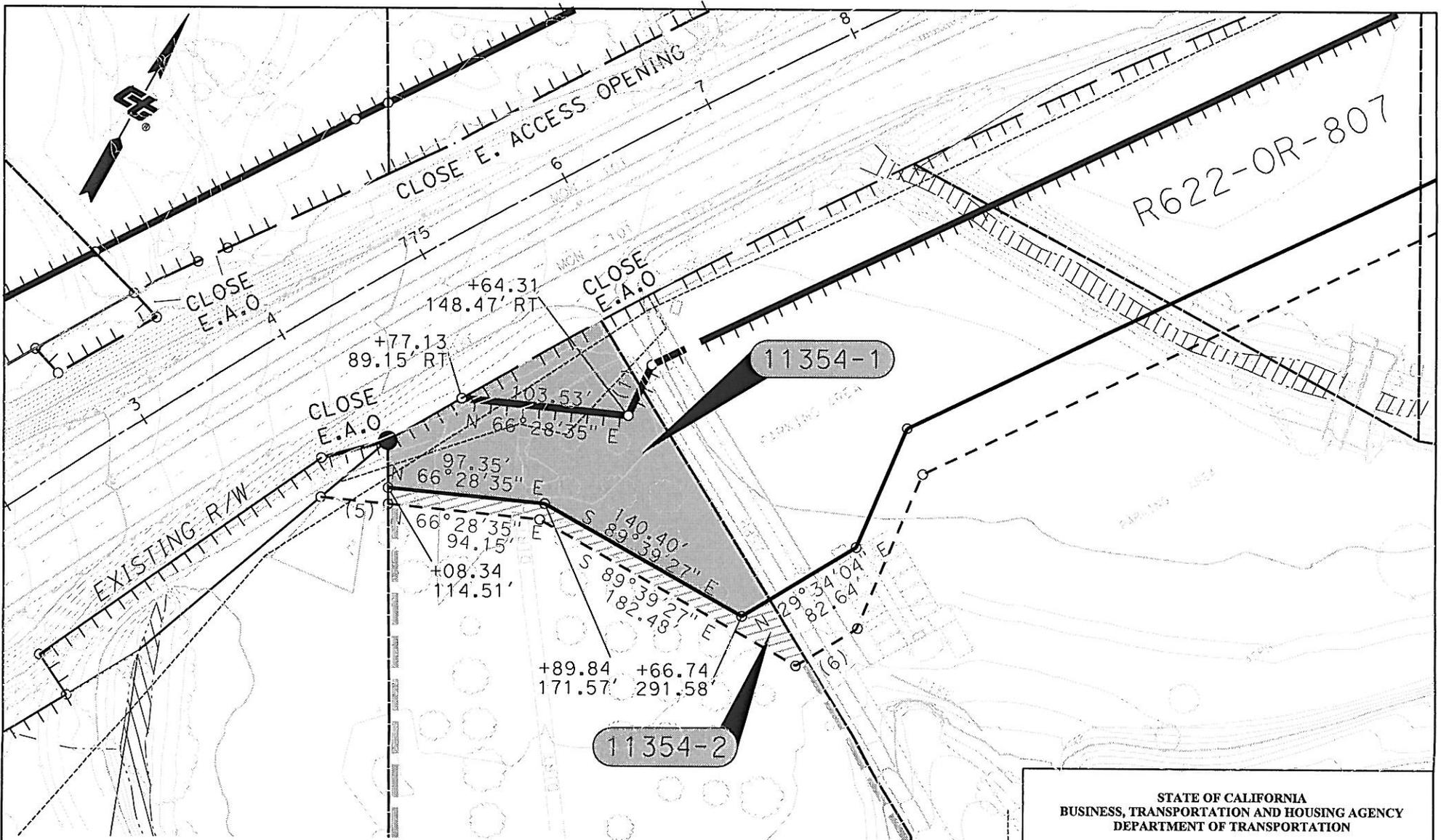


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NOT TO SCALE

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6	N 29° 34' 04" E	43.92'

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

RESOLUTION OF NECESSITY

PARCELS
11354-1 & 11354-2

DIST.	COUNTY	ROUTE	POST MILE	SHEET NO.	TOTAL SHEETS.
05	MON	101	100.8	1	1

M e m o r a n d u m

To: CHAIR AND COMMISSIONERS

CTC Meeting: February 22-23, 2012

Reference No.: 1.2
Action

From: BIMLA G. RHINEHART
Executive Director

Subject: **CORRECTED MEETING MINUTES FOR DECEMBER 14-15, 2011**

RECOMMENDATION:

The Commission approved the December 14-15, 2011 meeting minutes on January 25, 2011. The following item will be corrected to reflect the approval of a 20 month time extension for Project #3. The changes are shown highlighted and in italic font.

105	Request to extend the period of contract award for four locally-administered STIP Transit projects totaling \$10,807,000, per Resolution G-06-08. Waiver-11-62	2.8b.(2)	Juan Guzman Jane Perez	A	D
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Recommendation: approval of items 104-107 based on CTC staff recommendations and change list

Action Taken: all approved as recommended

Motion: Ghielmetti

Second: Dunn

Vote result: 8-0

Absent: Alvarado, Guardino

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

Request to extend the period of contract award for ~~four~~ three locally-administered STIP projects totaling ~~\$10,807,000~~ \$6,500,000.
Project 4 (PPNO 03-3L05) Withdrawn prior to CTC Meeting.

Proj #	PPNO	County	Agency	Extension	Recommendations		Notes
				Request	Caltrans	CTC Staff	
3	04-2261	SOL	Vallejo	<i>6 months</i> <i>20 months</i>	<i>6 months</i> <i>20 months</i>	<i>6 months</i> <i>20 months</i>	<i>Revise recommendation – legal issues redesign, get new permits and rebid</i>

2012 MEETING SCHEDULE
CALIFORNIA TRANSPORTATION COMMISSION

Adopted August 10, 2011

Revised August 23, 2011

Proposed Revisions

JANUARY 25(W) – 26(Th), 2012 – SACRAMENTO AREA

January 16 - *State Holiday*: Martin Luther King Jr. Day
January 25 (Tentative) - California Transportation Foundation, Annual Transportation Forum, Sacramento

FEBRUARY 2012 – 2012 State Transportation Improvement Program Hearings

February 1 - Southern California State Transportation Improvement Program Hearing
(LOS ANGELES AREA)
February 8 - Northern California State Transportation Improvement Program Hearing
(SACRAMENTO AREA)

FEBRUARY 22(W) – 23(Th), 2012 – BURBANK/GLENDALE AREA

February 20 - *State Holiday*: President's Day

MARCH 28(W) – 29(Th), 2012 – SAN FRANCISCO EAST BAY

March 27 - 28 - Commission Retreat, ~~San Francisco~~ East Bay

APRIL 25(W) – 26(Th), 2012 – ORANGE COUNTY

April 10 - Town Hall Meeting, Tulare/Visalia Area

MAY 23(W) – 24(Th), 2012 – SACRAMENTO AREA

May 23 (Tentative) - California Transportation Foundation, Annual Tranny Awards, Sacramento
May 28 - *State Holiday*: Memorial Day

JUNE 27(W) – 28(Th), 2012 – ONTARIO

JULY 25(W) – 26(Th), 2012 – SACRAMENTO AREA

July 4 - *State Holiday*: Independence Day
July 24 – 25 - Commission Retreat, Sacramento Area

AUGUST 22(W) – 23(Th), 2012 – SACRAMENTO AREA

SEPTEMBER 26(W) – 27(Th), 2012 – SAN JOSE/EAST BAY ~~SAN FRANCISCO~~

September 3 - *State Holiday*: Labor Day

OCTOBER 31(W) – NOVEMBER 1(Th), 2012 – SACRAMENTO AREA

October 10 - Town Hall Meeting, Santa Cruz

NOVEMBER 2012 – NO REGULARLY SCHEDULED COMMISSION MEETING

DECEMBER 5(W) – 6(Th), 2012 – INLAND EMPIRE AREA

COMMISSION REPORTS

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

Memorandum

To: CHAIR AND COMMISSIONERS

CTC Meeting: February 22 & 23, 2012

Reference No.: 1.5
Action


From: BIMLA G. RHINEHART
Executive Director

Subject: Meetings for Compensation for January 2012 (January 2 - January 31.)

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:

- January 25 Commission Meeting in Sacramento (All Commissioners present for all or part of this event).

Additional Meetings:

Bob Alvarado:

- Jan 18 Meeting with Capital Group Developer Phil Tagami and Oakland Army Base Project Manager Pat Cashman regarding Outer Harbor Intermodal Terminals (OHIT) and 7th Street baseline agreement. Oakland
- Jan 30 Meeting with CTC Executive Director Bimla Rhinehart, Port of Oakland Executive Director Omar Benjamin, California Capital Group Developer Phil Tagami, Oakland Army Base Project Manager Pat Cashman and AE COM Consultant John Barna. Pleasanton

Darius Assemi:

- Jan 10 Meeting with City of Bakersfield Public Works Director Raul Rojas, Caltrans District 6 Interim Director Sharri Ehlert, Caltrans District 10 Director Carrie Bowen, TRIP Program Manager Ted Wright, Kern COG Interim Executive Director Rob Ball regarding Hosking Road Interchange funding. Fresno

Darius Assemi continued:

- Jan 12 Meeting with Tulare County Supervisor Allen Ishida regarding Freeway 99 Improvement-Interregional Goods Movement Plan. Fresno
- Jan 19 Meeting with Merced County Association of Governments (MCAG) Executive Director Jesse Brown and the MCAG Board regarding the CTC's vision for the CA transportation system; funding strategies for SR99 and 152 Trade corridor partnerships.
- Jan 20 Teleconference with Caltrans District 10 Director Carrie Bowen regarding 99 project supplemental vote. Fresno
- Jan 23 Teleconference with CTC Staff regarding upcoming CTC meeting agenda. Fresno

Yvonne Burke:

- Jan 9 Meeting with Getty Museum Board of Directors member Joanne Kosberg, Getty Museum Administrator Courtney Hoover and Getty Museum President Stephen Clark regarding Caltrans expansion of 405 and property swap to be on upcoming agenda. Los Angeles.
- Jan 12 Teleconference with Congresswoman Grace Napolitano, City of Norwalk Mayor Mike Mendez, and Norwalk City Manager Michael Egan regarding I-5 and possible transfer of funds. Los Angeles
- Jan 23 Teleconference with L.A. Metro Deputy Executive Officer David Yale, L.A. Metro Transportation Planning Manager Patricia Chen and L.A. Metro Consultant Robert Naylor regarding upcoming agenda items. Los Angeles
- Jan 23 Teleconference with CTC Staff regarding upcoming CTC Meeting agenda. Los Angeles
- Jan 24 Meeting with Caltrans District 7 Director Michael Miles and Caltrans District 7 Chief Deputy District Director Linda Lee Lovell regarding status of I-5, hazardous waste plans, progress. Los Angeles

Lucy Dunn:

- Jan 11 Meeting with Caltrans District 12 Director Cindy Quon regarding SR 73 repairs. Irvine
- Jan 18 Speaker at the Orange County Transportation Authority (OCTA) Citrus Park Railroad Crossing Event. Anaheim

Lucy Dunn continued:

- Jan 18 WTS-OCTA Dinner celebrating OCTA Chief Executive Officer Will Kempton. Irvine
- Jan 20 Teleconference with the Mobility 21 Board. Irvine
- Jan 23 Teleconference with CTC Staff regarding upcoming CTC Meeting agenda. Irvine
- Jan 24 Speaker at the California Transportation Foundation (CTF) Forum. Sacramento
- Jan 30 Meeting with Mobility 21 Business Committee to discuss Washington DC trip in February. Irvine

James Earp:

- No additional meetings reported for this period.

Dario Frommer:

- No additional meetings reported for this period.

James Ghielmetti:

- Jan 10 Meeting with BART Board of Directors Vice-President Arlene DeMarcus discussing BART to Livermore. Pleasanton
- Jan 17 Teleconference with Commissioner Bob Alvarado and CTC Executive Director Bimla Rhinehart regarding Port of Oakland TCIF Projects. Pleasanton
- Jan 20 Meeting with El Dorado County Transportation Commission (EDCTC) Executive Director Sharon Scherzinger, EDCTC Planner Dan Bolster, EDCTC Chair Patti Borelli, EDCTC Vice-Chair Jack Sweeney, EDCTC Commissioner John Knight, El Dorado County Director of Transportation Jim Ware and El Dorado County Deputy Director of Transportation Matt Smeltzer regarding the El Dorado County's 2012 Regional Transportation Improvement program, CMIA existing project status and a new CMI cost savings project proposal. Pleasanton
- Jan 23 Right-of-Way conference call. Pleasanton
- Jan 23 Doyle Drive Tour with Caltrans District 4 Director Bijan Sartipi and San Francisco County Transportation Authority Executive Director Jose Luis Moscovich. San Francisco
- Jan 24 Senate Transportation & Housing Committee Hearing –Needs Assessment. Sacramento

James Ghielmetti continued:

- Jan 30 Meeting with CTC Director Bimla Rhinehart, Port of Oakland Executive Director Omar Benjamin, California Capital Group Developer Phil Tagami, Oakland Army Base Project Manager Pat Cashman and AE COM Consultant John Barna. Pleasanton
- Jan 31 Meeting with the Governors Senior Advisor Jacob Appelsmith, the Governors Top Job Advisor Mike Rossi and CTC Director Bimla Rhinehart regarding Needs Assessment. Sacramento

Carl Guardino:

- No additional meetings reported for this period.

Fran Inman:

- Jan 5 Meeting with Caltrans District 8 Director Ray Wolf. Diamond Bar
- Jan 9 Meeting with Caltrans District 7 Director Michael Miles. City of Industry
- Jan 18 Attended the 2012 Green Pacific Seminar. Long Beach
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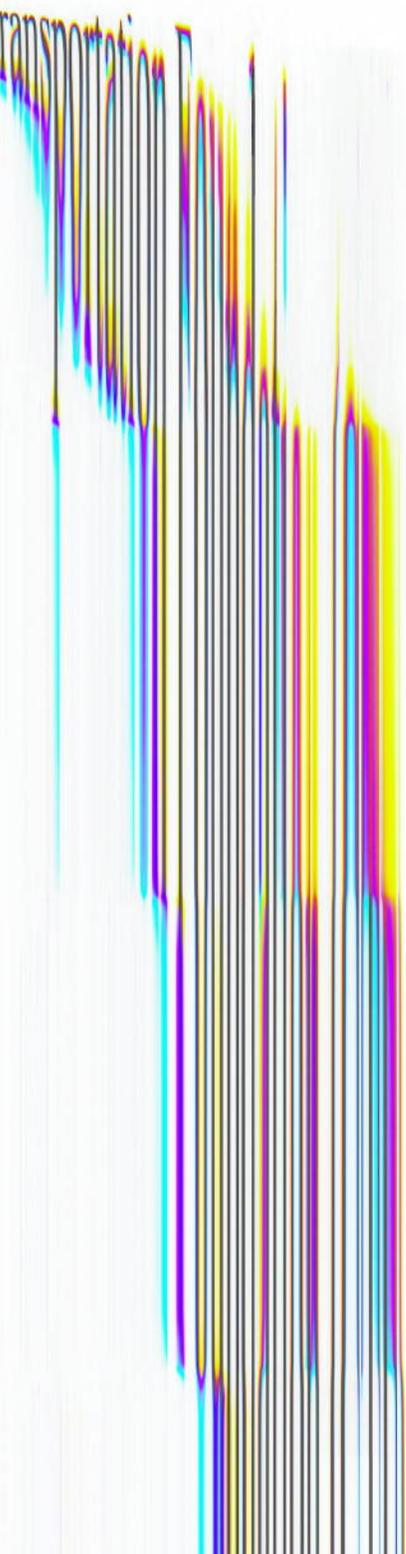
Joe Tavaglione:

- Jan 11 Technical Advisory Committee Association (TACA) Meeting at SMF. Sacramento
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Joe Tavaglione continued:

- Jan 23 Meeting with District 8 Director Ray Wolf, Riverside County Transportation Commission (RCTC) Executive Director Anne Mayer and SANBAG Interim Executive Director Ty Schuilling. Riverside

- Jan 24 2012 California Transportation



Memorandum

To: CHAIR AND COMMISSIONERS

CTC Meeting: February 22 & 23, 2012

Reference No.: 1.5
Action


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Executive Director

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- Jan 31 Meeting with Jim Erickson regarding help from Transportation Secretary Ray LaHood on 91 Freeway portion. Riverside

Memorandum

AMENDED

To: CHAIR AND COMMISSIONERS

CTC Meeting: February 22, & 23, 2012

Reference No.: 1.5
Action


From: BIMLA G. RHINEHART
Executive Director

Subject: **Meetings for Compensation for December 2011 (December 1 – December 30, 2011)**

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

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

Additional Meetings:

Carl Guardino:

- Dec 1 Regional Transportation Priority Meeting with MTC, VTA, City of San Jose and County of Santa Clara. San Jose
- Dec 2 Teleconference with Senator DeSaulnier on regional transportation improvements and State legislation. San Jose
- Dec 6 Teleconference with Orange County Transportation Authority (OCTA) Executive Director Will Kempton on State funding needs and High Speed Rail (HSR). San Jose
- Dec 7 Teleconference with Senate President Pro Tempore Darrell Steinberg to discuss State legislation. San Jose
- Dec 8 Meeting with VTA Board of Directors regarding BART to San Jose TCRP Project. San Jose
- Dec 9 Teleconference with CTC Deputy Director Maura Twomey on CMIA items. San Jose
- Dec 12 Teleconference with Commission staff to review agenda items for December Commission meeting. San Jose

Carl Guardino continued:

- Dec 21 Meeting with Caltrain Executive Officer of Public Affairs Mark Simon to discuss Caltrain and HSR along the Peninsula. San Jose
- Dec 27 Meeting with incoming VTA Vice-Chair Joe Pirzynski to discuss Highway 9 and other sub-regional transportation priorities. San Jose

ELECTION OF CHAIR AND VICE CHAIR

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

REPORT BY AGENCY SECRETARY
AND/OR DEPUTY SECRETARY

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

REPORT BY CALTRANS' DIRECTOR
AND/OR DEPUTY DIRECTOR

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

**REPORT BY REGIONAL
AGENCIES MODERATOR**

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

REPORT BY RURAL COUNTIES
TASK FORCE CHAIR

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

REPORT BY SELF-HELP COUNTIES
COALITION MODERATOR

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

WELCOME TO THE REGION

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

**UPDATE ON THE SAN GABRIEL VALLEY GRADE
SEPARATION PROGRAM**

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

BURBANK INTERMODAL TRANSPORTATION
CENTER UPDATE

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

**REPORT BY FEDERAL HIGHWAY
ADMINISTRATION DIVISION ADMINISTRATOR**

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

BUDGET AND ALLOCATION CAPACITY UPDATE

A VERBAL PRESENTATION ON THIS ITEM
WILL BE MADE AT THE FEBRUARY 22-23, 2012
CALIFORNIA TRANSPORTATION COMMISSION MEETING

M e m o r a n d u m

To: CHAIR AND COMMISSIONERS

CTC Meeting: February 22-23, 2012

Reference No.: 4.1
Action

From: BIMLA G. RHINEHART
Executive Director

Subject: **STATE AND FEDERAL LEGISLATION**

ISSUE:

At the Commission's January 2012 meeting, staff indicated that they would provide a report at the February meeting on the status of bills pending carryover from the first year of the two-year session, and new bills that may have been introduced.

Attachment A of this book item provides a list of bills that have been signed by the Governor; bills carried forward and newly introduced bills, and bills that did not pass out of their house of origin.

New Legislation

SB 95 – (Committee on Budget and Fiscal Review) – State cash resources

January 30, 2012 - Amended in Assembly

February 2, 2012 - Passed Assembly and ordered to Senate
- Senate concurrence in Assembly amendments
- Enrolled and presented to the Governor

February 3, 2012 - Approved by the Governor
Chaptered by Secretary of State – Chapter 1, Statutes of 2012

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

This bill will be discussed under Tab 15 Budget and Allocation Capacity Update.

RECOMMENDATION:

The Commission is requested to accept this staff report and provide direction to staff on legislation of interest to it.

BACKGROUND:

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

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

Additional criteria for bringing a bill forward include:

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

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

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

Attachments

CALIFORNIA TRANSPORTATION COMMISSION
Status of State Legislation
February 22-23, 2012 Commission Meeting

Signed by Governor

FUNDING/FINANCING

Bill #	Author	Bill Title	Subject	Status
SB 95	Senate Budget and Fiscal Review Committee	Cash Resources	Requires the Treasurer to receive and duly account for all money in the Condemnation Deposits Fund. Authorizes the Controller to use any money in the fund, in the Highway Users Tax Account, the Transportation Investment Fund, and the Motor Vehicle Fuel Account for cash loans to the General Fund. Authorizes the Director of Finance to designate a percentage of funds in certain funds and accounts for state highway and local road project interim financing.	<i>Signed by Governor February 3, 2012 Chapter 1, Statutes of 2012</i>

Legislation Carried Forward and Newly Introduced

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.	<i>Last Action</i> In Senate Committee on Appropriations Held in Committee August 25, 2011 <i>Current Location</i> Senate Committee on Appropriations
SB 475	Wright & Emmerson	Infrastructure Financing	Authorizes a local governmental agency to enter into an agreement with a private entity for financing (public private partnership) for specified types of revenue-generating infrastructure projects (including commuter and light rail and highways or bridges). Requires an agreement entered into under these provisions to include adequate financial resources to perform the agreement, and would permit the agreements to lease or license to, or provide other permitted uses by the private entity.	<i>Last Action</i> In Assembly Committee on Local Government Failed Passage Reconsideration granted June 29, 2011 <i>Current Location</i> Assembly Committee on Local Government
SB 633	Huff	Bond: Fine for Unauthorized Use	Amends the State General Obligation Bond Law. Provides that if the Department of Finance determines that funds from a bond act are expended for a purpose not authorized by the bond act, and the entity responsible for the funds does not take the corrective action prescribed by the department within a time to be determined by the department, then the Department of Finance may prohibit the entity that was responsible for the unauthorized use from allocating any additional funds from the bond act.	<i>Last Action</i> In Assembly Read first time Held at desk January 23, 2012 <i>Current Location</i> Assembly

CALIFORNIA TRANSPORTATION COMMISSION
 Status of State Legislation
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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 Do Pass to Assembly June 1, 2011</p> <p>Current Location Assembly Committee on Jobs, Economic Development and the Economy</p>

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.	<p>Last Action In Senate Ordered to third reading To inactive file September 2, 2011</p> <p>Current Location Senate</p>

DIRECT IMPACT TO COMMISSION

Bill #	Author	Bill Title	Subject	Status
AB 441	Monning	State Planning	Requires the California Transportation Commission to include health issues in the guidelines promulgated by the commission for the preparation of regional transportation plans. Requires the Office of Planning and Research to develop guidelines that contain advice on how local and regional agencies can incorporate health issues into local or regional general plans.	<p>Last Action In Senate Read first time To Senate Committee on Rules for assignment January 26, 2012</p> <p>Current Location Senate Committee on Rules</p>
AB 845	Ma	Transportation: Bond Funds	Requires the guidelines adopted by the Transportation Commission to determine the funding share for each eligible commuter and urban rail recipient to use the distribution factors gathered from the 2007 Data Tables in the National Transit Database of the Federal Transit Administration. Requires the commission to accept from each eligible recipient a priority list of projects up to the target amount expected to be available for the recipient and would require matching funds for bond fund allocation purposes.	<p>Last Action In Senate Ordered to third reading To inactive file August 22, 2011</p> <p>Current Location Senate</p>

CALIFORNIA TRANSPORTATION COMMISSION
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DIRECT IMPACT TO COMMISSION (Continued)

Bill #	Author	Bill Title	Subject	Status
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
SB 749	Steinberg	California Transportation Commission: guidelines	Establishes specified procedures that the State Transportation Commission will be required to utilize when it adopts guidelines regarding transportation capital improvement projects. Provides exceptions. Exempts the adoption of those guidelines from the requirements of the Administrative Procedure Act. Similar Bills: SB 1348 (Steinberg, 2010) – Vetoed by Governor on September 30, 2010 SB 126 (Steinberg, 2011) – Amended to relate to agriculture labor relations	Last Action In Assembly Read first time Head at desk January 23, 2012 Current Location Assembly

OTHER

Bill #	Author	Bill Title	Subject	Status
AB 286	Berryhill	State Highways: Route 108 and 120	Requires the proceeds from the sale of excess properties acquired for improvements to State Highway Route 120, less any reimbursements due to the federal government and all costs include in the sale of those properties, to be used for improvements to State Highway Route 108 in Stanislaus County, the North County Corridor. Authorizes the California Transportation Commission to allocate funds to the Stanislaus Council of Governments or any agency designated by that entity to deliver the North County Corridor project.	Last Action In Senate Order to third reading To inactive file September 6, 2011 Current Location Senate

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 Order to third reading To inactive file September 9, 2011 Current Location Senate
AB 41	Hill	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 offices who must publicly identify a financial interest giving rise to a conflict of interest, and recuse themselves accordingly. Prohibits a board member and any defined interested person from conducting an ex parte communication. Requires the member to report such communication. Requires the Business, Transportation, and Housing Agency to enforce these provisions.	Last Action In Senate Held at desk January 13, 2012 Current Location Senate

CALIFORNIA TRANSPORTATION COMMISSION
 Status of State Legislation
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RELATED TO RAIL (Continued)

Bill #	Author	Bill Title	Subject	Status
AB 145	Galgiani and Lowenthal	High-Speed Rail	Repeals all of the State High-Speed Train Act and enacts a new act. Continues the High-Speed Rail Authority with limited responsibilities within the Business, Transportation, and Housing Agency. Requires specified personnel matters. Requires the authority to adopt policies directing the development and implementation of high-speed rail, prepare and adopt a business plan and high-speed train capital program, and select alignments for the routes of the trains system, award franchises, and provide for fares.	<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 Ordered to third reading 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 Senate Committee on Rules for assignment June 2, 2011</p> <p><i>Current Location</i> Senate Committee on Rules</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><i>Last Action</i> In Assembly Committee on Appropriations Held in Committee August 25, 2011</p> <p><i>Current Location</i> Assembly Committee on Appropriations</p>

CALIFORNIA TRANSPORTATION COMMISSION
Status of State Legislation
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Failed Passage in House of Origin

FUNDING/FINANCING

Bill #	Author	Bill Title	Subject
AB 676	Torres	Transportation Funds	Provides that the remaining state and federal funds available to the state for transportation purposes are available for the study of, and development and implementation of, capital improvement projects.
AB 1308	Miller	Highway Users Tax Account: appropriation of funds	Provides that in any year in which the Budget Act has not been enacted by a certain date, would provide that all moneys in the Highway Users Tax Account in the Transportation Tax Fund are continuously appropriated and may be encumbered for certain purposes until the Budget Act is enacted.
SB 693	Dutton	Public-Private Partnerships: cities and counties	Amends existing law authorizing the Department of Transportation to delegate to any city or county any part of its powers and jurisdiction, except the power of approval, with respect to any portion of any State highway within the city or county, and to withdraw the delegation. Specifies that the delegation authority includes the authority to utilize private-public partnership agreements for transportation projects.
SB 867	Padilla	Build California Bonds	Provides for the California Transportation Financing Authority to issue Build California Bonds, the proceeds of which would be used for specified transportation capital improvements. Bondholders would be entitled to nonrefundable tax credits against their personal income tax or corporate tax liability. The bonds would not be a debt or liability of the state or a political subdivision of the state, except for the authority. Provides for the authority to enter into financing agreements with participating local transportation authorities for the purpose of financing or refinancing transportation projects. Each series of bonds issued by the authority would be secured by a financing agreement between the authority and the local transportation authority. Limits the principal amount of bonds to be issued by the authority under these provisions to \$5 billion over a 5-year period commencing January 1, 2012.

ENVIRONMENTAL MITIGATION

Bill #	Author	Bill Title	Subject
AB 605	Dickinson	California Environmental Quality Act: Transportation	Requires the Office of Planning and Research, in consultation with the California Transportation Commission, the State Energy Resources Conservation and Development Commission, local governments, and other appropriate entities, to prepare and adopt guidelines that would, among other things, establish the percentage reduction in the projected trip generation and vehicle miles traveled for a project as compared to the average for trip generation and vehicle miles traveled for that project type that would assist a region in meeting the greenhouse gas emission reduction targets established by the State Air Resources Board for the automobile and light truck sector for that region, and develop a list of mitigation measures that a project may incorporate to reduce the project's projected trip generation and vehicle miles traveled. Provides that a project meeting or exceeding the percentage reduction in trip generation and vehicle miles traveled or a project that incorporates the listed mitigation measures sufficient to allow the project to meet the percentage reduction would not need to consider the transportation-related impact of the project in environmental documents prepared pursuant to CEQA.
SB 241	Cannella	Environment: California Environmental Quality Act	Enacts the California Environmental Quality Act Litigation Protection Pilot Program of 2011. Requires the Business, Transportation and Housing Agency to select projects that meet requirements from specified regions for each calendar year between 2012 and 2016. Exempts from judicial review, pursuant to CEQA, a lead agency's decision to certify the environmental impact report of the selected projects, and the agency's selection of the projects.

PROJECT DELIVERY

Bill #	Author	Bill Title	Subject
AB 356	Hill	Public Works Projects: Local Hiring Policies	Prohibits any local agency from mandating that any portion or percentage of work on a public works project be performed by local residents or persons residing within particular areas if any portion of that project will take place outside the geographical boundaries of the agency. Requires a local agency to fund any public works project cost increase where the project is funded with state funds and the agency implements a local resident hiring policy.

CALIFORNIA TRANSPORTATION COMMISSION
Status of State Legislation
February 22-23, 2012 Commission Meeting

DIRECT IMPACT TO COMMISSION

Bill #	Author	Bill Title	Subject
AB 567	Valadao	Transportation Funds: Capital Improvement Projects	Makes nonsubstantive changes to existing law requiring funds made available for transportation capital improvement projects to be programmed and expended for interregional and regional improvements.

OTHER

Bill #	Author	Bill Title	Subject
AB 1134	Bonilla	Department of Transportation: project study reports	Authorizes Caltrans to prepare project study reports for any project on the state highway system. Requires those reports to include specified project-related factors including, cost factors, schedule, and other information deemed necessary to form a sound basis for commitment of future funding and project delivery. Requires an entity performing a study report to reimburse Caltrans for report review and approval and a voter-approved county sales tax measure expenditure plan.
SB 862	Lowenthal	Southern California Goods Movement Authority	Establishes the Southern California Goods Movement Authority to establish a priority list of infrastructure and air quality improvement projects related to the movement of port-related cargo and port operations in southern California. Requires the Alameda Corridor East Construction Authority to provide staff and meeting space. Authorizes the authority to enter into a memorandum of understanding with PierPASS or a similar entity for funding the list of infrastructure and air quality projects.

RELATED TO RAIL

Bill #	Author	Bill Title	Subject
AB 31	Beall	Land Use: High-Speed Rail: Local Master Plan	Amends the High-Speed Rail Act. Establishes the High-Speed Rail Local Master Plan Pilot Program. Authorizes specified cities and counties to adopt, by ordinance, a master plan for development surrounding the high-speed rail system. Authorizes the plan to include specified incentives while reducing greenhouse gas emissions. Relates to sustainable communities. Authorizes infrastructure financing districts. Relates to transit village development districts. Requires an environmental impact report.
AB 58	Galgiani	High-Speed Rail	Amends the High Speed Rail Act which creates the High-Speed Rail Authority. Authorizes the Governor to appoint additional authority officers, exempt from civil service, who would serve in specified positions at the pleasure of the Executive Director. Requires the initial designations to the authority's peer group to be made by a specified date. Requires the group to designate a chairperson. Requires the authority to designate a member of its staff to serve as liaison to the group. Requires a report. (Urgency)
AB 133	Galgiani	High-Speed Rail	Requires federal funds made available to the state for high-speed rail purposes to be available, upon appropriation, for certain work on one or more specified rail corridors approved by the Federal Railroad Administration, in a manner consistent with certain provisions of, and subject to certain conditions of, the Safe, Reliable High-Speed Passenger Train Bond Act for the 21st Century.
AB 365	Galgiani	High-speed rail: contracts: small businesses	Enacts penalties relative to the certification of businesses as small business enterprises by the High-Speed Rail Authority and for other unlawful actions.
AB 471	Lowenthal	High-Speed Rail: Inspector General	Would create an independent inspector general, who would serve at the pleasure of the authority, and would prepare specified reports and audits relating to high-speed rail to oversee the activities of the authority, and conduct investigations and audits in that regard. The inspector general would be appointed for a 6-year term by the Governor, subject to confirmation by the Senate. The bill would require the inspector general to report quarterly to the authority and annually to the Governor and the Legislature.
AB 953	Jones	High-Speed Rail	Provides that no funds from Proposition 1A shall be available to the High-Speed Rail Authority for construction of the high-speed train system until adequate environmental studies are completed based on a new ridership study that uses an acceptable ridership evaluation methodology. Requires the authority to contract with the Institute of Transportation Studies at the University of California of Berkeley to complete a revised ridership study.

CALIFORNIA TRANSPORTATION COMMISSION
 Status of State Legislation
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RELATED TO RAIL (continued)

Bill #	Author	Bill Title	Subject
AB 1206	Galgiani	High-Speed Rail: contracts: small business	Requires the High Speed Rail authority to identify essential components of, and adopt, a small business enterprise program as part of contracts to be awarded, and to adopt an oversight and accountability program for the program. Requires the authority to report annually to the Department of General Services and Legislature in that regard and to post the report on its Internet Web site.
AB 1254	Davis	High-Speed Rail: Contracts	Requires the High-Speed Rail Authority, in awarding contracts for the construction of the system, to require that a minimum percentage of the workforce used at each worksite be for the local workforce, and that a minimum percentage of the aggregate dollar amount of the contracts be subject to labor agreements. Requires the authority to post on its Internet Web site, the percentages it achieved in compliance with these requirements.
SB 22	La Malfa	High-Speed Rail	Reduces the amount of general obligation debt authorized pursuant to the Safe, Reliable High-Speed Passenger Train Bond Act for the 21st Century to the amount contracted as of a specified date.
SB 733	Price	High-Speed Rail: business plan: contracts: small business participation	Requires the High-Speed Rail Authority to include in a specified business plan, or an addendum, a strategy for ensuring the participation of state-certified small businesses in contracts awarded by the authority with state or federal funds during all phases of the high speed rail project. Requires the authority, in awarding construction contracts, to develop a strategy to ensure that at least 25% of the workforce used at each worksite is from the local workforce.

Senate Bill No. 95

CHAPTER 1

An act to amend Sections 16310 and 16429 of, and to add Section 16312.1 to, the Government Code, to amend Sections 7104.2 and 8351 of the Revenue and Taxation Code, and to amend Sections 181, 182, 2100, 2101, 2103, 2104, 2104.1, 2105, 2106, 2107, 2107.5, 2107.6, 2108, 2110, and 2110.5 of the Streets and Highways Code, relating to state cash resources, and making an appropriation therefor, to take effect immediately, bill related to the budget.

[Approved by Governor February 3, 2012. Filed with
Secretary of State February 3, 2012.]

LEGISLATIVE COUNSEL'S DIGEST

SB 95, Committee on Budget and Fiscal Review. State cash resources.

(1) Existing law establishes the Condemnation Deposits Fund in the State Treasury, consisting of all money deposited in the State Treasury pursuant to the Eminent Domain Law, including interest derived from its investment. Existing law requires the Treasurer to receive all money intended for the fund and to duly receipt for, and safe keep all money in the fund.

This bill would instead require the Treasurer to receive and duly account for all money in the fund, and would authorize the Controller to use any money in the fund for cashflow loans to the General Fund, as specified.

(2) Existing law requires the Controller to notify the Governor and the Pooled Money Investment Board when the General Fund in the Treasury is, or will be, exhausted, and authorizes the Governor to transfer all or part of the moneys not needed in other funds or accounts to the General Fund, as determined by the Pooled Money Investment Board. Existing law provides that all moneys in the State Treasury may be loaned for these purposes except, among others, money that the Controller is prohibited from transferring pursuant to the Constitution, bond indenture, or statutory or case law.

This bill would instead authorize all moneys in the State Treasury to be loaned for these purposes except, among others, money that the Controller is prohibited from transferring pursuant to the Constitution, bond indenture, or case law. The bill would also make a technical, nonsubstantive change to these provisions.

(3) Existing law creates the Highway Users Tax Account, in which are deposited motor vehicle fuel tax and diesel fuel tax revenues available for allocation to transportation purposes. Existing law creates the Transportation Investment Fund, in which are deposited a portion of gasoline sales tax revenues to the extent a gasoline sales tax is imposed.

This bill would authorize the Controller to use the funds in the Highway Users Tax Account and the Transportation Investment Fund for cashflow loans to the General Fund, as specified. The bill would also authorize similar cashflow loans to the General Fund from the Motor Vehicle Fuel Account, the Transportation Revolving Account, and the State Highway Account.

(4) Existing law authorizes the Pooled Money Investment Board to make loans from the Pooled Money Investment Account to fund projects financed by general obligation bond acts or other indebtedness until the bonds are issued and sold, at which time existing law requires the loans to be repaid, as specified.

This bill would authorize the Director of Finance to designate up to 15% of the cash balances of the Highway Users Tax Account, the Transportation Investment Fund, the Motor Vehicle Fuel Account, the Transportation Revolving Account, and the State Highway Account to be available to provide contingency interim financing for critical state highway and local road projects that would otherwise be financed by general obligation bonds.

The bill would authorize state agencies to request these funds and would require the loans to be recommended by the Department of Finance. The loan program would be administered by the Pooled Money Investment Board, with loans to be repaid consistent with existing law.

(5) Existing law appropriates moneys in the Highway Users Tax Account for specified transportation purposes and provides for apportionment by the Controller of certain moneys to cities and counties. The remaining moneys in the account, after various other transfers, are transferred to the State Highway Account and are subject to appropriation for state transportation purposes. Existing law generally provides that moneys in a continuously appropriated fund may not be encumbered unless the Legislature, by statute, specifies that the moneys in the fund are appropriated for encumbrance.

This bill, with respect to moneys that are appropriated from the Highway Users Tax Account and moneys to be apportioned or transferred from that account, would exempt that appropriation and those apportionments from the prohibition against encumbrance without statutory authorization described above, thereby allowing those moneys to be encumbered in the absence of statutory authorization.

(6) This bill would appropriate \$1,000 from the General Fund to the Controller for administrative costs associated with this bill.

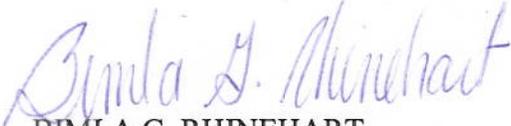
(7) This bill would declare that it is to take effect immediately as a bill providing for appropriations related to the Budget Bill.

Memorandum

To: CHAIR AND COMMISSIONERS

CTC Meeting: February 22-23, 2012

Reference No.: 4.7
Information


From: BIMLA G. RHINEHART
Executive Director

Subject: **PRESENTATION OF THE PROPOSED 2012 SHOPP**

SUMMARY

Government Code section 14526.5.(c) requires the Department to submit to the Commission not later than January 31 of each even-numbered year the State Highway Operation and Protection Program (SHOPP). The Department submitted the Proposed 2012 SHOPP on January 30, 2012.

A draft of the 2012 SHOPP was made available to transportation planning agencies for review and comment in November 2011. The Proposed 2012 SHOPP includes comments received from the regional agencies.

Attached for Commission review and comment is the Executive Summary of the Proposed 2012 SHOPP. The entire document is available on the Department's SHOPP page at:

<http://www.dot.ca.gov/hq/transprog/shopp.htm>

Commission comments will be included in the final 2012 SHOPP to be approved at the March 2012 Commission meeting.

BACKGROUND

Pursuant to Government Code section 14526.5.(d), the Commission shall approve and submit the SHOPP to the Legislature and the Governor not later than April 1 of each even-numbered year.

Also per section 14526.5.(d), the Commission may review the SHOPP relative to its overall adequacy, level of annual funding needed to implement the program, and the impact of those expenditures on the state transportation improvement program.

Per section 14526.5.(a), projects included in the program shall be limited to capital improvements relative to maintenance, safety, and rehabilitation of state highways and bridges which do not add a new traffic lane to the system.

Funding for the SHOPP is not subject to Sections 188 and 188.8 of the Streets and Highways Code.

Attachment



Proposed 2012 SHOPP

State Highway Operation and Protection Program



FISCAL YEARS
2012/13 THROUGH 2015/16

Prepared by the
CALIFORNIA DEPARTMENT OF
TRANSPORTATION

In accordance with Government
Code section 14526.5

January 2, 2012



EXECUTIVE SUMMARY

The 2012 State Highway Operation and Protection Program (SHOPP) was prepared in accordance with Government Code section 14526.5, Streets and Highways Code section 164.6, and the strategies outlined in the California Department of Transportation's (Department) Policy for Management of the SHOPP. The 2012 SHOPP is a four-year program of projects for Fiscal Years (FYs) 2012/13 through 2015/16, that have the purpose of collision reduction, restoring damaged roadways, bridge preservation, roadway preservation, roadside preservation, mobility enhancement, and preservation of other transportation facilities related to the state highway system.

As contained in the 2011 Ten-Year State Highway Operation Protection Program Plan (2011 Plan), the estimated goal-constrained need for the rehabilitation and reconstruction of the aging state highway system is \$7.4 billion per year.

The adopted 2012 State Transportation Improvement Program Fund Estimate, which relies on current law and revenue projections to estimate available funding, provides programming capacity of \$2.0 billion per year for the 2012 SHOPP period. This leaves a need of \$5.4 billion per year that cannot be funded.

Because funding is insufficient to preserve and maintain the existing transportation infrastructure, the Department will continue to focus available resources on the most critical categories of projects in the SHOPP (safety, mandates, bridge, and pavement preservation). Because of the limited funding, the state highway system will continue to deteriorate. For example, the percentage of lane miles of highway pavement in a distressed condition, which is pavement with significant rutting, cracking, potholes, or other signs of deterioration, is projected to increase from 26 percent to 40 percent during the next ten years. In addition, few improvements to maintenance facilities, repairs to safety roadside rest areas, and mobility improvements will be made.

In the absence of new revenue sources, the condition of the transportation system will continue to deteriorate, affecting the Departments' ability to improve mobility across California.

2012 SHOPP SUMMARY:

Table 1 summarizes 2012 SHOPP projects and planned reservations against the 2011 Ten-year SHOPP Plan. A detailed summary of the 2012 SHOPP, by fiscal year, is shown in Exhibit B.

**TABLE 1:
COMPARISON OF 2012 SHOPP PROGRAMMING TO THE 2011 TEN-YEAR SHOPP PLAN
FISCAL YEARS 2012/13 THROUGH 2015/16
(\$ MILLIONS)**

Program Categories	2012 SHOPP Projects		2012 SHOPP Reservations	2012 SHOPP Total	40 % of Constrained 2011 Ten-Yr SHOPP Plan*
	No.	\$		\$	\$
Major Damage Restoration	97	\$ 446	\$ 586	\$ 1,031	\$ 616
Collision Reduction	142	1,027	664	1,689	1,514
Mandates	75	675	73	749	752
Bridge Preservation	113	1,557	396	1,953	1,434
Roadway Preservation	73	1,682	-	1,682	1,669
Mobility	18	272	21	293	271
Roadside Preservation	5	43	18	62	61
Facilities	2	46	-	46	26
Subtotal	525	\$ 5,748	\$ 1,759	\$ 7,507	\$ 6,343
			Minor Program Reservation	493	600
			Total	\$ 8,000	\$ 6,943

* Un-escalated dollars.

Note: The SHOPP is developed in thousands and rounded for this table. Numbers may not add due to rounding.

Memorandum

To: CHAIR AND COMMISSIONERS

CTC Meeting: February 22-23, 2012

Reference No.: 4.13
Action


From: BIMLA G. RHINEHART
Executive Director

Subject: **ADOPTION OF THE FISCAL YEAR (FY) 2011-12
ENVIRONMENTAL ENHANCEMENT AND MITIGATION (EEM) PROGRAM
RESOLUTION G-12-02**

ISSUE

The Commission has the statutory responsibility to fund the Environmental Enhancement and Mitigation (EEM) Program, as prioritized by the California Natural Resources Agency (Resources Agency), in accordance with the annual funding level provided in the State Budget. The Fiscal Year (FY) 2011-12 State Budget provided \$10 million for the EEM Program.

RECOMMENDATION

Staff recommends that the Commission adopt the FY 2011-12 EEM Program.

The Resources Agency received 61 grant applications for FY 2011-12. Of those, 3 applications were disqualified due to insufficient data to determine eligibility. The remaining 58 eligible applications were evaluated and used to develop a Recommended for Funding List (32 projects).

The draft list was presented for notice at the Commission's January 25, 2012 meeting.

The FY 2011-12 EEM Program does not include a Substitution List. A Substitution List is not needed for this cycle as all 32 projects determined to be eligible and fundable by the evaluation team have been selected for funding.

The 32 projects on the Recommended for Funding list are shown in North/South sections by project Category, and the California Natural Resources Agency recommends funding the 17 projects in the north for \$5,795,618, and the 15 projects in the south for \$4,132,960, for a FY 2011-12 EEM Program total of \$9,928,578.

One of the projects on the Recommended for Funding list exceeds the California Natural Resources Agency's generally established limit of \$350,000. This is consistent with California Natural Resources Agency policy which permits funding acquisitions up to \$500,000.

Each project being recommended for funding must provide evidence of environmental clearance prior to potential allocation at the March 2012 Commission meeting or the project would be subject to removal from the list.

Background

Under EEM statutes, the Resources Agency is responsible for developing and adopting procedures and criteria; evaluating grant proposals; submitting a list of ranked projects recommended for funding; and finding that the projects are eligible for funding under Article XIX of the State Constitution. The Resources Agency's procedures and criteria contain a detailed, quantitative scoring mechanism that is used to evaluate and rank projects in priority order by assigning point scores to each project. In accordance with the provisions of Section 187 and 188 of the Streets and Highways Code, an attempt is made to allocate 40% of the total amount recommended to projects in the northern counties and 60% of the total amount to projects in southern counties.

The EEM Program is designed to undertake "environmental enhancement and mitigation projects that are directly or indirectly related to the environmental impact of modifying existing transportation facilities or for the design, construction, or expansion of new transportation facilities". EEM projects must provide environmental enhancements and mitigation over and above what is otherwise called for under the California Environmental Quality Act (CEQA) of 1970 or the National Environmental Policy Act (NEPA) of 1969.

The general categories of EEM projects eligible for funding are:

- Highway Landscape and Urban Forestry projects designed to offset vehicular emissions of carbon dioxide through the planting of trees and other suitable plants. Projects may be within or outside the right-of-way of the related transportation facility. Projects within the right-of-way, however, are not intended to supplant or augment highway landscaping that would normally be funded by the responsible public agency. Any planting within public road rights-of-way shall be limited to trees only.
- Resource Lands acquisition, restoration or enhancement of resource lands to mitigate the loss of, or the detriment to, resource lands lying within or near the right-of-way, acquired for proposed transportation improvements. Resource lands include natural areas, wetlands, forests, woodlands, meadows, streams, or other areas containing fish or wildlife habitat. Enhancement of resource lands may include the restoration of wildlife corridors.
- Roadside Recreational acquisition and/or development of roadside recreational opportunities, including roadside rests, scenic overlooks, trails, trailheads, sno-parks, and parks.

Any local, state or federal agency or nonprofit entity may apply for and receive grants under the EEM Program. The applicant is not required to be a transportation organization but must be able to demonstrate adequate charter or enabling authority to carry out the type of project proposed. Two or more entities may participate in a joint project.

Attachments

California Transportation Commission

ADOPTION OF THE FISCAL YEAR 2011-12
ENVIRONMENTAL ENHANCEMENT AND MITIGATION PROGRAM

Resolution G-12-02

- 1.1 WHEREAS, Streets and Highways Code Section 164.56 establishes the Environmental Enhancement and Mitigation 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 California Transportation Commission; and
- 1.4 WHEREAS, the California Transportation Commission is responsible for awarding grants to fund proposals which are included on the list prepared by the Resources Agency; and
- 1.5 WHEREAS, the Resources Agency has prepared a Projects Recommended for Funding list totaling \$9,928,578 for thirty-two projects, and that list has been reviewed by Commission staff and was noticed at the Commission's January 25, 2012 meeting.
- 2.1 NOW THEREFORE BE IT RESOLVED, that the Commission adopts the Fiscal Year (FY) 2011-12 Environmental Enhancement and Mitigation Program, as indicated in the attached list of projects.
- 2.2 BE IT FURTHER RESOLVED, that it is the intent of the Commission to allocate available Fiscal Year 2011-12 funds for these projects, and expects that funds so allocated should be expended on a timely basis, preferably by June 30, 2013; and
- 2.3 BE IT FURTHER RESOLVED, that for projects which include land acquisition, the Commission would encourage grant recipients to reduce overall project costs by exploring the feasibility of acquiring easements rather than fee title when appropriate; and
- 2.4 BE IT FURTHER RESOLVED, that due to the uniqueness of the individual projects in this program, the Commission hereby directs the Department of Transportation to be especially diligent in the on-site inspection and auditing of the projects included in this program.

2011-12 Environmental Enhancement and Mitigation Program

PROJECTS RECOMMENDED FOR FUNDING (32 PROJECTS)				
CAT	CO	APPLICANT	PROJECT NAME	AWARD
NORTHERN COUNTIES (17 PROJECTS)				
RL	ED	American River Conservancy	Gold Hill-Wakamatsu Ranch Recreation	\$ 159,350
RL	ED	American River Conservancy	Brush Creek Ranch Habitat Acquisition	\$ 350,000
RL	MEN	Trust for Public Land	Point Arena Public Lands Acquisition Project	\$ 500,000
RL	NEV	Bear Yuba Land Trust	Yuba River: Black Swan Resources Land Acquisition	\$ 350,000
RL	PLA	Placer Land Trust	Johnston Ranch Conservation Project	\$ 350,000
RL	SAC	Sacramento Tree Foundation	Stone Lakes Blue Heron Trails Visitor Contact Station	\$ 341,762
RL	SCR	Trust for Public Land	San Andreas Creek Resource Lands Acquisition Project	\$ 350,000
RL	SON	Sonoma County Water Agency	Rohnert Park/Cotati Highway 101 Widening: Hinebaugh Creek Habitat Enhancement and Restoration	\$ 298,456
RL	YUB	Trust for Public Land	Marysville Ranch Resource Lands Conservation Easement Project	\$ 350,000
RR	ALA	East Bay Regional Park District	Iron Horse Trail Construction Dublin/Pleasanton BART Station to Santa Rita Road	\$ 350,000
RR	AMA	Jackson, City of	Jackson Vista Point Improvement Project	\$ 326,050
RR	FRE	City of Fresno Parks, After School, Recreation, and Community Services (PARCS) Department	Romain Park Improvements	\$ 350,000
RR	FRE	CSU Fresno Foundation (CDFG)	San Joaquin River - "Small Fry Trail" and "Stormy Creek" Project	\$ 350,000
RR	SCL	San Jose, City of	Lower Silver Creek Trail (Alum Rock to Highway 680)	\$ 350,000
RR	SHA	Redding, City of	Palisades Avenue River Trail Connection	\$ 320,000
RR	SHA	Shasta County	Palo Cedro Bike Lane & Pedestrian Improvement Project	\$ 350,000
RR	SHA/SIS	Shasta Land Trust	Acquisition of the Great Shasta Rail Trail	\$ 350,000
			SUBTOTAL - NORTHERN COUNTIES	\$ 5,795,618
SOUTHERN COUNTIES (15 PROJECTS)				
HLUF	LA	Community Conservation Solutions	Los Angeles River Greenway Tree-Planting Project	\$ 339,000
HLUF	LA	Hollywood Beautification Team	Planting For Knowledge with Hollywood Community Team	\$ 161,335
HLUF	LA	Pasadena, City of	Reclaiming Pasadena's Urban and Natural Forest	\$ 350,000
HLUF	LA	Pomona, Public Works Department, City of	SR-71/Mission Boulevard Slope Stabilization and Beautification	\$ 350,000
HLUF	LA	South Gate, City of	City of South Gate Urban Greening	\$ 296,700
HLUF	SB	Goleta Valley Beautiful	Highway 101 Los Carneros/Glen Annie Interchanges Tree Planting	\$ 125,000
HLUF	TUL	Tulare, City of	Hillman Street Project	\$ 143,831
RR	TUL	Tulare, City of	Acquisition of Sunrise Park Mediation Enhancement Area	\$ 330,000
HLUF	TUL	Visalia, City of	Restore Our Community Forest Project	\$ 318,294
RL	SLO	San Luis Obispo, City of	Prefumo Creek Riparian Enhancements	\$ 125,000
RL	RIV	Coachella Valley Conservation Commission	Willow Hole Blowsand Ecosystem Conservation and MSHCP/NCCP Implementation Acquisitions	\$ 350,000
RR	MNO	Mammoth Lakes, Town of	College Connector Path	\$ 343,800
RR	ORA	Anaheim, City of	Santa Ana River Trail Mitigation Project	\$ 350,000
RR	SB	Land Trust for Santa Barbara County	Franklin Trail Project	\$ 200,000
RR	SD	San Marcos, City of	Montiel Park Enhancement Project	\$ 350,000
			SUBTOTAL - SOUTHERN COUNTIES	\$ 4,132,960
TOTAL RECOMMENDED PROGRAM				\$ 9,928,578

Memorandum

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: February 22-23, 2012

Reference No.: 4.5
Action Item

From: NORMA ORTEGA
Chief Financial Officer

Prepared by: Rachel Falsetti
Division Chief
Transportation Programming

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

RECOMMENDATION:

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

ISSUE:

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

BACKGROUND:

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

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

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

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

STIP* (Non-Bond)	\$ 0
Bond**	\$ 136,759,000

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

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

Attachments

ATTACHMENT 1 TRADE CORRIDORS IMPROVEMENT FUND PROJECTS (TCIF)

Project # Allocation Amount Recipient RTPA/CTC District-County	Location Project Description	PPNO Program/Year Phase Prgm'd Amount Project ID Adv Phase EA	Budget Year Item # Fund Type Program Code	Amount by Fund Type
Proposition 1B – Locally Administered TCIF Projects on the State Highway System				
1 \$23,600,000 City of Fontana SANBAG 08-San Bernardino	I-10 Corridor Logistics Access Project (Citrus) TCIF Project 57. In Fontana, on State Route 10 at Citrus Avenue interchange. Replace interchange. CEQA – MND, 11/21/08.) (NEPA – FONSI, 11/21/08.) (Contributions from local sources: \$23,600,000.) (Future Consideration of Funding – Resolution E-09-08, March 2009.) <u>Outcome/Output:</u> Replace existing four-lane Citrus Avenue bridge over Interstate-10 with a seven-lane bridge, add one additional lane on all four ramps of the interchange, and widen the existing Citrus Avenue bridge over the Union Pacific Railroad from three lanes to six-lanes. Provide needed underneath clearance for the ultimate Interstate-10 HOV project. This project will substantially reduce delays on this corridor, increase throughout, and improve access to key logistics hubs and existing business and logistics centers.	08-0138G TCIF/10-11 CONST \$23,600,000 0800000745 46810	2011-12 304-6056 TCIF 20.20.723.000	\$23,600,000
2 \$30,773,000 San Bernardino Associated Governments SANBAG 08-San Bernardino	I-10 Corridor Logistics Access Project (Cherry) TCIF Project 56. In Fontana, on State Route 10 at Cherry Avenue. Replace interchange. (Contributions from other sources: \$30,773,000.) (Future Consideration of Funding – Resolution E-09-17, March 2009.) <u>Outcome/Output:</u> Replace existing five-lane Cherry Avenue bridge over Interstate 10 with an eight-lane bridge, add one additional lane on all four ramps of the interchange, provide extensive improvements at the Cherry-Slover intersection, improve the Cherry-Valley intersection, and widen the existing Cherry Avenue bridge over the Union Pacific railroad from four lanes to eight lanes. Provide needed underneath clearance for the ultimate Interstate-10 HOV project. This project will substantially reduce delays on this corridor, increase throughout, and improve access to key logistics hubs and existing business and logistics centers.	08-0137T TCIF/10-11 CONST \$30,773,000 0800000744 4CONL 468004	2011-12 304-6056 TCIF 20.20.723.000	\$30,773,000
IF ALLOCATED, WOULD BE CONTINGENT UPON APPROVAL OF A BUDGET REVISION BY THE DEPARTMENT OF FINANCE.				

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

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

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

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

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

A VERBAL PRESENTATION ON THIS ITEM
WILL BE MADE AT THE FEBRUARY 22-23, 2012
CALIFORNIA TRANSPORTATION COMMISSION MEETING

PRESIDIO PARKWAY FINANCIAL PLAN UPDATE

A VERBAL PRESENTATION ON THIS ITEM
WILL BE MADE AT THE FEBRUARY 22-23, 2012
CALIFORNIA TRANSPORTATION COMMISSION MEETING

Memorandum

To: CHAIR AND COMMISSIONERS

CTC Meeting: February 22-23, 2012

Reference No.: 4.9
Action

From: BIMLA G. RHINEHART
Executive Director

Subject: **AMENDMENT TO THE CORRIDOR MOBILITY IMPROVEMENT ACCOUNT PROGRAM
RESOLUTION CMIA-P-1112-09**

ISSUE:

Should the Commission approve the proposed amendment to delete the Solano I-80/680/12 Connector Project from the Corridor Mobility Improvement Account (CMIA) Program?

RECOMMENDATION:

Commission staff recommends that the Commission approve the proposed amendment to delete the Solano I-80/680/12 Connector Project from the CMIA Program.

BACKGROUND:

At its June 30, 2010 Meeting, the Commission adopted an amendment to the CMIA Program and programmed \$24 million to the Solano I-80/680/12 Connector Project. As reported during the CMIA Program update at the Commission's January 25, 2012 meeting, the Solano I-80/680/12 Connector Project has not been able to obtain a required biological opinion and is not able to begin construction within the statutory constraints of the program.

Memorandum

To: CHAIR AND COMMISSIONERS

CTC Meeting: February 22-23, 2012

Reference No.: 4.10
Action

From: BIMLA G. RHINEHART
Executive Director

Subject: **CORRIDOR MOBILITY IMPROVEMENT ACCOUNT (CMIA)– PROJECT BASELINE AGREEMENT AMENDMENTS**
RESOLUTION CMIA-P-1112-10B

ISSUE:

Should the Commission approve the CMIA Project Baseline Agreement Amendments for the I-580 Westbound HOV Lane Project and the I-580 Eastbound HOV Lane Project in accordance with the Commission's CMIA Guidelines and the prior CMIA programming actions (Resolution CMIA-P-1112-08 and Resolution CMIA-PA-1112-029) and establish these amended Project Baseline Agreements as the new baseline for project delivery monitoring?

RECOMMENDATION:

Commission staff recommends that the Commission approve the CMIA Project Baseline Agreement Amendments for the I-580 Westbound HOV Lane Project and the I-580 Eastbound HOV Lane Project in accordance with CMIA Guidelines and the prior CMIA programming actions (Resolution CMIA-P-1112-08, Resolution CMIA-PA-1112-029) and establish these amended Project Baseline Agreements as the new baseline for project delivery monitoring.

BACKGROUND:

The Commission, at its January 25, 2012 meeting, adopted an amendment to the CMIA Program. This amendment transferred the scope of work and the associated funding for Segment 3 (Widen existing bridge crossings over Arroyo Las Positas Creek, PPNO 0112G) of the I-580 Westbound HOV Lane project to Segment 3 (Construct auxiliary lanes, PPNO 0112E) of the I-580 Eastbound HOV Lane project for construction purposes. In accordance with this action, the Alameda County Transportation Commission has submitted executed Project Baseline Agreement Amendments which document the changes in scope and funding and establish the new baseline for project delivery monitoring.

Memorandum

To: CHAIR AND COMMISSIONERS

CTC Meeting: February 22-23, 2012

Reference No.: 4.11
Action

From: BIMLA G. RHINEHART
Executive Director

Subject: **TRADE CORRIDORS IMPROVEMENT FUND (TCIF) – PROGRAM AMENDMENT
RESOLUTION TCIF-P-1112-017**

ISSUE:

Should the Commission approve the proposed TCIF Program Amendment to delete TCIF Project 16: *SR-47 Expressway Project* and TCIF Project 31: *New Cerritos Channel Rail Bridge Project* and related funding totaling \$196.3 million from the Los Angeles/Inland Corridor element of the TCIF Program and reprogram \$20.7 million to the *Alameda Corridor West Terminus Intermodal Railyard-West Basin Railyard Extension Project*, \$35.9 million to the *Cargo Transportation Improvement Emission Reduction Program*, and \$37.6 million to the *Baldwin Avenue Grade Separation Project*?

RECOMMENDATION:

Commission staff recommends that the Commission approve the proposed TCIF Program Amendment to delete TCIF Project 16: *SR-47 Expressway Project* and TCIF Project 31: *New Cerritos Channel Rail Bridge Project* and related funding totaling \$196.3 million from the Los Angeles/Inland Corridor element of the TCIF Program and reprogram \$20.7 million to the *Alameda Corridor West Terminus Intermodal Railyard-West Basin Railyard Extension Project*, \$35.9 million to the *Cargo Transportation Improvement Emission Reduction Program*, and \$37.6 million to the *Baldwin Avenue Grade Separation Project*?

BACKGROUND:

The Southern California Consensus Group (SCCG) and the Alameda Corridor Transportation Authority (ACTA) propose to amend the TCIF Program by deleting TCIF Project 16: *SR-47 Expressway Project* and TCIF Project 31: *New Cerritos Channel Rail Bridge Project* and related funding totaling \$196.3 million from the Los Angeles/Inland Corridor element of the TCIF Program. The projects have funding and schedule challenges which prohibit delivery within the constraints of the TCIF Program.

It is important to note, that with the deletion of TCIF Projects 16 and 31, the SCCG has eliminated all over programming for their corridor and is approximately \$95 million below the financially constrained target of \$1.5 billion for their corridor.

As the deletion of TCIF Projects 16 and 31 provide TCIF programming capacity of \$95 million within the SCCG corridor, the SCCG is concurrently requesting that the Commission program \$20.7 million to the *Alameda Corridor West Terminus Intermodal Railyard-West Basin Railyard Extension Project*, \$35.9 million to the *Cargo Transportation Improvement Emission Reduction Program*, and \$37.6 million to the *Baldwin Avenue Grade Separation Project*, representing a total of \$94.2 million in reprogramming.

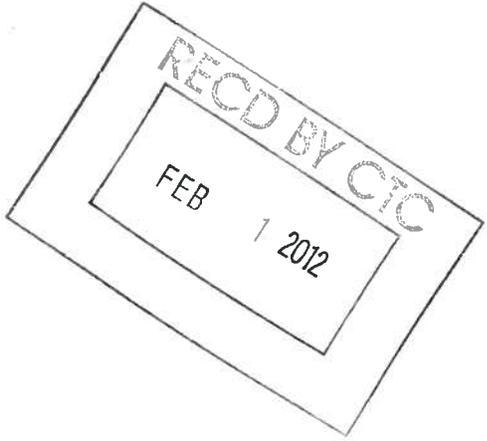
The SCCG supports the proposed amendment to the TCIF Program and requests the Commission's concurrence (see attached letter dated January 18, 2012).



January 18, 2012



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



Dear Ms. Rhinehart:



METROLINK

The Southern California Consensus Group regrets to inform you that, due to circumstances beyond their immediate control, ACTA will be unable to meet the TCIF deadline and must delete their projects from the TCIF program. The two projects (SR 47 Port Access Expressway/Heim Bridge Replacement and Ports Rail System – Tier I (New Cerritos Rail Bridge)) have a combined TCIF allocation of \$196,330,000. For more details regarding this matter, please see ACTA's attached letter.



The deletion of these two projects addresses the Corridor's over-programming at this time. However we anticipate future project savings which will bring our allocation below the statutory minimum for the Corridor, providing additional allocation capacity for eligible new projects. We will return to you to seek approval of programming of the remaining balance as the Corridor realizes project savings.



At this time, the Corridor agencies would like to recommend the following projects for consideration by the Commission:

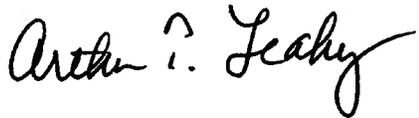


<u>Port of Los Angeles</u>	
Alameda Corridor West Terminus Intermodal Railyard-West Basin Railyard Extension (TCIF#32; to be operated with electrified handling equipment)	\$20,712,157
POLA Cargo Transportation Improvement Emission Reduction (CTIER) Program	\$35,868,843
<u>Alameda Corridor-East Construction Authority</u>	
Baldwin Avenue Grade Separation Project – City of El Monte	\$37,637,800
TOTAL	\$94,219,800

Both ACE and the Port of Los Angeles have submitted the necessary documents seeking Commission approval of the programming of the TCIF funds requested at the February Commission meeting.

As always, we thank you for your leadership and remain strongly committed to improving the movement of goods as well as people in this region.

Sincerely,



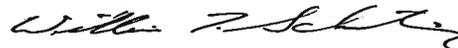
Arthur T. Leahy
Chief Executive Officer
LACMTA



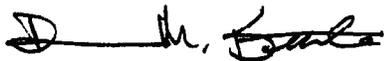
Will Kempton
Chief Executive Officer
OCTA



Anne Mayer
Executive Director
RCTC



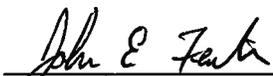
Ty Schuiling
Interim Executive Director
SANBAG



Darren Kettle
Executive Director
VCTC



Hasan Ikhata
Executive Director
SCAG



John E. Fenton
Chief Executive Officer
Metrolink



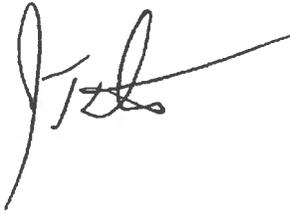
Rick Richmond
Chief Executive Officer
ACE



Geraldine Knatz
Executive Director
Port of Los Angeles



J. Christopher Lytle
Executive Director
Port of Long Beach



John Doherty
Executive Director
ACTA'



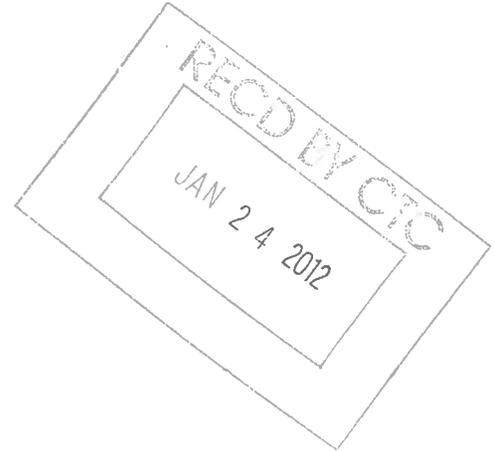
ALAMEDA CORRIDOR TRANSPORTATION AUTHORITY

ONE CIVIC PLAZA, SUITE 650, CARSON, CALIFORNIA 90745 - TEL. (310) 233-7480 • FAX (310) 233-7483

Maura

January 20, 2012

Ms. Bimla G. Rhinehart
Executive Director
California Transportation Commission
1120 N Street, MS52
Sacramento, CA 94273



Dear Ms. Rhinehart:

The Alameda Corridor Transportation Authority (ACTA) respectfully submits to the California Transportation Commission (CTC) its need to deprogram \$196.3 million in TCIF funds allocated to two projects: the SR-47 Expressway Project and the New Cerritos Channel Rail Bridge Project.

Both projects are being delayed due to local match and schedule issues. The local match issue involves the indefinite deferral of the infrastructure fee that the ports of Los Angeles and Long Beach had proposed to implement. In addition, the schedule issues are as follows:

1. The SR-47 Expressway Project, with \$158 million in TCIF funding, is awaiting the resolution of environmental litigation, causing postponement of final design. ACTA will, therefore, be unable to meet the December 2013 construction start deadline as required by the TCIF program.
2. The New Cerritos Channel Rail Bridge Project, with \$38 million in TCIF funding, has been reprioritized, due to the decline in cargo volume and slow economic recovery, which substantially delays the need for the project.

The Southern California Consensus Group will submit a proposal for reprogramming the funds. We appreciate the support the CTC had originally provided for these two projects.

Sincerely,

John T. Doherty, P.E.
Chief Executive Officer

Memorandum

To: CHAIR AND COMMISSIONERS

CTC Meeting: February 22-23, 2012

Reference No.: 4.12
Action

From: BIMLA G. RHINEHART
Executive Director

Subject: **HIGHWAY RAILROAD CROSSING SAFETY ACCOUNT (HRCSA) PROGRAM-PROGRAM
AMENDMENT RESOLUTION GS1B-P-1112-09**

ISSUE:

Should the Commission approve the proposed Highway Railroad Crossing Safety Account Program Amendment to change scope and funding on the Broadway Brazil Project?

RECOMMENDATION:

Staff recommends the Commission approved the proposed amendment to the HRCSA program as described below.

BACKGROUND:

At its meeting in September 2010, the Commission programmed \$3 million for the Broadway Brazil Street Grade Crossing Improvements Project in the HRCSA 2010 program. In November 2010, the Commission programmed an additional \$1 million to fund an expanded project scope. The Broadway-Brazil Grade Improvements Project is part of the Southern California Regional Rail Authority's (SCRRA) Sealed Corridor. The Sealed Corridor is a comprehensive strategy to enhance safety along the railroad corridor using measures to systematically reduce the opportunity for accidents at the grade crossings within the corridor. The project is located in the Cities of Glendale and Los Angeles on the Pacific Surfliner Corridor.

A Construction and Maintenance Agreement (C&M) is required between SCRRA and each of the cities prior to the Commission's allocation of funds. SCRRA and the City of Glendale signed a C&M agreement in November 2011. SCRRA was unable to come to an agreement with the City of Los Angeles. As a work within the City of Los Angeles represented a minor portion of the scope, SCRRA opted to redesign the project and remove the portion of the project that lies within the City of Los Angeles. The major change is that no traffic signals will be installed on the Los Angeles side of the crossing at the intersection of West San Fernando Road and Brazil Street.

Although portions of the project have been removed, an increase in throughput capacity will still be realized because the widening of the street over the crossing remains in the scope and the primary major thoroughfare is on the Glendale side of the crossing. The lack of traffic signalization on the Los Angeles side will mean that east bound traffic will not be able to take full advantage of the increased capacity because it will continue to be controlled by stop signs. The overall project benefits, namely safety, reduced number of collisions, and train service reliability remain unchanged.

The decreased project scope has resulted in a reduction of project cost of \$596,000 for a total project cost of \$8,505,000. This also results in a HRCSA funding reduction of \$266,633 for a total revised HRCSA funding of \$3,733,367.

SCRRA is ready to move forward with the project and begin construction in the spring 2012.

Memorandum

To: CHAIR AND COMMISSIONERS

CTC Meeting: February 22-23, 2012

Reference No.: 4.6
Information

From: BIMLA G. RHINEHART
Executive Director

Subject: **HIGHWAY RAILROAD CROSSING SAFETY ACCOUNT PROGRAM–GUIDELINES
UPDATE**

SUMMARY:

In accordance with the Highway Railroad Crossing Safety Account Program (HRCSA) Guidelines, all funds programmed in the 2010 HRCSA Program that are not allocated by June 30, 2012, will be reprogrammed into the 2012 HRCSA Program. As the Commission anticipates that there will be funds subject to reprogramming, staff has drafted an update to the HRCSA Guidelines. The purpose for the update is to establish the Schedule for the 2012 programming process. All other provisions of the HRCSA Guidelines adopted by the Commission remain in effect. The Commission will adopt the 2012 HRCSA Program of projects for the funds available under each part at its September 2012 meeting. The 2012 Program will be valid for the 2012-12 and 2013-14 fiscal years.

Attached are the Draft 2012 HRCSA Guidelines. The Commission will adopt the Guidelines at its March 2012 meeting.

BACKGROUND:

Proposition 1B, approved by the voters in November 2006, authorized the issuance of \$19.925 billion in State general obligation bonds for specific transportation programs, including \$250 million to fund the HRCSA program. The HRCSA program includes two sub-programs. Part 1 provides \$150 million for highway railroad grade separations derived from the California Public Utilities Commission's Section 190 grade separation priority list and Part 2 provides \$100 million for non-Section 190 high-priority grade crossing improvements.

The Commission, at its April 2008 meeting, adopted the HRCSA Guidelines. The initial HRCSA Program of projects was adopted at its August 27, 2008. At its April 2010 meeting the Commission updated the Guidelines to establish a programming schedule for the 2010 program. The 2010 HRCSA program was adopted at its September 2010 meeting.

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Highway-Railroad Crossing Safety Account Program Guidelines

General Program Policy

1. Authority and purpose of guidelines. The Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2006, approved by the voters as Proposition 1B on November 7, 2006, authorized \$250 million to be deposited in the Highway-Railroad Crossing Safety Account (HRCSA) to be available, upon appropriation by the Legislature, to the Department of Transportation (Caltrans), as allocated by the California Transportation Commission (CTC), for the completion of high-priority grade separation and railroad crossing safety improvements.

In 2007, the Legislature enacted implementing legislation (SB 88) that designated the Commission as the administrative agency for the HRCSA program and directed the Commission to adopt guidelines to establish the criteria and process to allocate funds to an eligible project in the HRCSA program. SB 88 also specified various administrative and reporting requirements for all Proposition 1B programs.

2. Two HRCSA Subprograms. Proposition 1B authorized the \$250 million for the HRCSA in two parts:
 - (a) Part 1. Proposition 1B provided that \$150 million from the HRCSA shall be made available for allocation to projects on the priority list established by the Public Utilities Commission (PUC) pursuant to the process established in Chapter 10 (commencing with Section 2450) of Division 3 of the Streets and Highways Code, with two exceptions: (1) a dollar for dollar match of non-state funds shall be provided for each project, and (2) the \$5 million maximum in Section 2454 shall not apply to HRCSA funds.
 - (b) Part 2. Proposition 1B provided that the other \$100 million from the HRCSA shall be made available to high-priority railroad crossing improvements, including grade separation projects, that are not part of the process established in Chapter 10 (commencing with Section 2450) of Division 3 of the Streets and Highways Code. These may include projects at any of the following:
 - (a) Crossings where freight and passenger rail share the affected rail line.
 - (b) Crossings with a high incidence of motor vehicle-rail or pedestrian-rail collisions.
 - (c) Crossings with a high potential for savings in rail and roadway traffic delay.
 - (d) Crossings where an improvement will result in quantifiable emission benefits.

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- (e) Crossings where the improvement will improve the flow of rail freight to or from a port facility.

All funds programmed in the 2010 HRCSA Program that are not allocated by June 30, 2012, as required under the Guidelines, will be reprogrammed into a 2012 HRCSA program. The CTC will adopt a 2012 HRCSA program of projects for the funds available under each part from projects nominated by Caltrans, regional agencies or recipient local agencies. A single nomination will be considered for funding from either part of the program, as appropriate. The principal differences between the two parts of the HRCSA program are:

- PUC priority list. Projects to be funded from Part 1 must be on the priority list established by the PUC pursuant to Section 2452 of the Streets and Highways Code. Projects to be funded under Part 2 may be, but need not be, on the PUC priority list.
- Match. Projects to be funded from Part 1 require at least a one-to-one match of local, federal or private funds. In accordance with subdivision (d) of Section 2454 of the Streets and Highways Code, no allocation shall be made unless the railroad agrees to contribute 10 percent of the cost of the project. Projects to be funded from Part 2 do not require any specific match or railroad contribution. However, the CTC will give higher priority for funding from Part 2 to projects with a non-state match.
- Program Year. As the new PUC priority list to be adopted by July 1, 2012, will be valid only for the 2012-13 and 2013-14 fiscal years, the CTC will program Part 1 funding only for projects that are expected to be ready for a project construction allocation by June 2014. The CTC anticipates that it will allocate all of the remaining funds for Part 1 by June 2014. If it has not allocated all available Part 1 funding by that time, the CTC will update the HRCSA program of projects to reflect the PUC priority list to be adopted by July 1, 2014.

For Part 2, the 2012 program of projects may include projects scheduled for construction at any time through June 2014. However, the CTC will give higher priority for funding for Part 2 to projects with earlier delivery.

3. Eligibility of applicants and projects. The Commission will consider HRCSA allocations to Caltrans or to a public agency responsible for development of a proposed project. Eligible projects are the capital costs of high-priority grade separation and railroad crossing safety improvements projects. HRCSA projects to be funded under Part 1 will be matched at least dollar-for-dollar by local, federal, or private funds, including the railroad contribution required pursuant to subdivision (d) of Section 2454 of the Streets and Highways Code. Other state funds, including State Transportation Improvement Program and other Proposition 1B funds, may be used for a project but will not be counted as match.

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Under statute, the project recipient agency must provide a project funding plan that demonstrates that the non-HRCSA funds in the plan (local, state, or federal) are reasonably expected to be available and sufficient to complete the project. The Commission expects that HRCSA project funding will usually be limited to the costs of construction. Project development and right-of-way costs should be covered with other funding, and the expenditure of non-state funds on project development and right-of-way costs may be counted as project match. The expenditure of funds prior to the approval of Proposition 1B will not be counted as project match or as part of the project cost. The Commission expects, however, a full-funding picture of the project.

The useful life of an HRCSA project shall not be less than the required useful life for capital assets pursuant to the State General Obligation Bond Law, specifically subdivision (a) of Section 16727 of the Government Code. That section generally requires that projects have an expected useful life of 15 years or more.

4. Program Schedule. The Commission intends to implement the program of projects on the following schedule:

CTC adoption of HRCSA guidelines.	March 28, 2012.
HRCSA project applications due.	July 1, 2012.
Public hearing on HRCSA applications.	August 22, 2012
Commission staff recommendation issued.	September 5, 2012.
CTC adopts the 2010 HRCSA program of projects.	September 26, 2012.

5. Project nominations. Project nominations and their supporting documentation will form the primary basis for the Commission's HRCSA program of projects. Each project nomination should include:

- A cover letter with signature authorizing and approving the application.
- A programming request form (Appendix A) and a project fact sheet that includes a map of the project location and that describes the project scope, useful life, cost, funding plan, delivery milestones, and major project benefits. Cost estimates should be escalated to the year of proposed implementation. The project delivery milestones should include the start and completion dates for environmental clearance, land acquisition, design, construction bid award, construction completion, and project closeout.
- A brief narrative that provides:
 - A concise description of the project scope and anticipated benefits (outputs and outcomes) proposed for HRCSA funding.
 - A specific description of non-HRCSA funding to be applied to the project and the basis for concluding that the non-HRCSA funding is reasonably expected to be available.

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- A description of the project delivery plan, including a description of the known risks that could impact the successful implementation of the project and a description of the response plan for the known risks. The risks considered should include, but not be limited to, risks associated with deliverability and engineering issues, community involvement, railroad agreement, and funding commitments. For projects that may be funded under Part 1, the project delivery plan should address the requirements precedent to an allocation in Section 2456 of the Streets and Highways Code.
 - A description of the function of the proposed crossing project within the appropriate rail and highway corridors, including how the project would improve safety, operations and the effective capacity of the rail corridor and of streets and highways in the area.
 - A description and quantification of project benefits, citing any documentation in support of estimates of project benefits. Where applicable and available, this should include a description of how the project would reduce rail and highway travel times, improve safety by reducing deaths and injuries, and reduce emissions from rail and motor vehicles. Where appropriate, this should also include the potential for enabling or improving high speed train operation and the project's location relative to the High-Speed Rail Corridor.
 - Documentation supporting the benefit and cost estimates cited in the application. This should be no more than 10 pages in length, citing or excerpting, as appropriate, the project study report, environmental document, regional transportation plan, and other studies that provide quantitative measures of the project's costs and benefits, including safety, mobility, and emission reduction benefits.
6. Submittal of project nominations. For the 2012 HRCSA program of projects, the Commission will consider only projects for which a nomination and supporting documentation are received in the Commission office by 12:00 noon, July 1, 2012, in hard copy. A nomination from a regional agency will include the signature of the Chief Executive Officer or other authorized officer of the agency. A nomination from Caltrans will include the signature of the Director of Transportation or a person authorized by the Director to submit the nomination. A nomination from a city, county, or other public agency will include the signature from an officer authorized by the city council, board of supervisors, or other agency board. Where the project is to be implemented by an agency other than the nominating agency, the nomination will also include the signature of the Chief Executive Officer or other authorized officer of the implementing agency.

The Commission requests that each project nomination include five copies of the cover letter, the project fact sheet, and the narrative description, together with two copies of all supporting documentation. All nomination materials should be addressed or delivered to:

Bimla G. Rhinehart, Executive Director
California Transportation Commission

DRAFT

Mail Station 52, Room 2222
1120 N Street
Sacramento, CA 95814

Project Selection and Programming

7. Program of projects based on applications. The Commission will develop its HRCSA program from the nominations received by the nomination due date. The program may take into account the amount of funds appropriated.
8. Project application scoring. For Part 2 of the program, the Commission will evaluate and score project nominations according to the following weighting:
 - A. 50%, the effectiveness of the project in providing transportation benefits, including the improvement of safety, operations, and effective capacity of rail and highway facilities in a corridor and the potential for facilitating development of the High-Speed Rail Corridor. The Commission will measure operational improvement and capacity benefits in terms of hours of delay saved per dollar expended. The Commission will measure safety benefits in terms of the estimated reduction in the number of deaths and injuries.
 - B. 20%, the date by which the project will be ready for award of the construction contract, giving higher priority to projects delivered earlier.
 - C. 10%, the degree to which the project reduces local and regional emissions of diesel particulates and other air pollutants.
 - D. 20%, the financial contribution from non-state funds in the HRCSA project, giving higher priority to projects with a higher non-state contribution.
9. Evaluation committee. The Department of Transportation will form a committee to conduct a review and objective evaluation of project nominations, with representatives of staff from the Department of Transportation, the Public Utilities Commission, the High-Speed Rail Authority, and the California Transportation Commission. The evaluation will include consideration of the potential for project funding from Section 190 of the Streets and Highway Code.
10. Program adoption. The Commission will adopt its 2012 HRCSA program of projects after holding at least one public hearing. The Commission anticipates that its adopted HRCSA program for Part 2 will include a priority list that exceeds the funding available to be programmed, just as the priority list established by the PUC has consistently exceeded the amount of funding available for that list. The Commission may, if it finds it necessary or appropriate, advise potential applicants to submit new or revised applications at any time after the program adoption.

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Project Delivery

11. Project baseline agreements. Within three months after the adoption of a project into the HRCSA program of projects, the Commission, Caltrans and the implementing agency, together with the regional agency and any entity committed to providing supplementary funding for the project, will execute a project baseline agreement, which will set forth the project scope, benefits, delivery schedule, and the project budget and funding plan. The Commission may delete a project for which no project baseline agreement is executed, and the Commission will not consider approval of a project allocation prior to the execution of a project baseline agreement.

12. Quarterly delivery reports: As a part of the project baseline agreement, the Commission will require the implementing agency to submit quarterly reports on the activities and progress made toward implementation of the project, including those project development activities taking place prior to an HRCSA allocation and including the status of supplementary funding identified in the adopted HRCSA program.

As mandated by Government Code Section 8879.50, the Commission shall forward these reports, on a semiannual basis, to the Department of Finance. The purpose of the reports is to ensure that the project is being executed in a timely fashion and is within the scope and budget identified when the decision was made to fund the project. If it is anticipated that project costs will exceed the approved project budget, the implementing agency will provide a plan to the Commission for achieving the benefits of the project by either downscoping the project to remain within budget or by identifying an alternative funding source to meet the cost increase. The Commission may either approve the corrective plan or direct the implementing agency to modify its plan. Where a project allocation has not yet been made, the Commission may amend the program of projects to delete the project.

13. Amendments to program of projects. The Commission may approve an amendment of the HRCSA program in conjunction with its review of a project corrective plan as described in Section 12. The implementing agency may also request and the Commission may approve an amendment of the program at any time. An amendment need only appear on the agenda published 10 days in advance of the Commission meeting. It does not require the 30-day notice that applies to a STIP amendment.

14. Allocations from the HRCSA. The Commission will consider the allocation of funds from the HRCSA for a project or project component when it receives an allocation request and recommendation from Caltrans, in the same manner as for the STIP. The recommendation will include a determination that all necessary orders of the PUC have been executed, that all necessary agreements with affected railroads have been executed, and that sufficient HRCSA funding and all identified and committed supplementary funding are available. The Commission will approve the allocation if the funds are available, the allocation is necessary to implement the project as included in the adopted HRCSA program, and the project has the required environmental clearance.

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15. Final delivery report. Within six months of the project becoming operable, the implementing agency will provide a final delivery report to the Commission on the scope of the completed project, its final costs as compared to the approved project budget, its duration as compared to the project schedule in the project baseline agreement, and performance outcomes derived from the project as compared to those described in the project baseline agreement. The Commission shall forward this report to the Department of Finance as required by Government Code Section 8879.50.

The implementing agency will also provide a supplement to the final delivery report at the completion of the project to reflect final project expenditures at the conclusion of all project activities. For the purpose of this section, a project becomes operable at the end of the construction phase when the construction contract is accepted. Project completion occurs at the conclusion of all remaining project activities, after acceptance of the construction contract.

16. Audit of project expenditures and outcomes. The Department of Transportation will ensure that project expenditures and outcomes are audited. For each HRCSA project, the Commission expects the Department to provide a semi-final audit report within 6 months after the final delivery report and a final audit report within 12 months after the final delivery report. The Commission may also require interim audits at any time during the performance of the project.

Audits will be performed in accordance with Generally Accepted Government Auditing Standards promulgated by the United States Government Accountability Office. Audits will provide a finding on the following:

- Whether project costs incurred and reimbursed are in compliance with the executed project baseline agreement or approved amendments thereof; state and federal laws and regulations; contract provisions; and Commission guidelines.
- Whether project deliverables (outputs) and outcomes are consistent with the project scope, schedule and benefits described in the executed project baseline agreement or approved amendments thereof.

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

INFORMATION ON THIS ITEM WILL BE
PROVIDED PRIOR TO THE FEBRUARY 22-23, 2012
CALIFORNIA TRANSPORTATION COMMISSION MEETING

STATUS UPDATE ON STATE ROUTE 99 (SR 99) PROJECTS

INFORMATION ON THIS ITEM WILL BE
PROVIDED PRIOR TO THE FEBRUARY 22-23, 2012
CALIFORNIA TRANSPORTATION COMMISSION MEETING

Memorandum

To: CHAIR AND COMMISSIONERS

CTC Meeting: February 22-23, 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 TBPOC approved changes to the Yerba Buena Island Transition Structures and the Self Anchored Suspension corridor contracts aimed at achieving seismic safety opening by Labor Day 2013 rather than by December 2013, as previously scheduled.

Self Anchored Suspension (SAS) contract –

- Cable installation began December 22, 2011.
- Hauling the cable from one end to the other, seems to be taking less time than anticipated. The main challenge appears to be installation of the cable at the cable saddles and ends. Construction Management is working closely with the contractor to maximize every opportunity to speed up the process.

Yerba Buena Island Contract (YBI) Contract #1 - connects the west end of the SAS bridge to the Yerba Island tunnel –

- Frame 2 in the westbound direction between spans three and four is complete.

Oakland Detour contract – realigns bridge approach to the south allowing construction of the Oakland Touchdown contract #2 ahead of schedule:

- A westbound bridge closure is scheduled to take place, weather permitting, during the President's Day weekend. This closure will realign the westbound traffic further to the south allowing demolition of a portion of the existing bridge in conflict with the new Oakland Touchdown contract #2. An extensive public outreach campaign to keep the public informed is underway.

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.

Memorandum

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: February 22-23, 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:

- \$11,500,000 for two emergency construction projects, pursuant to the authority granted under Resolution G-11 (2.5f.(1)).
- \$4,039,000 for five 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 January 12, 2012, the Department has allocated or sub-allocated the following for Fiscal Year (FY) 2011-12:

- \$52,942,000 for 41 emergency construction projects.
- \$25,274,000 for nine safety delegated projects.
- \$12,379,000 for 18 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 \$1,500,000 Sacramento 03U-Sac-99 6.01	Near Elk Grove, at Arno Road Overcrossing (Bridge # 24-0151). On November 23, 2011, a vehicle with a high load hit the overcrossing severely damaging the right exterior girder in Span 3 (over northbound Lane 2). Traffic on Arno Road was rerouted away from the damaged girder. This project is to demolish and replace the damaged girder and conduct traffic control as necessary. Initial G-11 Allocation 12/21/11: \$1,500,000	03-6876 SHOPP/11-12 0312000150 4 3F270 Emergency	2010-11 302-0042 SHA 20.20.201.130	\$1,500,000
2 \$10,000,000 Los Angeles 07U-LA-60 7.77	In Montebello, at the Paramount Boulevard Overcrossing (Bridge 53-1910). On December 14, 2011, a double-tanker truck loaded with 8,800 gallons of gasoline burst into flames on eastbound Route 60 directly beneath the Overcrossing. All freeway lanes in both directions were closed. This project is to demolish and repair the Overcrossing structure as needed; repair or replace damaged pavement, drainage systems, and overhead sign. Initial G-11 Allocation 12/20/11: \$10,000,000 (Additional \$20,000 was allocated for right of way purposes).	07-4510 SHOPP/11-12 0712000242 4 3X7004 Emergency	2010-11 302-0890 FTF 20.20.201.130	\$10,000,000

#	Dist	County	Route	Postmiles	Location/Description	EA	Program Code	Original Est. FM-09-06	Allocation
2.5f. Informational Report – Minor Construction Program – Resolution G-05-05 Delegated Allocations (2.5f.(4))									
1	02	Sha	151	5.8/6.9	Repair localized pavement failures and overlay asphalt concrete to improve ride quality.	4E3804	201.121	\$1,000,000	\$1,000,000
2	03	Pla	267	0.4/1.2	Construct left-turn pocket and widen shoulder in the southbound direction.	0F0104	201.310	\$970,000	\$970,000
3	07	LA	210	5.8	Install concrete barrier railing, upgrade connector lighting, and repair pavement.	4T3704	201.015	\$650,000	\$540,000
4	08	SBd	Var.	Var.	Replace emulsion tanks at various Maintenance Stations in Cajon, Needles, Barstow, Mountain Pass, Victorville and Essex.	0N1404	201.352	\$900,000	\$886,000
5	09	Mno	158	2.2/2.9	Construct five curb ramps, relocate hydrant and upgrade sidewalks to comply with American With Disabilities Act standards.	350104	201.361	\$500,000	\$643,000

Memorandum

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: February 22-23, 2012

Reference No.: 3.1
Information Item

From: NORMA ORTEGA
Chief Financial Officer

Prepared by: Rachel Falsetti
Division Chief
Transportation Programming

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

SUMMARY:

Since the January 2012 report to the California Transportation Commission (Commission), the California Department of Transportation (Department) has amended 10 new capital projects into the 2010 State Highway Operation and Protection Program (SHOPP), as summarized in the attachment. The Department maintains annual reservations to fund anticipated safety, emergency, and other high priority projects that need to be amended into the 2010 SHOPP. The amendments noted below will be funded from the Major Damage, Permanent Restoration, Safety Improvements Reservation and programming capacity provided through the updated 2010 SHOPP Fund Estimate approved April 2010.

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	9	\$51,118	\$426	\$655
Collision Reduction	1		\$654	
Total Amendments	10	\$51,118	\$1,080	\$655

BACKGROUND:

In each even numbered year, the Department prepares four-year SHOPP defining major capital improvements necessary to preserve and protect the State Highway System. Periodically, the Department amends the SHOPP to address newly identified needs prior to the next programming cycle. This report identifies 10 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 January 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-510 0829Q	4-Nap-128 20.2 3G760 04 1200 0170	Near Spanish Flat, at Capell Creek Bridge. Install slope indicators and upgrade drainage system.	\$115 (R/W) \$540 (C)	13/14	PA & ED PS & E RW Sup Con Sup Total \$250 \$250 \$50 \$200 \$750	201.131 Assembly: 7 Senate: 2 Congress: 1 1 Location
10H-511 6569	6-Tul-245 20.8 0N390 06 0002 0698	Near Badger, at Cottonwood Creek. Reconstruct embankment.	\$20 (R/W) \$406 (C)	12/13	PA & ED PS & E RW Sup Con Sup Total \$128 \$211 \$127 \$110 \$576	201.131 Assembly: 29 Senate: 14 Congress: 19 1 Location
10H-513 4057	12-Ora-73 10.6/11.0 0M550 12 1200 0110	In Laguna Niguel, at Cabot Road. Construct retaining wall to address slope movement.	\$408 (R/W) \$20,400 (C)	11/12	PA & ED PS & E RW Sup Con Sup Total \$612 \$2,040 \$102 \$2,448 \$5,202	201.131 Assembly: 73 Senate: 33 Congress: 48 1 Location
10H-515 2353	1-Hum-101 136.5 0B850 01 1200 0198	Near Klamath, south of the Del Norte County line. Stabilize roadway.	\$10 (R/W) \$1,500 (C)	11/12	PA & ED PS & E RW Sup Con Sup Total \$0 \$0 \$20 \$300 \$320	201.130 Assembly: 1 Senate: 2 Congress: 1 1 Location
10H-516 6876	3-Sac-99 6.0 3F270 03 1200 0150	Near Elk Grove, at Arno Road Bridge No. 24-0151. Repair bridge.	\$1,500 (C)	11/12	PA & ED PS & E RW Sup Con Sup Total \$25 \$50 \$25 \$700 \$800	201.130 Assembly: 10 Senate: 5 Congress: 11 1 Location
10H-517 0118A	4-CC-24 5.2 2G650 04 0002 1073	In Lafayette, near Happy Valley Road. Stabilize roadway.	\$1,000 (C)	11/12	PA & ED PS & E RW Sup Con Sup Total \$0 \$0 \$0 \$300 \$300	201.130 Assembly: 15 Senate: 7 Congress: 10 1 Location
10H-518 4554	7-LA-60 7.8 29390 07 1200 0254	In Montebello, at the Paramount Boulevard Overcrossing Bridge No. 53-1910. Replace bridge.	\$1,000 (R/W) \$15,000 (C)	11/12	PA & ED PS & E RW Sup Con Sup Total \$0 \$3,750 \$75 \$4,500 \$8,325	201.130 Assembly: 49 Senate: 24 Congress: 31 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-519 4510	7-LA-60 7.8 3X700 07 1200 0242	In Montebello, at the Paramount Boulevard Overcrossing Bridge No. 53-1910. Repair bridge and pavement.	\$20 (R/W) \$10,000 (C)	11/12	PA & ED PS & E RW Sup Con Sup <u>Total</u>	\$0 \$0 \$5 \$3000 \$3005	201.130 Assembly: 49 Senate: 24 Congress: 31 1 Location
10H-520 0128H	8-SBd-10 0.0/1.2 0R890 08 1200 0205	In Montclair, from the Los Angeles County line to Central Avenue. Replace median barrier.	\$280 (C)	11/12	PA & ED PS & E RW Sup Con Sup <u>Total</u>	\$5 \$5 \$0 \$40 \$50	201.130 Assembly: 61 Senate: 32 Congress: 41 1 Location
Collision Reduction							
10H-512 0347	10-Mer-5 8.9/9.7 0U500 10 0002 0343	Near Los Banos, from Ortigalita Creek Bridge to Arburua Road Overcrossing. Construct median barrier.	\$654 (C)	12/13	PA & ED PS & E RW Sup Con Sup <u>Total</u>	\$0 \$370 \$3 \$232 \$605	201.010 Assembly: 26 Senate: 12 Congress: 18 40 Collisions reduced

Memorandum

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: February 22-23, 2012

Reference No.: 3.2a.
Information Item

From: NORMA ORTEGA
Chief Financial Officer

Prepared by: Rachel Falsetti
Division Chief
Transportation Programming

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

SUMMARY:

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

In FY 2010-11, the California Transportation Commission (Commission) voted 322 state-administered State Transportation Improvement Program (STIP), State Highway Operation and Protection Program (SHOPP), and Proposition 1B projects on the State Highway System. As of January 30, 2012, 314 projects totaling \$1.76 billion have been awarded. Contracts for six projects have not yet been awarded, while funding for two projects have lapsed.

In FY 2011-12, the Commission has voted 176 state-administered STIP, SHOPP, and Proposition 1B projects on the State Highway System. As of January 30, 2012, 105 projects totaling \$1.04 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	51	1	\$195,535	6	41	46
TOTAL	322	\$2,495,816	314	2	\$1,761,886	6	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	74	0	\$973,995	16	43	74
September 2011	18	\$76,605	13	0	\$30,864	5	12	13
October 2011	18	\$166,249	5	0	\$5,500	13	5	5
December 2011	22	\$282,082	9	0	\$15,081	13	10	10
January 2012	28	\$274,056	4	0	\$12,815	24	4	4
TOTAL	176	\$2,663,274	105	0	\$1,038,255	71	74	106

- 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	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	Delay to award due to Department of Fish and Game permit.
04-0137B*	4S260	ALA-580	rehabilitate pavement and construct retaining walls.	22-Jun-11	30-Jun-12 ⁽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	
07-3189	2332A	LA-5	From State Route 14 Interchange to Pico Canyon Road. Add Truck Lanes..	22-Jun-11	30-Jun-12 ⁽¹⁾	\$53,626	Bids opened 9/8/11. Delay to award due to bidders' qualifications.
08-0133K	0P160	SBD-10	Near Ontario, from Milliken Avenue to Wilson Creek Bridge. Repair decks, joints and overlay with merthacrylate on 21 structures to extend the bridges service life.	22-Jun-11	30-Jun-12 ⁽¹⁾	\$1,114	Bids opened 10/6/11. Delay to award due to bidders' qualifications

* 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	Project Status
02-3428	2E290	SIS-96	Paint bridges and place polyester overlay.	10-Aug-11	28-Feb-12	\$4,725	Project will not be awarded. Funds will lapse.
03-6907	3E030	SAC-VAR	Upgrade MBGR End Treatments	10-Aug-11	28-Feb-12	\$599	Bids opened 10/26/11. Pending Award.
04-0342B	0C740	MRN-101	Asphalt Concrete surfacing.	10-Aug-11	28-Feb-12	\$24,413	Bids opened 1/11/12. Pending award.
04-0081G	29761	ALA-84	Widen exist Hwy and Br; construct an access Br and retaining walls.	10-Aug-11	28-Feb-12	\$17,050	Project advertised on 12/12/11. Bid opening date 2/22/12.
04-0045D	4S090	SM-1	Stabilize and repair slope and install Rock Slope Protection at one location damaged by heavy rainfall.	10-Aug-11	28-Feb-12	\$185	Project will be awarded prior to deadline.
07-4137	20211	LA-710	Pave roadway with long life pavement and widen roadway and bridges.	10-Aug-11	28-Feb-12	\$190,222	Project advertised on 10/10/11. Bid opening date 2/9/2012.
07-3756	25490	LA-14	Cold plane, place rubberized HMA, and replace concrete slabs.	10-Aug-11	28-Feb-12	\$13,000	Bids opened 1/26/2012. Pending award.
07-3922	26050	LA-91	Repair Br cracks & joints and place polyester concrete overlay.	10-Aug-11	28-Feb-12	\$1,800	Bids opened 10/13/11. Pending award.
08-0188Y	39471	SBD-18	Landscape mitigation project.	10-Aug-11	28-Feb-12	\$100	Bids opened in November 2011. However, the Department received no bids for this project. A time extension to award will be submitted at the March meeting for approval.
08-0092A	44840	RIV-91	Construct HOV lanes and widen bridges.	10-Aug-11	28-Feb-12	\$136,600	Bids opened 12/8/11. Pending award.
08-167K	47222	SBD-15	Rehabilitate Pavement.	10-Aug-11	28-Feb-12	\$108,745	Bids opened 1/26/2012. Pending award.
10-7350	0A840	SJ-12	Place Hot Mix Asphalt with Class 2 Aggregate Base.	10-Aug-11	28-Feb-12	\$11,500	Bids opened 12/7/11. Pending award.
10-0283	0M800	STA-99	Rehabilitate concrete pavement.	10-Aug-11	28-Feb-12	\$72,611	Bids opened 12/6/11. Pending award.
10-0246	0S190	MER-5	Remodel weigh station facilities and ramps.	10-Aug-11	28-Feb-12	\$1,271	Project advertised on 1/9/2012. Bid opening date 1/31/2012.
12-2587	0F060	ORA-5	Widen roadway and bridge, replace concrete pavement and place HMA.	10-Aug-11	28-Feb-12	\$5,978	Bids opened 1/19/2012. Pending award.
12-4506B	0H029	ORA-91	Replace concrete pavement.	10-Aug-11	28-Feb-12	\$21,457	Project advertised on 11/14/11.

Dist-PPNO	Project EA	County-Route	Description	Allocation Date	Award Deadline	Allocation Amount	Project Status
04-0829J	4A882	SON-128	Provide plant establishment.	15-Sep-11	31-Mar-12	\$330	Project advertised on 1/3/2012. Bid opening date 2/1/2012.
07-4233	27960	LA-10	Construct maintenance vehicle pullout.	15-Sep-11	31-Mar-12	\$1,500	Bids opened 12/1/11. Pending award.
08-0208G	0K240	SBD-40	Pavement Rehabilitaion.	15-Sep-11	31-Mar-12	\$35,912	Bids opened 1/19/2012. Pending award.
11-0691	26530	SD-15	Place Hot Mix Asphalt.	15-Sep-11	31-Mar-12	\$5,883	Bids opened 1/19/2012. Pending award.
11-0884	29840	SD-54	Install concrete barrier.	15-Sep-11	31-Mar-12	\$1,619	Bids opened 12/15/11. Pending award.

Memorandum

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: February 22-23, 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 Commission allocated \$94,213,000 to construct 71 locally-administered STIP projects. As of January 19, 2012, 57 projects totaling \$84,061,000 have been awarded and time extension requests have been approved for 12 projects. These 12 projects are on track for award by the deadlines indicated in their approved extension requests. Two projects (PPNO 01-4097P and PPNO 12-2135M) have lapsed.

In FY 2011-12, the Commission allocated \$25,592,000 to construct 15 locally-administered STIP projects. As of January 19, 2012, one project for \$1,700,000 has been awarded. Concurrent time extensions are being requested for two projects. The remaining 12 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	15	0	10	0	15
TOTAL	71	\$94,213	57	2	12	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	1	0	4	0	1
September 2011	2	\$1,007	0	0	2	0	0
October 2011	1	\$501	0	0	1	0	0
December 2011	7	\$4,666	0	0	7	0	0
TOTAL	15	\$25,592	1	0	14	0	1

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 ⁽⁵⁾	\$412,000	The project will be awarded by the extended deadline.
Tehama County	Lake California Drive Bikeway	02-2428	23-Jun-11	30-Jun-12 ⁽²⁾	\$276,000	The project will be awarded by the extended deadline.
City of Dorris	Dorris Centennial Welcome Plaza	02-2476	23-Jun-11	30-Jun-12 ⁽²⁾	\$92,000	The project will be awarded by the extended deadline.
City of Larkspur	Median Landscaping and Meadowood Pathway	04-2127P	23-Jun-11	31-Mar-12 ⁽³⁾	\$200,000	The project will be awarded by the extended deadline.
City of Kingsburg	Sierra Avenue Median	06-B002J	23-Jun-11	30-Jun-12 ⁽⁵⁾	\$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 ⁽⁴⁾	\$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 ⁽⁴⁾	\$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 ⁽⁵⁾	\$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 ⁽⁵⁾	\$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 ⁽⁵⁾	\$500,000	The project will be awarded by the extended deadline.
City of Newport Beach	Bristol Street North Landscape Improvements	12-2135R	22-Jun-11	30-Jun-12 ⁽²⁾	\$347,000	The project will be awarded by the extended deadline.
City of Dublin	Alamo Canal Regional Trail	04-2100H	10-Aug-11	29-Feb-12	\$1,021,000	The project will be awarded by the deadline.
Tulare County	Road 80 Widening (Phase 3) project	06-6414A	10-Aug-11	29-Feb-12	\$16,280,000	A concurrent three-month time extension is being requested.
Calaveras Council of Government	Mokelumne Hill Town Hall and Sidewalk Enhancement	10-0016A	10-Aug-11	29-Feb-12	\$131,000	The project will be awarded by the deadline.
City of Santa Ana	Pacific Electric Bicycle Trail project	12-2135T	10-Aug-11	29-Feb-12	\$286,000	A concurrent two-month time extension is being requested.
Humboldt County Santa Ana	Humboldt Hill Rehabilitation project	01-2088	15-Sep-11	31-Mar-12	\$898,000	The project will be awarded by the deadline.
City of Willows	Gateway Monument Signs Phase 2 project	03-1318	15-Sep-11	31-Mar-12	\$109,000	The project will be awarded by the deadline.
Grand Total					\$27,578,000	

- (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-12-01).
(4) This extended deadline was approved in January 2012 (Waiver-12-02).
(5) This extended deadline was approved in January 2012 (Waiver-12-06).

Memorandum

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: February 22-23, 2012

Reference No.: 3.3
Information Item

From: NORMA ORTEGA
Chief Financial Officer

Prepared By: Laura Quintana
Program Manager
Recovery Act

Subject: **UPDATE ON IMPLEMENTATION OF RECOVERY ACT OF 2009**

SUMMARY:

The California Department of Transportation (Department) is implementing the American Recovery and Reinvestment Act of 2009 (Recovery Act) and has committed to report to the California Transportation Commission (Commission) as to the status of the implementation. This includes reporting on the amount of Recovery Act funds certified, obligated and awarded for state and local highway and transit projects to date. Attached is the current status report for state and regional agency projects as of December 31, 2011 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 will also be de-obligated. In addition, California airports have directly received approximately \$ 84.4 million in aviation grants for 22 projects.

The Recovery Act provides \$1.5 billion available nationally under the Transportation Investment Generating Economic Recovery (TIGER) program for competitive discretionary grants for highway, public transportation, rail, and port infrastructure projects. On February 17, 2010, California received awards for four projects that total \$130 million in TIGER funds, which leverage \$1.76 billion in total funds. These projects and TIGER awards recipients are the Doyle Drive Replacement project in the city of San Francisco, \$46 million; the State Route 905 project near Otay Mesa in San Diego County, \$20.2 million; the Alameda Corridor East – Colton Crossing project \$33.8 million; and the Green Trade Corridor Marine Highway project at the Ports of Oakland, Stockton and West Sacramento, \$30 million. As of December 2010, funds for the three TIGER projects that flow through the Department have been obligated as follows: \$33.8 million was obligated for the Alameda Corridor East project (Colton Crossing); \$46 million was obligated for the Doyle Drive Replacement Project; and of the \$20.2 million obligated for the State Route 905 project near Otay Mesa in San Diego County, approximately, \$2.3 million has been de-obligated due to a favorable bid environment.

The Department adjusted the obligation amount for 6 projects by \$1.6 million. These “upward cost adjustments” are allowed by FHWA to cover cost increases for Recovery Act funded projects. The Department is able to use up to the State’s share or ceiling amount of \$2.3 million, provided there 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

December 31, 2011																	
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	Total Recovery Dollars	Obligation Adjustments ^{2B}	Adjusted Total Recovery Dollars	Projects	Recovery Dollars	Total Leveraged Dollars ⁴	Projects	Recovery Dollars	Projects	Projects
State⁹		State Highway System Projects															
	\$972,275,620	State	94	\$708,151,180	7	1,257,781	\$706,893,399		\$706,893,399	94	\$708,151,180	\$832,176,734	94	\$577,382,900	6	1	\$ 521,475
		State (Locally Administered) ¹¹	5	\$9,577,570		-	\$9,577,570	\$70,181	\$9,647,751	5	\$9,647,751	\$12,741,189	5	\$5,991,045			
		State & Region (State \$) ⁷	7	\$252,357,702			\$252,357,702		\$252,357,702	7	\$252,357,702	\$1,373,524,251	7	\$411,854,874			
		State & Region (Region \$) ⁷		\$319,848,189		-	\$319,848,189	\$469,712	\$320,317,901		\$320,317,901						
		Region (State Administered, Region \$)	16	\$303,410,205	1	\$84,000	\$303,326,205	-	\$303,326,205	16	\$303,410,205	\$387,771,208	16	\$211,163,059			
		Region ⁸ (Region \$)	20	\$78,501,879	1	\$0	\$78,501,879		\$78,501,879	20	\$78,501,879	\$167,667,373	20	\$60,719,990	1		
		Subtotal	142	\$1,671,846,725	9	\$1,341,781	\$1,670,504,944	\$539,893	\$1,671,044,837	142	\$1,672,386,618	\$2,773,880,755	142	\$1,267,111,868	7	1	\$521,475
Region⁹		Local Highway System Projects⁸															
	\$1,597,292,700	Region	837	\$865,277,740	225	\$10,360,914	\$854,916,826	\$1,067,178	\$855,984,004	835	\$866,344,918	\$1,091,272,257	830	\$727,849,415	453	3	\$1,416,305
		State & Region (Region \$)	2	\$1,478,800			\$1,478,800		\$1,478,800	2	\$1,478,800	\$3,516,730	2	\$1,926,800			
		State & Region (State \$)		\$1,023,185			\$1,023,185		\$1,023,185								
		State	1	\$1,200,000			\$1,200,000		\$1,200,000	1	\$1,200,000	\$1,200,000	1	\$1,200,000			
		Subtotal	840	\$868,979,725	225	\$10,360,914	\$858,618,811	\$1,067,178	\$859,685,989	838	\$870,046,903	\$1,095,988,987	833	\$730,976,215	453	3	\$1,416,305
Flex¹⁰	(\$28,741,870)																
Total	\$2,540,826,450	Total	982	\$2,540,826,450	234	\$11,702,695	\$2,529,123,755	\$1,607,071	\$2,530,730,826	980	\$2,542,433,521	\$3,869,869,742	975	\$ 1,998,088,083	460	4	\$1,937,780
		Total State Obligation		\$972,309,637													
		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

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 December 28, 2011. Projects for: Imperial County, Placer County, Inglewood and Caltrans.

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 December 31, 2011

Reference No.: 3.3
February 22-23, 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	\$15,766,708		
Otay Mesa POE (805/905 Interchange)	\$20,200,000	\$198,300,000	\$20,200,000	\$11,407,176	\$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	\$28,173,884	\$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	\$815,258

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
9	\$1,440,979	\$1,440,979	4	\$459,840	\$981,139	\$231,740

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	\$26,805,710
5311 Flex ⁶	2	\$1,977,134	\$1,977,134	\$1,244,406
Total	138	\$1,100,390,565	\$35,940,300	\$28,050,116

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 \$28,741,870.

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. There are no projects at risk as January 25, 2012.

Memorandum

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: February 22-23, 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 PROJECT FOR FUTURE CONSIDERATION OF FUNDING**
12-ORA-5, PM 3.0/8.7
RESOLUTION E-12-06

RECOMMENDATION:

The California Department of Transportation recommends that the California Transportation Commission (Commission), as a responsible agency, approve the attached Resolution E-12-06.

ISSUE:

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 5 in Orange County. Construct roadway improvements including a High Occupancy Vehicle (HOV) lane and auxiliary lanes on Route 5 in the cities of San Clemente, Dana Point and San Juan Capistrano.

This project in Orange County will widen Interstate 5; adding one HOV lane in each direction and re-establishing and constructing auxiliary lanes between Avenida Pico and San Juan Creek Road; in the cities of San Clemente, Dana Point, and San Juan Capistrano. The project is not fully funded, however, the project is entirely funded through the environmental, planning, design, and right of way phases with federal and local dollars. The total estimated project cost is \$275,000,000 for capital and support. Construction is estimated to begin in Fiscal Year 2012-13.

A copy of the MND has been provided to Commission staff. The project will mitigate potential impacts to biological resources, aesthetics, noise, and water quality to a less than significant level. Proposed mitigation measures include pre-construction surveys for rare and endangered species, establishment of fenced Environmentally Sensitive Areas (ESA), incorporation of sound control features in final project design, landscaping, and adherence to Best Management Practices (BMP) for erosion and water quality. As a result, an MND was completed for this project.

Attachments

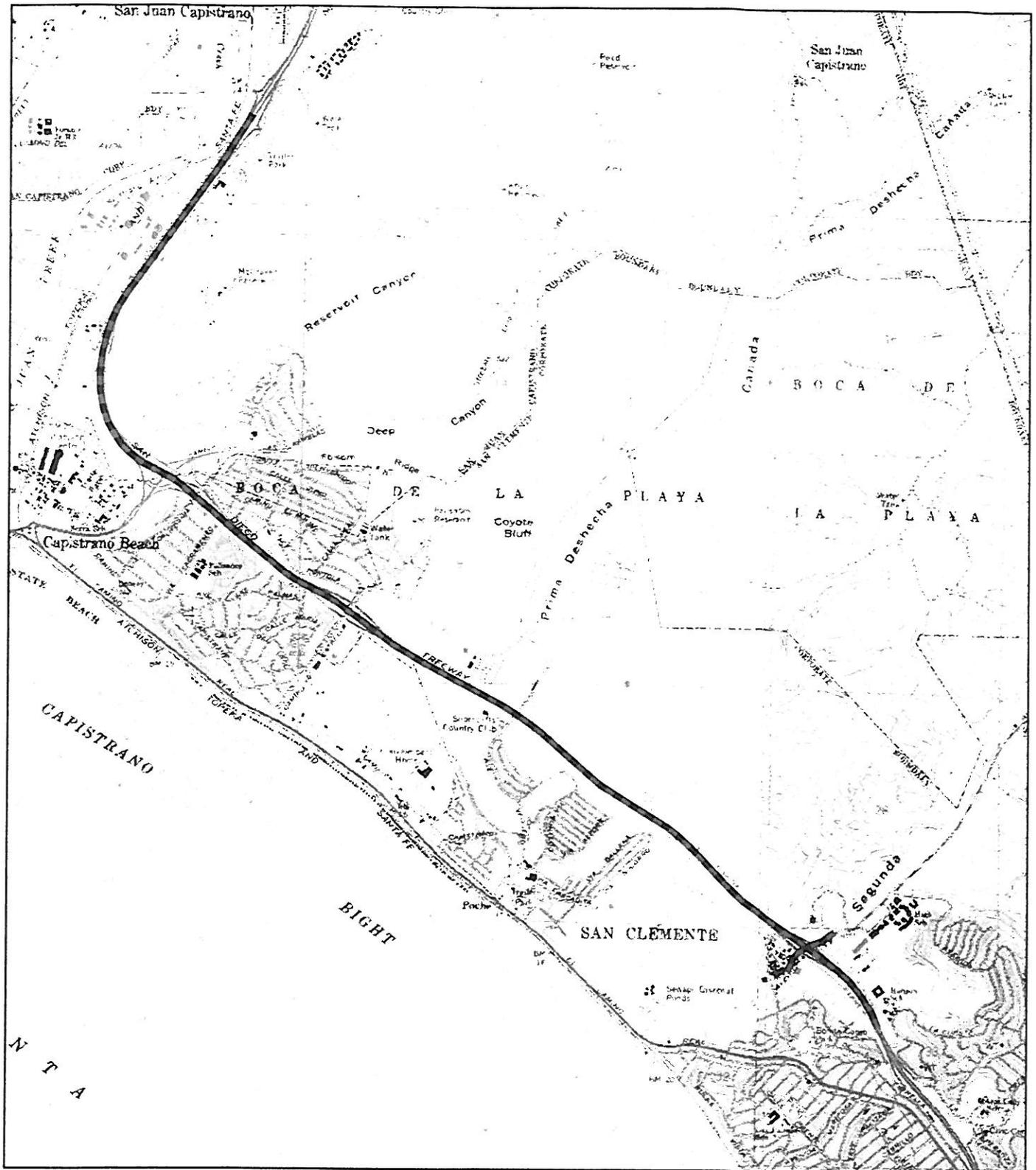
CALIFORNIA TRANSPORTATION COMMISSION

Resolution for Future Consideration of Funding

12-ORA-5, PM 3.0/8.7

Resolution E-12-06

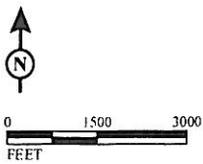
- 1.1** **WHEREAS**, the California Department of Transportation (Department) has completed a Mitigated Negative Declaration pursuant to the California Environmental Quality Act (CEQA) and the CEQA Guidelines for the following project:
- Route 5 in Orange County. Construct roadway improvements including a HOV Lane and auxiliary lanes on Route 5 in the cities of San Clemente, Dana Point and San Juan Capistrano.
- 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.



LEGEND

— Project Location

FIGURE I-2



I-5 HOV Lane Extension Project
Project Location

12-ORA-005 PM 3.0/8.7
 EA# 0F9600

Memorandum

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: February 22-23, 2012

Reference No.: 2.3a.
Action item

From: NORMA ORTEGA
Chief Financial Officer

Prepared by: Terry L. Abbott
Chief Division of Design

Subject: ROUTE ADOPTION – STATE HIGHWAY, 03-PLA-49 PM R2.5/R2.82
RESOLUTION HRA 12-03

RECOMMENDATION:

Submitted for transmittal to the California Transportation Commission (Commission) are Highway Route Adoption Resolution HRA 12-03 and a route location map for State Highway Route (SR) 49. The California Department of Transportation (Department) recommends that the Commission approve the resolution and the route location map in accordance with the recommendation of the Acting Chief Engineer. The resolution grants approval of State highway route adoption of SR 49 in the city of Auburn, in Placer County from Post Mile (PM) R2.5 to R2.82.

ISSUE:

The City of Auburn and the Department propose to adopt a portion of Elm Avenue as State Route 49 highway location to address the lack of continuity of this route through the City of Auburn. A project report was approved on October 19, 2011. A Categorical Exception Determination, in accordance with the California Environmental Quality Act, was signed on March 26, 2009.

Recommended by: _____
ROBERT PIEPLOW
Acting Chief Engineer

BACKGROUND:

The purpose of this route adoption is to address the lack of continuity of SR 49 through the City of Auburn. In 2009, a portion of SR 49 through downtown City of Auburn was relinquished to the City creating a gap in this route. The relinquished portion of SR 49 spanned from just south of the eastbound I-80 on ramp to the intersection of High Street and Elm Avenue as shown on the attached vicinity map. The relinquishment was sought by the City to obtain control of the facility and allow them to pursue improvements to their local system. This route adoption as a conventional highway will allow SR 49 to reconnect to I-80 via Elm Avenue.

SR 49 is part of the Interregional System and is identified as a Focus Route from I-80 to the northern communities of Grass Valley and Nevada City. It extends south to north from Route 41 near Oakhurst, in Madera County, through the cities of Sonora, Jackson, Placerville, Auburn and Nevada City to SR 70 near Vinton, in Plumas County. The segment of the route which pertains to this route adoption was brought into the State Highway System in 1921 as former Route 65, later designated as Route 108 and finally designated as SR 49. This portion of SR 49 is not part of the Freeway and Expressway System.

SR 49 is considered regionally significant as it serves commuters traveling between I-80 and SR 50 and recreational travel to Auburn State Recreation Area, the America River, Marshall Gold Discovery State Historic Park, and other historic areas.

On August 30, 2008, the Governor signed Assembly Bill 1915 which amended Section 349 of the Streets and Highways Code and provided the authority to relinquish a portion of SR 49 within the City of Auburn.

On May 14, 2009, at the request of the City of Auburn and the California Department of Transportation (Department), the California Transportation Commission (Commission) relinquished a portion of SR 49 to the City of Auburn. The relinquished portion extended from the I-80 interchange, along south Grass Valley Highway, east on Lincoln Way and east on High Street to the intersection with Elm Avenue. This stretch of highway is the main thoroughfare through downtown Auburn and is part of a revitalization project proposed by the City called Streetscape Project for Lincoln Way and High Street. Phase 1 of this project was completed on June 28, 2010. The City also wanted control over future projects proposed for construction and to limit the amount of traffic and speed within the downtown area. The City's General Plan identifies this route as a city street with multi-purpose mixed use.

The portion of Elm Avenue to be adopted is 0.3 mile long and is classified as an urban minor arterial. It is a four-lane arterial with a 12-foot median, 5-foot shoulders with curb, gutter and sidewalks on both sides of the road. Access to Elm Avenue between Tuttle Street and the westbound I-80 on ramp is controlled and the median is used as left turn lanes. East of Tuttle Street to the intersection of High Street / SR 49, the 12-foot median becomes a two-way left turn lane and there are several driveways serving local businesses. This section does not have any shoulders, but continues the curb, gutter and sidewalks from the previous section.

The portion of Elm Avenue from the I-80 on ramp to the intersection with SR 49 is not included in this adoption, thus maintaining a gap in SR 49 continuity, albeit a smaller gap. Continuity can be obtained through the designation of I-80 between the Elm Avenue and the Grass Valley Highway interchanges as I-80/SR49.

Elm Avenue currently serves as the preferred truck route for truck traffic travelling along SR 49 through the City of Auburn. Trucks travelling south from Grass Valley predominately turn left on Elm Avenue to avoid downtown and then another left on High Street to get back on SR 49. Trucks travelling on I-80 predominately take the Elm Avenue off-ramp to access southbound SR 49. To access northbound SR 49 from I-80, trucks may either use Elm Avenue or SR 49 (Grass Valley Highway). For trucks travelling north from El Dorado County, the preferred truck route diverges from SR 49 once they enter the city due to a tight turning radius that exists at the corner of existing SR 49 and Elm Avenue. Currently, at this location, there are "Truck Route" signs placed by the City to direct trucks to turn left on Lincoln Way and then right on Elm Avenue.

A Categorical Exemption Determination, in accordance with the California Environmental Quality Act, was signed on March 26, 2009. The Project Report recommending the route adoption of portion of Elm Avenue as SR 49 was approved on October 19, 2011.

On December 12, 2011, the City of Auburn passed Resolution No. 11-123 approving the proposed SR 49 Route Adoption along Elm Avenue.

Attachments:

Resolution HRA 12-03
Location Map
Vicinity Map
Route Adoption Map

CALIFORNIA TRANSPORTATION COMMISSION
Highway Route Adoption Resolution
03-Pla-49 PM R2.5/R2.82

Resolution HRA 12-03

WHEREAS, the California Department of Transportation (Department) and the City of Auburn jointly request approval of this Route Adoption as State Highway; and

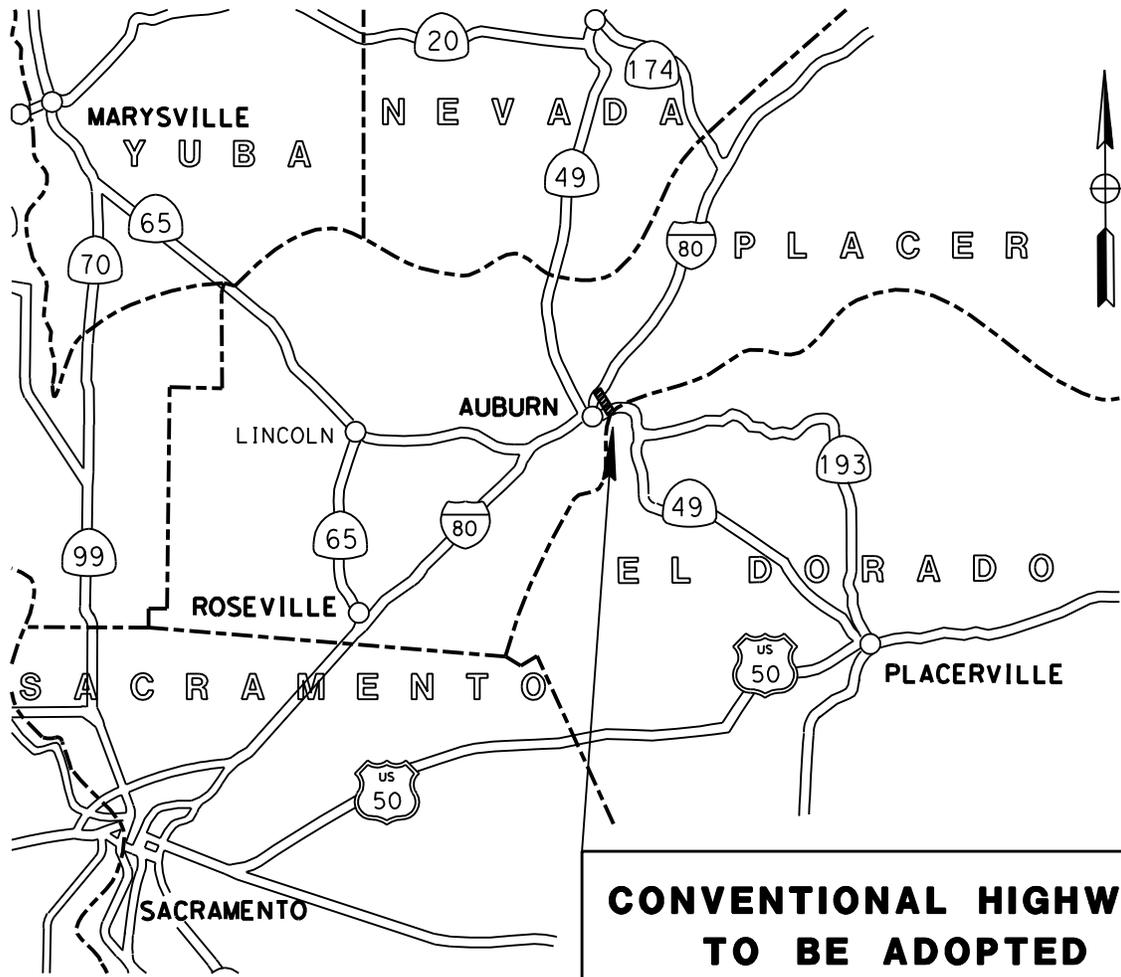
WHEREAS, in May 2009, a portion of SR 49 through downtown City of Auburn from just south of the eastbound I-80 on ramp to the High Street intersection with Elm Avenue was relinquished to the City creating a gap on this route; and

WHEREAS, a Categorically Exemption Determination, in accordance with the California Environmental Quality Act, was signed on March 26, 2009; and

WHEREAS, the Project Report recommending the Route adoption was approved on October 19, 2011.

NOW, THEREFORE, BE IT RESOLVED by the Commission that pursuant to the authority vested in it by law, this Commission does hereby select, adopt, and determine the location of that segment of State Highway Route 49, along Elm Avenue from High Street to westbound I-80 on ramp, in the city of Auburn, and officially designate it as 03-PLA-49, a State Highway, as said location is shown on the Route Adoption map submitted by Terry L. Abbott, Chief Design Engineer; and

BE IT FURTHER RESOLVED that this Commission has found and determined and hereby declares that such location of said State highway is for the best interest of the State.



**CONVENTIONAL HIGHWAY
TO BE ADOPTED**



**STATE HIGHWAY
ROUTE ADOPTION
LOCATION MAP**

03-PLA-49

Map navigation controls including zoom in (+), zoom out (-), pan arrows, and zoom slider. The zoom slider is currently set to a medium level.

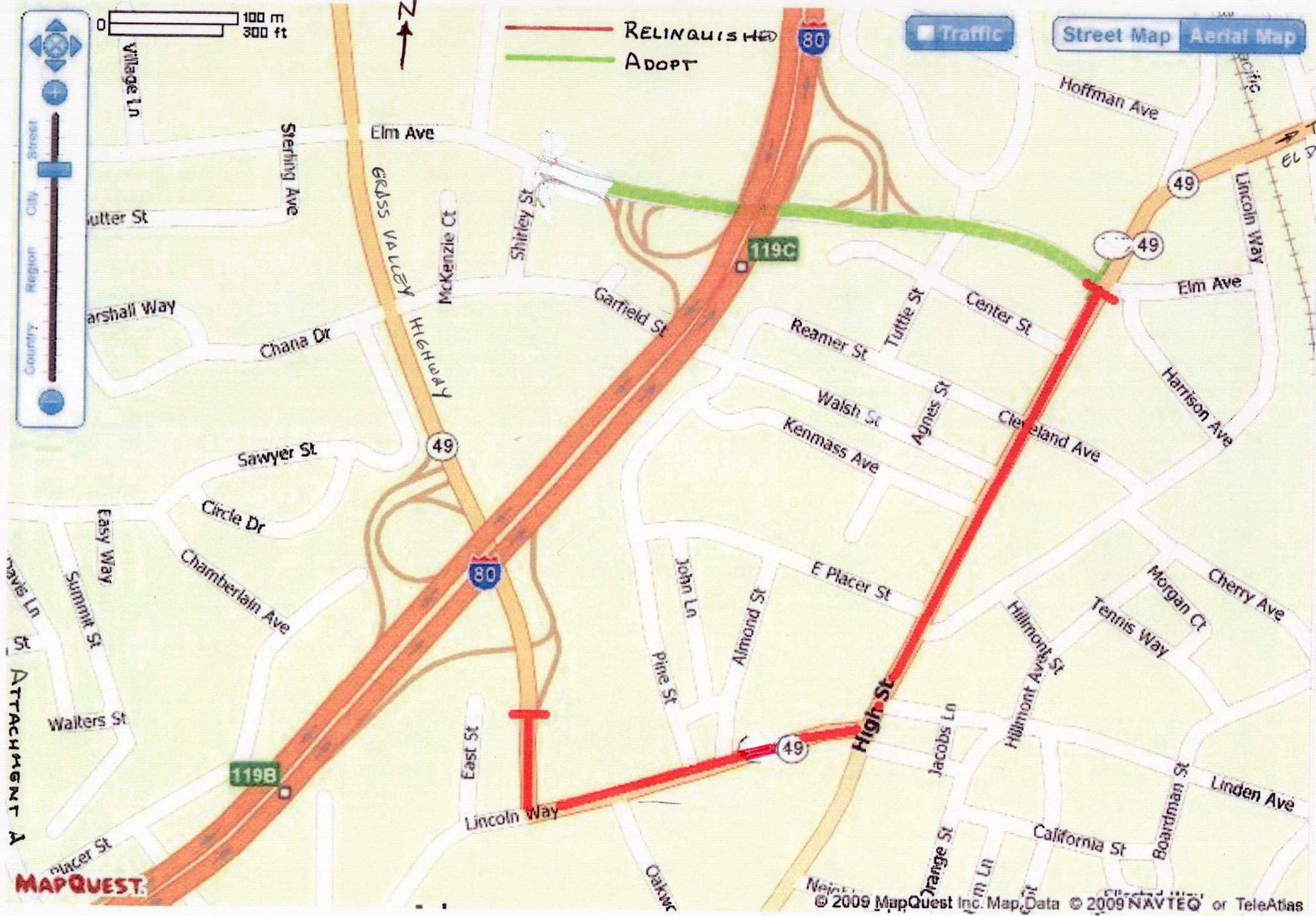
0 100 m
300 ft



RELINQUISH
ADOPT

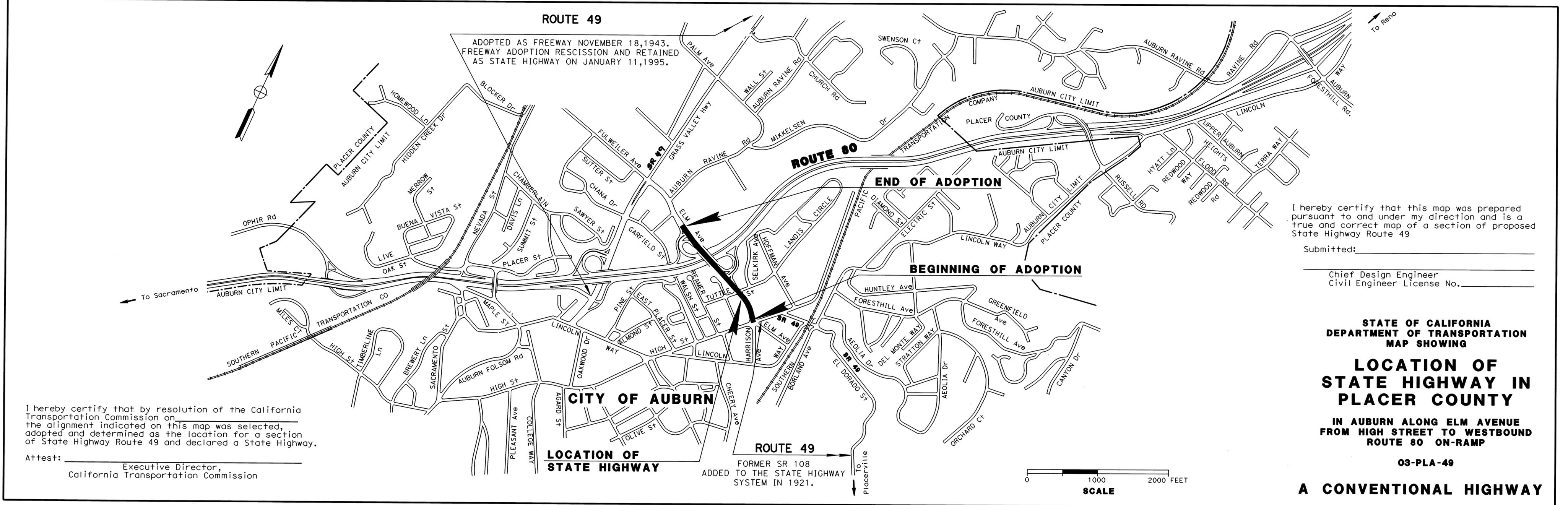
Traffic

Street Map Aerial Map



ATTACHMENT A

MAPQUEST



ROUTE 49

ADOPTED AS FREEWAY NOVEMBER 18, 1943.
 FREEWAY ADOPTION RESCISSION AND RETAINED
 AS STATE HIGHWAY ON JANUARY 11, 1995.

ROUTE 80

END OF ADOPTION

BEGINNING OF ADOPTION

CITY OF AUBURN

LOCATION OF STATE HIGHWAY

ROUTE 49
 FORMER SR 108
 ADDED TO THE STATE HIGHWAY
 SYSTEM IN 1921.



I hereby certify that this map was prepared pursuant to and under my direction and is a true and correct map of a section of proposed State Highway Route 49

Submitted: _____
 Chief Design Engineer
 Civil Engineer License No. _____

**STATE OF CALIFORNIA
 DEPARTMENT OF TRANSPORTATION
 MAP SHOWING**

LOCATION OF STATE HIGHWAY IN PLACER COUNTY

IN AUBURN ALONG ELM AVENUE FROM HIGH STREET TO WESTBOUND ROUTE 80 ON-RAMP

03-PLA-49

A CONVENTIONAL HIGHWAY

I hereby certify that by resolution of the California Transportation Commission on _____ the alignment indicated on this map was selected, adopted and determined as the location for a section of State Highway Route 49 and declared a State Highway.

Attest: _____
 Executive Director,
 California Transportation Commission

Memorandum

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: February 22-23, 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-20724 through C-20737, and C-20739 through C-20761 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-20724 - Ballantree Estates Homeowners Association

05-Mon-101-PM 101.2 - Parcel 11510-1, 2 - EA 315809.

Right of Way Certification (RWC) Date: 04/02/12; Ready to List (RTL) Date: 04/02/12.

Expressway - partial conversion of expressway to freeway and construct new interchange at San Juan Road. Authorizes condemnation of an easement for private road, ingress & egress to be conveyed to Ballantree Estate Homeowners Association. Located in the city of Aromas, near San Juan Road and US-101. Assessor's Parcel Number (APN) 141-131-019.

C-20725 - Ronnie Mekealian, et ux.

06-Fre-180-PM R116.40 - Parcel 84531-1, 2, 3 - EA 342529.

RWC Date: 12/01/12; RTL Date: 12/15/12. Expressway - two-lane conventional to four-lane expressway on existing alignment. Authorizes condemnation of land in fee for a State highway, extinguishment of abutter's rights of access, a permanent easement for road purposes to be conveyed to the County of Fresno, easements for private vehicle access to be conveyed to Dominic Tirapelle and Shara Tirapelle, husband and wife, as community property, as to Parcel Two, Cameron S. Holman and Heather S. Holman, husband and wife as joint tenants, Rob Johnson and Holly Johnson, husband and wife as joint tenants, and Consolidated Irrigation District, a Public Irrigation District. Located near the city of Sanger at 46 South Quality Avenue. APN 314-070-10.

C-20726 - Leon Tirapelle, et ux.

06-Mad-99-PM 7.48 - Parcel 86523-1 - EA 471009.

RWC Date: 05/01/12; RTL Date: 05/01/12. Freeway - Avenue 12 Interchange - Modify Interchange. Authorizes condemnation of land in fee for a State highway. Located in the city of Madera at 11812 Road 29. APN 047-100-017.

C-20727 - Britschgi Real Estate Investment Company, L.P., a California Limited Partnership, et al.

06-Tul-63-PM 3.1 - Parcel 86584-1, 2, 3, 4, 5, 6 - EA 0K5409.

RWC Date: 02/01/12; RTL Date: 03/15/12. Conventional highway - Realign intersection and install signal. Authorizes condemnation of land in fee for a State highway, easements for electrical and utility purposes to be conveyed to Southern California Edison (SCE), Comcast and AT & T, and underlying fee. Located in the city of Tulare at the northwest corner of State Highway 63 and Avenue 256. APN 149-040-016.

C-20728 - Painted Acres, LP, a California Limited Partnership, et al.

06-Tul-63-PM 2.8/3.1 - Parcel 86585-1, 2, 3, 4, 5, 6, 7 - EA 0K5409.

RWC Date: 02/01/12; RTL Date: 03/15/12. Conventional highway - Realign intersection and install signal. Authorizes condemnation of land in fee for a State highway, easements for electrical and utility purposes to be conveyed to SCE, Comcast and AT & T, and underlying fee. Located in the city of Tulare at the southwest corner of State Highway 63 and Avenue 256 (Oakdale Avenue). APNs 149-050-074, -019.

C-20729 - Larry D. Owsley, et ux.

06-Tul-216-PM 2.29 - Parcel 86492-1 - EA 430709.

RWC Date: 04/01/12; RTL Date: 04/15/12. Conventional highway - widen and realignment of Houston Avenue. Authorizes condemnation of land in fee for a State highway. Located in the city of Visalia at 3631 East Houston Avenue. APN 103-330-050.

C-20730 - David Passmore, et ux.

06-Tul-216-PM 2.47/2.88 - Parcel 86497-1, 2 - EA 430709.

RWC Date: 04/01/12; RTL Date: 04/15/12. Conventional highway - widen and realignment of Houston Avenue. Authorizes condemnation of land in fee for a State highway, and underlying fee. Located in the city of Visalia on State Route (SR) 216 from Lovers Lane to McAuliff Street. APN 103-350-041.

C-20731 - Hugo Schaak, et ux.

06-Tul-216-PM 2.38/2.68 - Parcel 86501-1, 2 - EA 430709.

RWC Date: 04/01/12; RTL Date: 04/15/12. Conventional highway - widen and realignment of Houston Avenue. Authorizes condemnation of land in fee for a State highway, and underlying fee. Located in the city of Visalia at 4029 East Houston Avenue. APN 103-120-066.

C-20732 - Castlewood Partners, Inc., a California Corporation

06-Tul-216-PM 2.73 - Parcel 86502-1, 2 - EA 430709.

RWC Date: 04/01/12; RTL Date: 04/15/12. Conventional highway - widen and realignment of Houston Avenue. Authorizes condemnation of land in fee for a State highway, and underlying fee. Located in the city of Visalia at 3944 Houston Avenue. APN 103-360-054.

C-20733 - Castlewood Partners, Inc., a California Corporation

06-Tul-216-PM 2.73 - Parcel 86503-1, 2 - EA 430709.

RWC Date: 04/01/12; RTL Date: 04/15/12. Conventional highway - widen and realignment of Houston Avenue. Authorizes condemnation of land in fee for a State highway, and underlying fee. Located in the city of Visalia at East Houston Avenue. APN 103-020-053.

C-20734 - Manuel Samaniego, et ux.

06-Tul-216-PM 2.3 - Parcel 86722-1, 2 - EA 430709.

RWC Date: 04/01/12; RTL Date: 04/15/12. Conventional highway - widen and realignment of Houston Avenue. Authorizes condemnation of land in fee for a State highway, and underlying fee. Located in the city of Visalia, from Lovers Lane to east of Comstock Street. APNs 103-280-076, -077.

C-20735 - Carlos G. Flores and Mary A. Flores, Trustees of the Carlos G. and Mary A. Flores Living Trust dated January 23, 2009

07-LA-5-PM 5.0 - Parcel 77722-1, 2, 3, 01-01 - EA 215949.

RWC Date: 03/09/12; RTL Date: 03/23/12. Freeway - widen Interstate 5 (I-5) to add high occupancy vehicle (HOV) and mixed-flow lanes. Authorizes condemnation of land in fee for a State highway, extinguishment of abutter's rights of access, a temporary easement for construction purposes, a permanent easement for footing purposes, and land in fee which is a remnant and would be of little market value. Located in the city of Norwalk at 12413 Arlee Avenue. APN 8024-020-011.

C-20736 - Juan Luis Diaz

07-LA-5-PM 4.5 - Parcel 77740-1, 2, 01-01 - EA 215949.

RWC Date: 03/09/12; RTL Date: 03/23/12. Freeway - widen I-5 to add HOV and mixed-flow lanes. Authorizes condemnation of land in fee for a State highway, extinguishment of abutter's rights of access, a temporary easement for construction purposes, and land in fee which is a remnant and would be of little market value. Located in the city of Norwalk at 12023 Adoree Street. APN 8047-003-020.

C-20737 - California Cities Water Company, Inc., a California Corporation

07-LA-5-PM 4.2 - Parcel 77751-1, 2, 3, 01-01 - EA 215949.

RWC Date: 03/09/12; RTL Date: 03/23/12. Freeway - widen I-5 to add HOV and mixed-flow lanes. Authorizes condemnation of permanent easement for footing purposes, extinguishment of abutter's rights of access, a permanent easement for aerial utility purposes to be conveyed to SCE, a temporary easement for construction purposes, and land in fee which is a remnant and would be of little market value. Located in the city of Norwalk at 13233 Markdale Avenue. APN 8047-008-013.

C-20738 - Humberto Vazquez, et ux.

Pulled as owners signed contract.

C-20739 - Bethesda Romanian Pentecostal Church, a California corporation

07-LA-5-PM 4.5 - Parcel 78979-1, 2 - EA 215949.

RWC Date: 03/09/12; RTL Date: 03/23/12. Freeway - widen I-5 to add HOV and mixed-flow lanes. Authorizes condemnation of land in fee for a State highway and a temporary easement for construction purposes. Located in the city of Norwalk at 12129 Adoree Street. APN 8047-005-025.

C-20740 - Steve Castro, et ux.

07-LA-5-PM 4.6 - Parcel 78989 -1, 2, 3 - EA 215949.

RWC Date: 03/09/12; RTL Date: 03/23/12. Freeway - widen I-5 to add HOV and mixed-flow lanes. Authorizes condemnation of land in fee for a State highway, extinguishment of abutter's rights of access, a permanent easement for footing purposes, and a temporary easement for construction purposes. Located in the city of Norwalk at 11899 Lyndora Street. APN 8048-017-024.

C-20741 - The Bank of New York Mellon fka The Bank of New York, as Trustee for the Certificateholders of CWABS Inc., Asset-Backed Certificates, Series 2007-BC1

07-LA-5-PM 4.8 - Parcel 78999-1, 2, 3 - EA 215949.

RWC Date: 03/09/12; RTL Date: 03/23/12. Freeway - widen I-5 to add HOV and mixed-flow lanes. Authorizes condemnation of land in fee for a State highway, extinguishment of abutter's rights of access, a permanent easement for footing purposes, and a temporary easement for construction purposes. Located in the city of Norwalk at 11837 Lyndora Street. APN 8048-016-011.

C-20742 - The heirs or devisees of Peter L. Stenderup, Jr., deceased, etc., et al.

07-LA-5-PM 3.6 - Parcel 79899-1, 2 - EA 215939.

RWC Date: 03/09/12; RTL Date: 03/23/12. Freeway - widen I-5 to add HOV and mixed-flow lanes. Authorizes condemnation permanent easement for State highway purposes and a temporary easement for construction purposes. Located in the city of Santa Fe Springs at 12606 East Rosecrans Avenue. APN 8082-001-011.

C-20743 - Joel Martinez, et al.

07-LA-5-PM 5.8 - Parcel 80029-1, 2, 3, 01-01 - EA 215949.

RWC Date: 03/09/12; RTL Date: 03/23/12. Freeway - widen I-5 to add HOV and mixed-flow lanes. Authorizes condemnation of land in fee for a State highway, extinguishment of abutter's rights of access, a permanent easement for footing purposes, a temporary easement for construction purposes, and land in fee which is a remnant and would be of little market value. Located in the city of Norwalk at 11402 Asmussen Avenue. APN 8018-002-026.

C-20744 - Ezequiel Mendez, et ux.

07-LA-5-PM 5.8 - Parcel 80037-1, 2, 3 - EA 215949.

RWC Date: 03/09/12; RTL Date: 03/23/12. Freeway - widen I-5 to add HOV and mixed-flow lanes. Authorizes condemnation of land in fee for a State highway, a permanent easement for aerial utility purposes to be conveyed to SCE, and a temporary easement for construction purposes. Located in the city of Norwalk at 11528 Thomas Place. APN 8018-006-047.

C-20745 - The Maximiliano and Maria Paz Living Trust, UTD, April 2, 2008, Maximiliano L. Paz and Maria E. Paz, Trustees

07-LA-5-PM 5.4 - Parcel 80038 -1, 2 - EA 215949.

RWC Date: 03/09/12; RTL Date: 03/23/12. Freeway - widen I-5 to add HOV and mixed-flow lanes. Authorizes condemnation of 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 Norwalk at 11819 Jersey Avenue. APN 8018-012-026.

C-20746 - Miguel Diaz, et ux.

07-LA-5-PM 5.2 - Parcel 80042 -1, 2 - EA 215949.

RWC Date: 03/09/12; RTL Date: 03/23/12. Freeway - widen I-5 to add HOV and mixed-flow lanes. Authorizes condemnation of land in fee for a State highway and a temporary easement for construction purposes. Located in the city of Norwalk at 11640 Hercules Street. APN 8023-015-008.

C-20747 - Walter Flores, et al.

07-LA-5-PM 4.87 - Parcel 80045-1, 2 - EA 215949.

RWC Date: 03/09/12; RTL Date: 03/23/12. Freeway - widen I-5 to add HOV and mixed-flow lanes. Authorizes condemnation of 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 Norwalk at 12483 Arlee Avenue. APN 8024-021-011.

C-20748 - County of Los Angeles, a body politic and corporate

07-LA-5-PM 4.5 - Parcel 80050-1, 2; 80051-1, 2 - EA 215949.

RWC Date: 03/09/12; RTL Date: 03/23/12. Freeway - widen I-5 to add HOV and mixed-flow lanes. Authorizes condemnation of land in fee for a State highway and temporary easements for construction purposes. Located in the city of Norwalk at 12819-12827 Norwalk Boulevard. APNs 8047-005-901, -902.

C-20749 - BYC Leader Venture LLC, a California limited liability company

07-LA-5-PM 4.4 - Parcel 80074-1, 2 - EA 215949.

RWC Date: 03/09/12; RTL Date: 03/23/12. Freeway - widen I-5 to add HOV and mixed-flow lanes. Authorizes condemnation of land in fee for a State highway and a temporary easement for construction purposes. Located in the city of Norwalk at 12200 Civic Center Drive. APN 8047-007-186.

C-20750 - Yvonne Arroyo, a married woman as her sole and separate property

07-LA-5-PM 4.0 - Parcel 80163 -1, 2, 3, 01-01 - EA 215949.

RWC Date: 03/09/12; RTL Date: 03/23/12. Freeway - widen I-5 to add HOV and mixed-flow lanes. Authorizes condemnation of permanent easement for footing purposes, extinguishment of abutter's rights of access, a temporary easement for construction purposes, a permanent easement for aerial utility purposes to be conveyed to SCE, and land in fee which is a remnant and would be of little market value. Located in the city of Norwalk at 13403 Markdale Avenue. APN 8047-008-021.

C-20751 - Stephen P. Hanlan, et ux.

07-LA-5-PM 4.0 - Parcel 80164-1, 2, 3, 01-01 - EA 215949.

RWC Date: 03/09/12; RTL Date: 03/23/12. Freeway - widen I-5 to add HOV and mixed-flow lanes. Authorizes condemnation of permanent easement for footing purposes, extinguishment of abutter's rights of access, a permanent easement for aerial utility purposes to be conveyed to SCE, a temporary easement for construction purposes, and land in fee which is a remnant and would be of little market value. Located in the city of Norwalk at 13407 Markdale Avenue. APN 8047-008-022.

C-20752 - California Cities Water Company, Inc., a California corporation

07-LA-5-PM 4.2 - Parcel 80195-1, 2, 3, 4, - EA 215949.

RWC Date: 03/09/12; RTL Date: 03/23/12. Freeway - widen I-5 to add HOV and mixed-flow lanes. Authorizes condemnation of land in fee for a State highway, extinguishment of abutter's rights of access, a permanent easement for footing purposes, and temporary easements for construction purposes. Located in the city of Norwalk south of Metro Center Drive. APN 8047-007-803.

C-20753 - Norwalk Village Corporation, a California Corporation

07-LA-5-PM 3.0 - Parcel 80256-1 - EA 215949.

RWC Date: 03/09/12; RTL Date: 03/23/12. Freeway - widen I-5 to add HOV and mixed-flow lanes. Authorizes condemnation of a temporary easement for construction purposes. Located in the city of Norwalk at 13000 to 13030 Firestone Boulevard. APN 7005-001-018.

C-20754 - Wal-Mart Real Estate Business Trust, a Delaware Statutory Trust

07-LA-10-PM 33.3 - Parcel 79812-1, 2 - EA 1170U9.

RWC Date: 04/06/12; RTL Date: 04/17/12. Freeway - construct HOV lanes and soundwalls. Authorizes condemnation of land in fee for a State highway, extinguishment of abutter's rights of access, and a temporary easement for construction purposes. Located in the city of Baldwin Park at 3250 Big Dalton Avenue. APNs 8460-006-029, -043.

C-20755 - Rodolfo A. Andres, et al.

07-LA-138-PM 63.94 - Parcel 76549-1 - EA 127279.

RWC Date: 05/06/11; RTL Date: 05/12/11. Conventional Highway - widen conventional highway. Authorizes condemnation of land in fee for a State highway. Located in the town of Llano south of Pearblossom Highway, east of 165th Street East. APN 3036-023-032.

C-20756 - Andrew K. Morita, et al.

08-SBd-10-PM 26.38 - Parcel 21770-1, 01-01 - 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 and land in fee which is a remnant and would be of little market value. Located in the city of San Bernardino at 1184 East Laurelwood Drive. APN 0281-151-17.

C-20757 - James E. Blincoe, Trustee

10-SJ-99-PM 16.7 - Parcel 16139-1, 2, 3, 4, 5 - EA 3A1009.

RWC Date: 03/01/12; RTL: 03/30/12. Freeway - widen to six lanes. Amends Resolution No. C-20649, adopted October 26, 2011, which authorized condemnation of land in fee for a State highway and extinguishment of abutter's rights of access. This Amendment is necessary to include temporary construction easements. Located in the city of Stockton at 2431 South Mariposa Road. APNs 171-300-03, -12, -13, -14, -16, -17, -18.

C-20758 - Gorham Family Limited Partnership

10-SJ-99-PM 16.5 - Parcel 16175-1, 2 - EA 3A1009.

RWC Date: 03/01/12; RTL: 03/30/12. Freeway - widen to six lanes. Authorizes condemnation of land in fee for a State highway and a temporary easement for highway construction. Located in the city of Stockton at 3033 South SR 99, West Frontage Road. APN 179-100-11.

C-20759 - Cooper Family Trust

11-SD-805-PM 4.8 - Parcel 34728-1 - EA 2T1829.

RWC Date: 09/12/12; RTL Date: 09/14/12. Freeway - construct Direct Access Ramp. Authorizes condemnation of land in fee for a State highway. Located in the city of Chula Vista at 1298 Raven Avenue. APN 620-651-01.

C-20760 - Francisco Javier Briseno

11-SD-805-PM 4.8 - Parcel 34729-1 - EA 2T1829.

RWC Date: 09/12/12; RTL Date: 09/14/12. Freeway - construct Direct Access Ramp. Authorizes condemnation of land in fee for a State highway. Located in the city of Chula Vista near East Palomar Street and Raven Avenue. APN 620-651-02.

C-20761 - John D. Hammer and Luke San Agustin

11-SD-805-PM 4.8 - Parcel 34730-1 - EA 2T1829.

RWC Date: 09/12/12; RTL Date: 09/14/12. Freeway - construct Direct Access Ramp.

Authorizes condemnation of land in fee for a State highway. Located in the city of Chula Vista at 1254 Oleander Avenue. APNs 620-651-31, -01, -02.

Memorandum

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: February 22-23, 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 \$1,204,415. The State will receive a return of \$1,204,415 from the sale of these properties. A recapitulation of the items presented and corresponding maps are attached.

ISSUE:

01-03-Sac-80 PM R6.3

Disposal Unit #DD 020861-01-04
DD 020862-01-05
DD 020863-01-04

Sacramento

0.05 acre

0.68 acre

0.07 acre

Convey to: Sacramento Regional Transit District

\$188,000 (Appraisal \$188,000)

Direct sale. Sale price represents the appraised value received from an adjoining owner. The highest and best use is as plottage to the adjoining property.

02-03-Sac-99 PM 21.1

Disposal Unit #DD 008308-01-01
Convey to: Ernie Perez

Sacramento

0.056 acre

\$1 (Appraisal \$1)

Direct sale of underlying fee to adjoining owner of small, irregularly-shaped area adjacent to the soundwall on State Route (SR) 99 in Sacramento. The Department will install fencing from soundwall to adjacent owner's existing fence. The underlying fee conveyance restricts the use to non-permanent landscaping but will eliminate the illegal dumping and trespass which currently occurs on the property.

03-03-Sac-99 PM 21.2 Sacramento
Disposal Unit #DD 008312-01-02 0.025 acre
Convey to: Carlos Fernandez \$1 (Appraisal \$1)
Direct sale of underlying fee to adjoining owner of small, irregularly-shaped area adjacent to the soundwall on SR 99 in Sacramento. The Department will install fencing from soundwall to adjacent owner's existing fence. The underlying fee conveyance restricts the use to non-permanent landscaping but will eliminate the illegal dumping and trespass which currently occurs on the property.

04-03-Sac-99 PM 21.4 Sacramento
Disposal Unit #DD 008330-01-01 0.034 acre
Convey to: Surjit Kaur \$1 (Appraisal \$1)
Direct sale of underlying fee to adjoining owner of small, irregularly-shaped area adjacent to the soundwall on SR 99 in Sacramento. The Department will install fencing from soundwall to adjacent owner's existing fence. The underlying fee conveyance restricts the use to non-permanent landscaping but will eliminate the illegal dumping and trespass which currently occurs on the property.

05-03-Sac-99 PM 21.4 Sacramento
Disposal Unit #DD 008330-01-02 0.139 acre
Convey to: Jenhsiang Johnson Chen \$1 (Appraisal \$1)
Direct sale of underlying fee to adjoining owner of small, irregularly-shaped area adjacent to the soundwall on SR 99 in Sacramento. The Department will install fencing from soundwall to adjacent owner's existing fence. The underlying fee conveyance restricts the use to non-permanent landscaping but will eliminate the illegal dumping and trespass which currently occurs on the property.

06-03-Sac-99 PM 21.3 Sacramento
Disposal Unit #DD 008336-01-01 0.037 acre
Convey to: Audie Rosales \$1 (Appraisal \$1)
Direct sale of underlying fee to adjoining owner of small, irregularly-shaped area adjacent to the soundwall on SR 99 in Sacramento. The Department will install fencing from soundwall to adjacent owner's existing fence. The underlying fee conveyance restricts the use to non-permanent landscaping but will eliminate the illegal dumping and trespass which currently occurs on the property.

07-03-Sac-99 PM 22.4 Sacramento
Disposal Unit #DD 008611-01-01 0.144 acre
Convey to: David Bronson \$1 (Appraisal \$1)
Direct sale of underlying fee to adjoining owner of small, irregularly-shaped area adjacent to the soundwall on SR 99 in Sacramento. The Department will install fencing from soundwall to adjacent owner's existing fence. The underlying fee conveyance restricts the use to non-permanent landscaping but will eliminate the illegal dumping and trespass which currently occurs on the property.

08-03-Sac-99 PM 21.5 Sacramento
Disposal Unit #DD 008620-01-03 0.024 acre
Convey to: Salvador Villalpando and Araceli Villalpando \$1 (Appraisal \$1)
Direct sale of underlying fee to adjoining owner of small, irregularly-shaped area adjacent to the soundwall on SR 99 in Sacramento. The Department will install fencing from soundwall to adjacent owner's existing fence. The underlying fee conveyance restricts the use to non-permanent landscaping but will eliminate the illegal dumping and trespass which currently occurs on the property.

09-03-Sac-99 PM 21.5 Sacramento
Disposal Unit #DD 008620-01-05 0.031 acre
Convey to: Maria Villalpando, et al \$1 (Appraisal \$1)
Direct sale of underlying fee to adjoining owner of small, irregularly-shaped area adjacent to the soundwall on SR 99 in Sacramento. The Department will install fencing from soundwall to adjacent owner's existing fence. The underlying fee conveyance restricts the use to non-permanent landscaping but will eliminate the illegal dumping and trespass which currently occurs on the property.

10-03-Sac-99 PM 21.5 Sacramento
Disposal Unit #DD 008620-01-08 0.040 acre
Convey to: Gerardo Villalpando \$1 (Appraisal \$1)
Direct sale of underlying fee to adjoining owner of small, irregularly-shaped area adjacent to the soundwall on SR 99 in Sacramento. The Department will install fencing from soundwall to adjacent owner's existing fence. The underlying fee conveyance restricts the use to non-permanent landscaping but will eliminate the illegal dumping and trespass which currently occurs on the property.

11-03-Sac-99 PM 21.4 Sacramento
Disposal Unit #DD 008620-01-10 0.021 acre
Convey to: Antonio Pimentel and Lucila Pimentel \$1 (Appraisal \$1)
Direct sale of underlying fee to adjoining owner of small, irregularly-shaped area adjacent to the soundwall on SR 99 in Sacramento. The Department will install fencing from soundwall to adjacent owner's existing fence. The underlying fee conveyance restricts the use to non-permanent landscaping but will eliminate the illegal dumping and trespass which currently occurs on the property.

12-03-Sac-99 PM 21.4 Sacramento
Disposal Unit #DD 008620-01-12 0.013 acre
Convey to: Jose Fraga \$1 (Appraisal \$1)
Direct sale of underlying fee to adjoining owner of small, irregularly-shaped area adjacent to the soundwall on SR 99 in Sacramento. The Department will install fencing from soundwall to adjacent owner's existing fence. The underlying fee conveyance restricts the use to non-permanent landscaping but will eliminate the illegal dumping and trespass which currently occurs on the property.

13-03-Sac-99 PM 21.4 Sacramento
Disposal Unit #DD 008620-01-13 0.012 acre
Convey to: Gregorio Cabrales and Tomasa Cabrales \$1 (Appraisal \$1)
Direct sale of underlying fee to adjoining owner of small, irregularly-shaped area adjacent to the soundwall on SR 99 in Sacramento. The Department will install fencing from soundwall to adjacent owner's existing fence. The underlying fee conveyance restricts the use to non-permanent landscaping but will eliminate the illegal dumping and trespass which currently occurs on the property.

14-03-Sac-99 PM 21.4 Sacramento
Disposal Unit #DD 008620-01-15 0.028 acre
Convey to: Hilario Cisneros and Carmen Cisneros \$1 (Appraisal \$1)
Direct sale of underlying fee to adjoining owner of small, irregularly-shaped area adjacent to the soundwall on SR 99 in Sacramento. The Department will install fencing from soundwall to adjacent owner's existing fence. The underlying fee conveyance restricts the use to non-permanent landscaping but will eliminate the illegal dumping and trespass which currently occurs on the property.

15-03-Sac-99 PM 21.4 Sacramento
Disposal Unit #DD 008620-01-16 0.007 acre
Convey to: Hilario Cisneros and Carmen Cisneros \$1 (Appraisal \$1)
Direct sale of underlying fee to adjoining owner of small, irregularly-shaped area adjacent to the soundwall on SR 99 in Sacramento. The Department will install fencing from soundwall to adjacent owner's existing fence. The underlying fee conveyance restricts the use to non-permanent landscaping but will eliminate the illegal dumping and trespass which currently occurs on the property.

16-03-Sac-99 PM 21.6 Sacramento
Disposal Unit #DD 008627-01-01 0.019 acre
Convey to: Silvia Sanchez and Abelardo Sanchez \$1 (Appraisal \$1)
Direct sale of underlying fee to adjoining owner of small, irregularly-shaped area adjacent to the soundwall on SR 99 in Sacramento. The Department will install fencing from soundwall to adjacent owner's existing fence. The underlying fee conveyance restricts the use to non-permanent landscaping but will eliminate the illegal dumping and trespass which currently occurs on the property.

17-04-Ala-238 PM 13.4 Hayward
Disposal Unit #DD 032774-01-01 0.17 acre
Convey to: Pamela Talavera \$160,000 (Appraisal \$160,000)
Direct sale to a current eligible tenant per Joint Stipulation of Class Settlement and Class Settlement Agreement and Release dated December 17, 2010. Selling price represents the appraised value for the subject property. This proposed conveyance was presented to the Commission for conceptual approval at the August 2011 meeting.

SUMMARY OF DIRECTOR'S DEEDS - 2.4d.

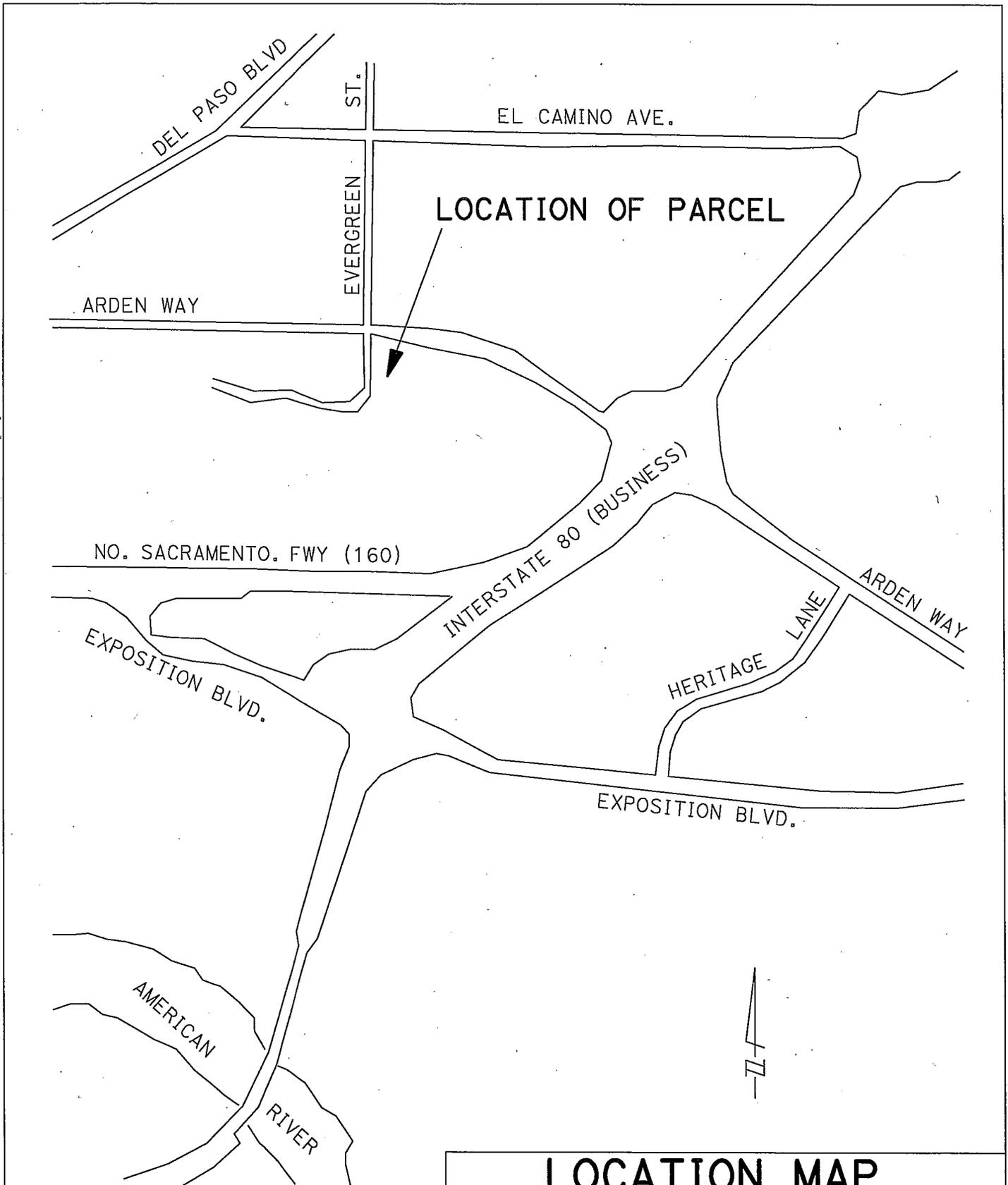
PRESENTED TO CALIFORNIA TRANSPORTATION COMMISSION - February 22-23, 2012

Table I - Volume by Districts

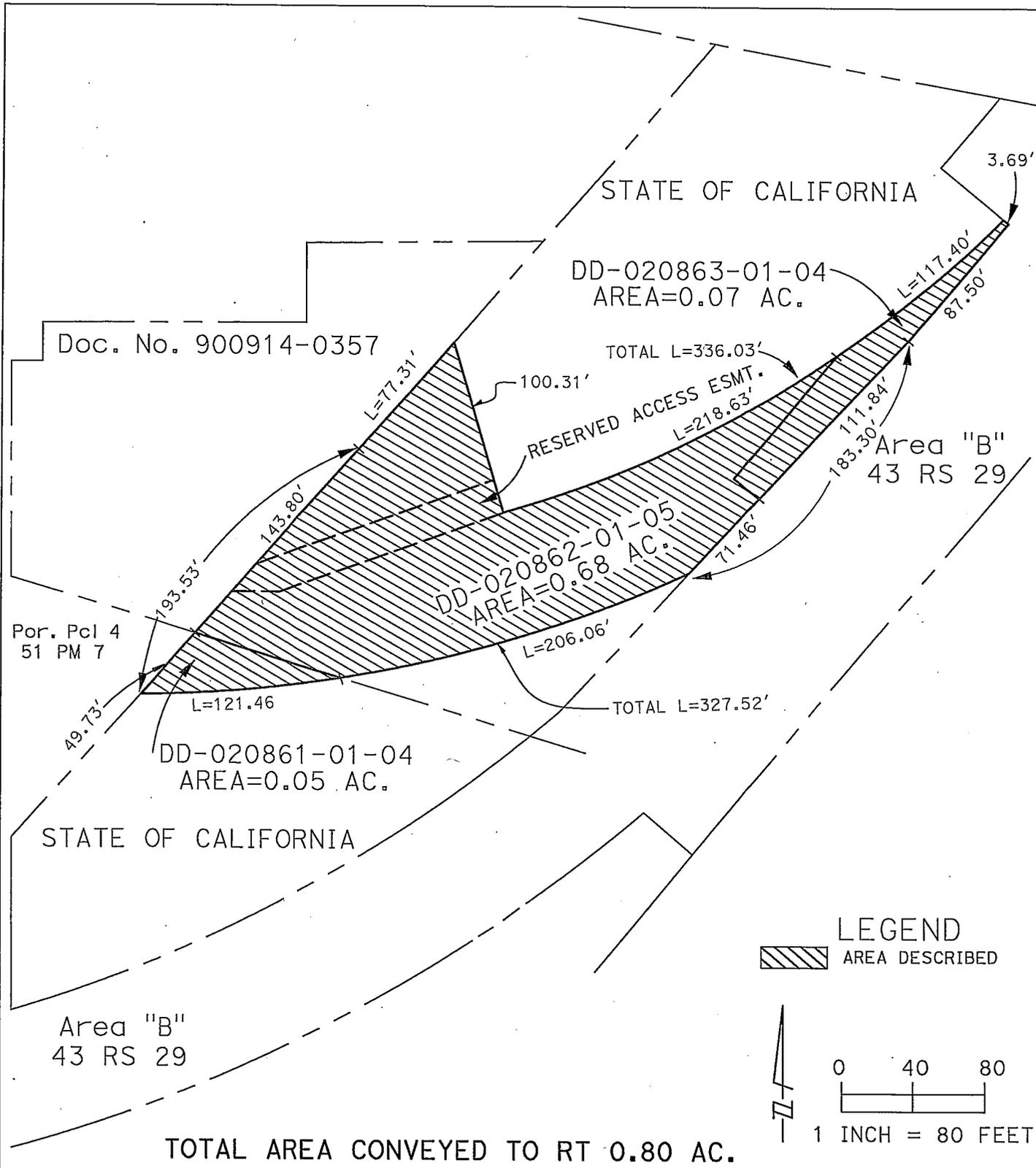
District	Direct Sales	Public Sales	Non-Inventory Conveyances	Other Funded Sales	Total Items	Current Estimated Value	Return From Sales	Recovery %
								% Return From Sales Current Value
01	0	0			0	\$0.00	\$0.00	
02	0	0			0	\$0.00	\$0.00	
03	16	0			16	\$188,015.00	\$188,015.00	100%
04	5	0			5	\$1,016,400.00	\$1,016,400.00	100%
05	0	0			0	\$0.00	\$0.00	
06	0	0			0	\$0.00	\$0.00	
07	0	0			0	\$0.00	\$0.00	
08	0	0			0	\$0.00	\$0.00	
09	0	0			0	\$0.00	\$0.00	
10	0	0			0	\$0.00	\$0.00	
11	0	0			0	\$0.00	\$0.00	
12	0	0			0	\$0.00	\$0.00	
Total	21	0			21	\$1,204,415.00	\$1,204,415.00	100%

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	21	\$1,204,415.00	\$1,204,415.00	100%
Public Sales	0	\$0.00	\$0.00	
Non-Inventory Conveyances	0			
Sub-Total	21	\$1,204,415.00	\$1,204,415.00	100%
Other Funded Sales	0			
Total	21	\$1,204,415.00	\$1,204,415.00	100%



LOCATION MAP			
PARCEL NO. DD-020861-01-04 DD-020862-01-05 DD-020863-01-04			
DIST.	CO.	RTE.	P.M.
03	SAC.	80 (BYPASS)	R6.3



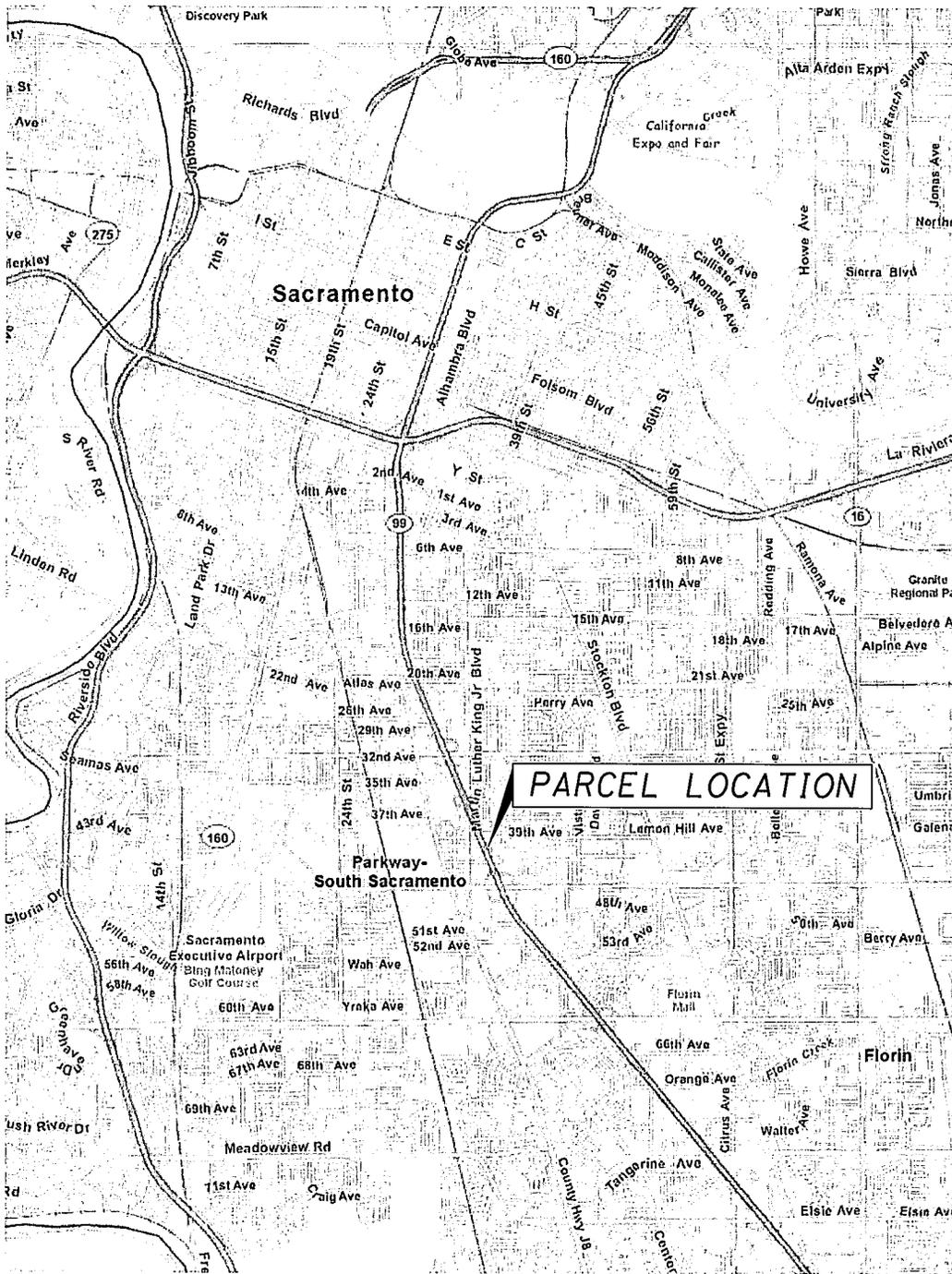
NOTE: BEARINGS SHOWN ARE ON THE CALIFORNIA COORDINATE SYSTEM (NAD27, ZONE 2). ALL DISTANCES SHOWN ARE GROUND. MULTIPLY GROUND DISTANCES BY 0.99995000 TO OBTAIN GRID DISTANCES. ALL AREAS ARE BASED ON GROUND DISTANCES.

DIRECTORS DEED MAP

PARCEL NO.
DD-020861-01-04
DD-020862-01-05
DD-020863-01-04

DIST.	CO.	RTE.	P.M.
03	SAC.	80 (BYPASS)	R6.3

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



LOCATION MAP

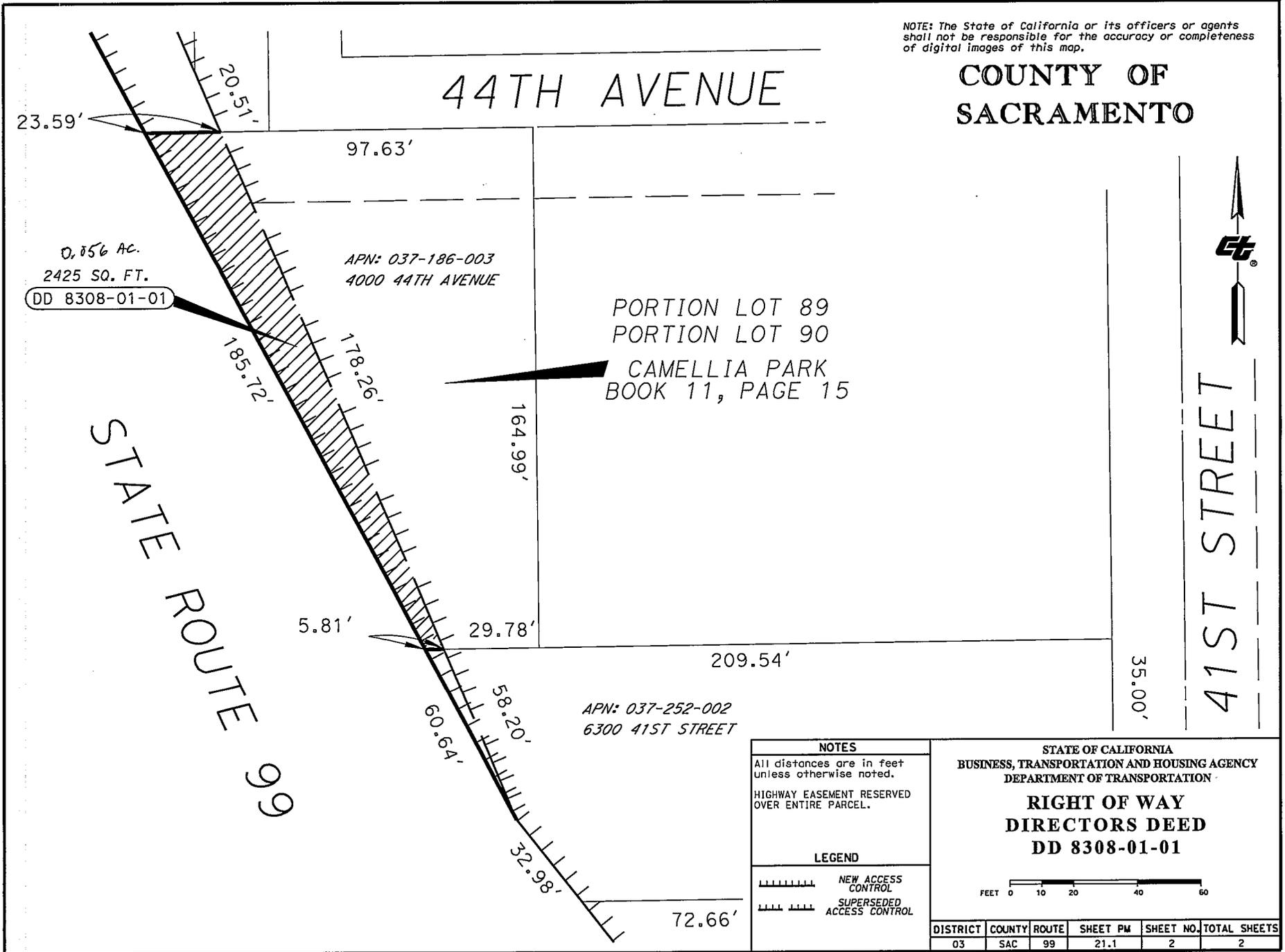
STATE OF CALIFORNIA
BUSINESS, TRANSPORTATION AND HOUSING AGENCY
DEPARTMENT OF TRANSPORTATION

**RIGHT OF WAY
DIRECTORS DEED
DD 8308-01-01**

DISTRICT	COUNTY	ROUTE	SHEET PM	SHEET NO.	TOTAL SHEETS
03	SAC	99	21.1	1	2

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COUNTY OF SACRAMENTO



NOTES
All distances are in feet unless otherwise noted.
HIGHWAY EASEMENT RESERVED OVER ENTIRE PARCEL.

LEGEND
 NEW ACCESS CONTROL
 SUPERSEDED ACCESS CONTROL

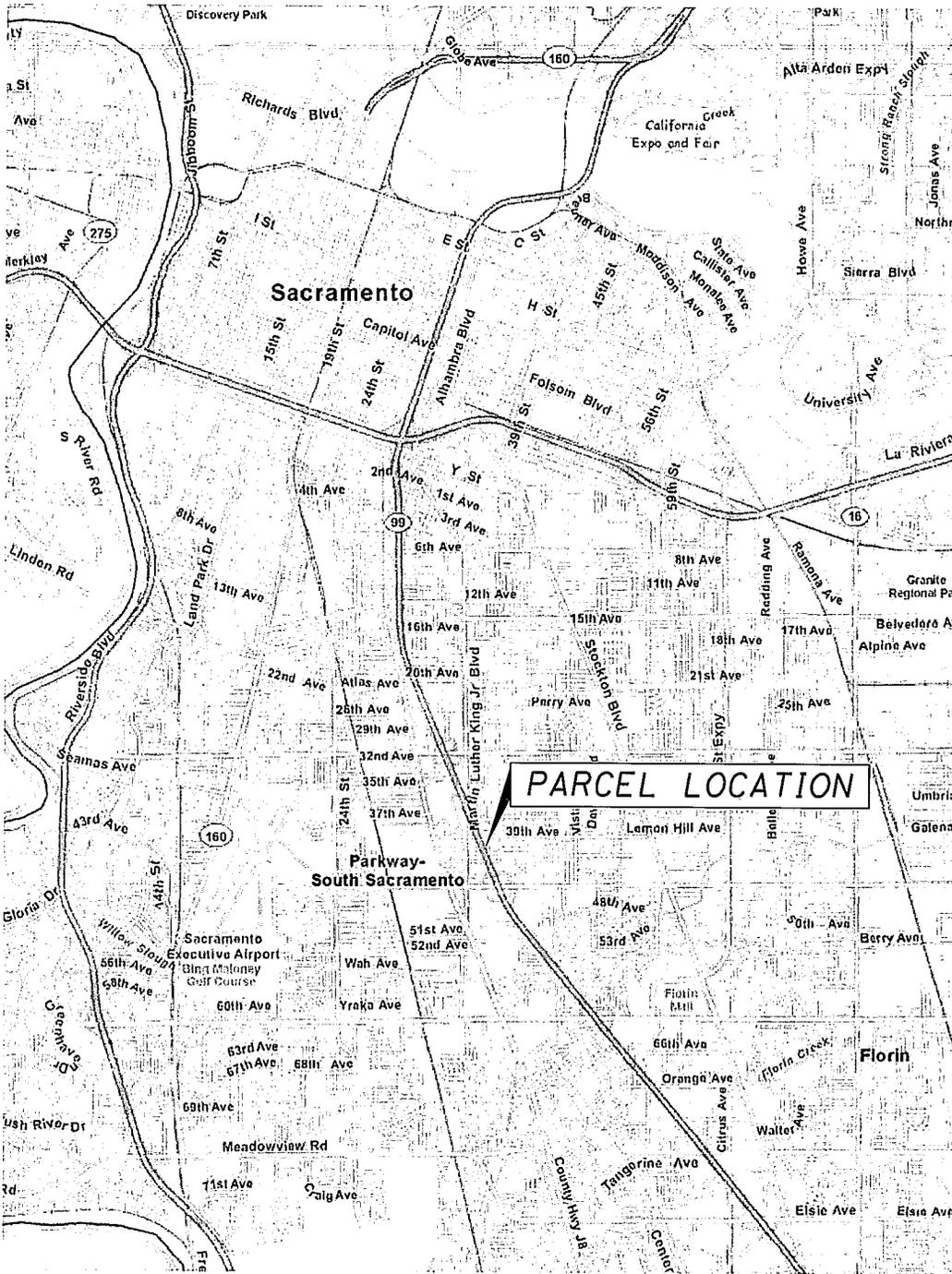
STATE OF CALIFORNIA
BUSINESS, TRANSPORTATION AND HOUSING AGENCY
DEPARTMENT OF TRANSPORTATION

**RIGHT OF WAY
DIRECTORS DEED
DD 8308-01-01**

FEET 0 10 20 40 60

DISTRICT	COUNTY	ROUTE	SHEET PM	SHEET NO.	TOTAL SHEETS
03	SAC	99	21.1	2	2

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



LOCATION MAP

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

**RIGHT OF WAY
DIRECTORS DEED
DD 8312-01-02**

DISTRICT	COUNTY	ROUTE	SHEET PM	SHEET NO.	TOTAL SHEETS
03	SAC	99	21.2	1	2

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COUNTY OF SACRAMENTO



40TH STREET

54.14'

85.21'

43RD AVENUE

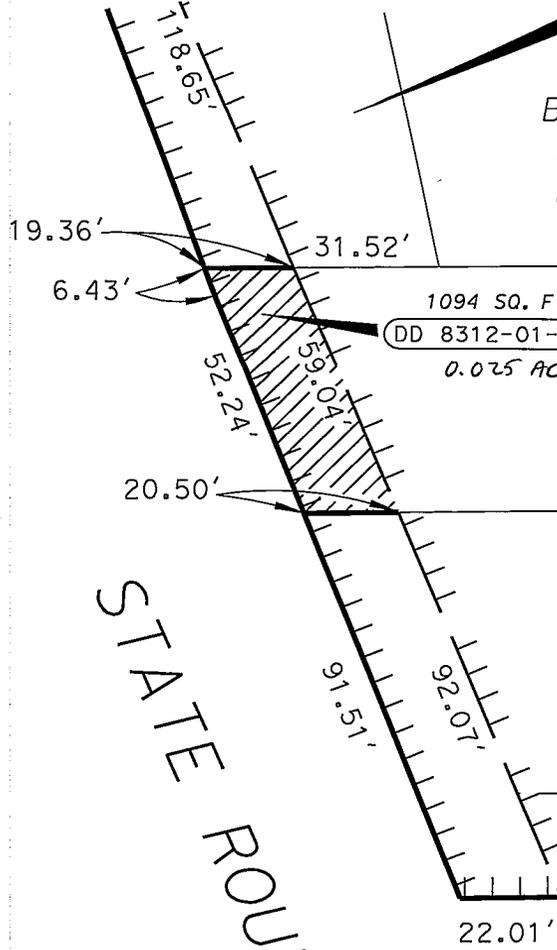
STATE ROUTE 99

APN: 037-0325-001
3938 42ND AVENUE
CAMELLIA PARK
BOOK 11, PAGE 15
PORTION LOT 54
PORTION LOT 57

1094 SQ. FT.
DD 8312-01-02
0.025 AC
APN: 037-0325-006
6142 40TH STREET
CAMELLIA PARK
BOOK 11, PAGE 15
PORTION LOT 57

APN: 037-325-007
3947 43RD AVENUE
CAMELLIA PARK
BOOK 11, PAGE 15
PORTION LOT 57

APN: 037-0189-001
3948 43RD AVENUE



NOTES
All distances are in feet unless otherwise noted.
HIGHWAY EASEMENT RESERVED OVER ENTIRE PARCEL.

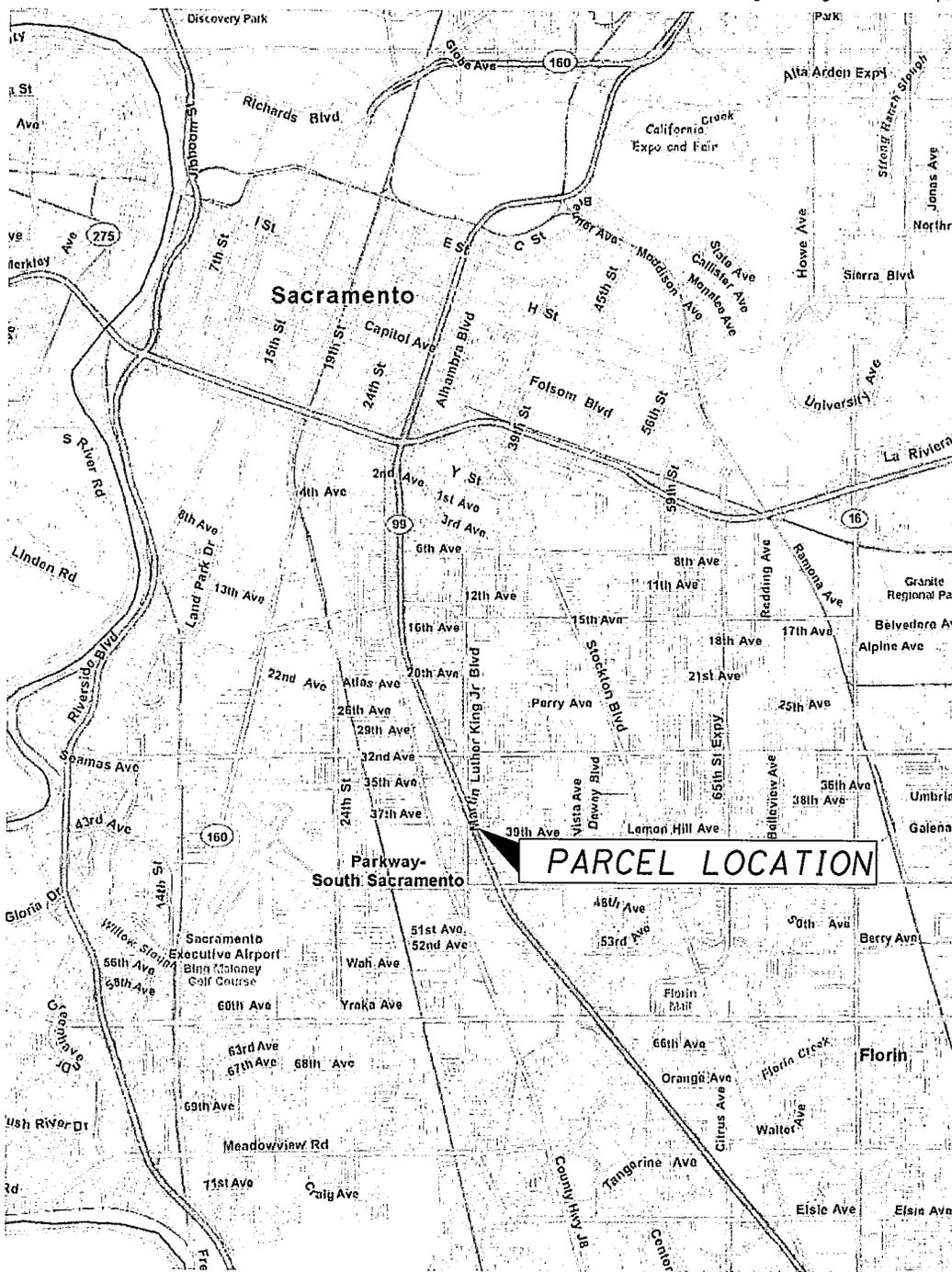
LEGEND
 NEW ACCESS CONTROL
 SUPERSEDED ACCESS CONTROL

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

RIGHT OF WAY DIRECTORS DEED
DD 8312-01-02

DISTRICT	COUNTY	ROUTE	SHEET PM	SHEET NO.	TOTAL SHEETS
03	SAC	99	21.2	2	2

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



LOCATION MAP

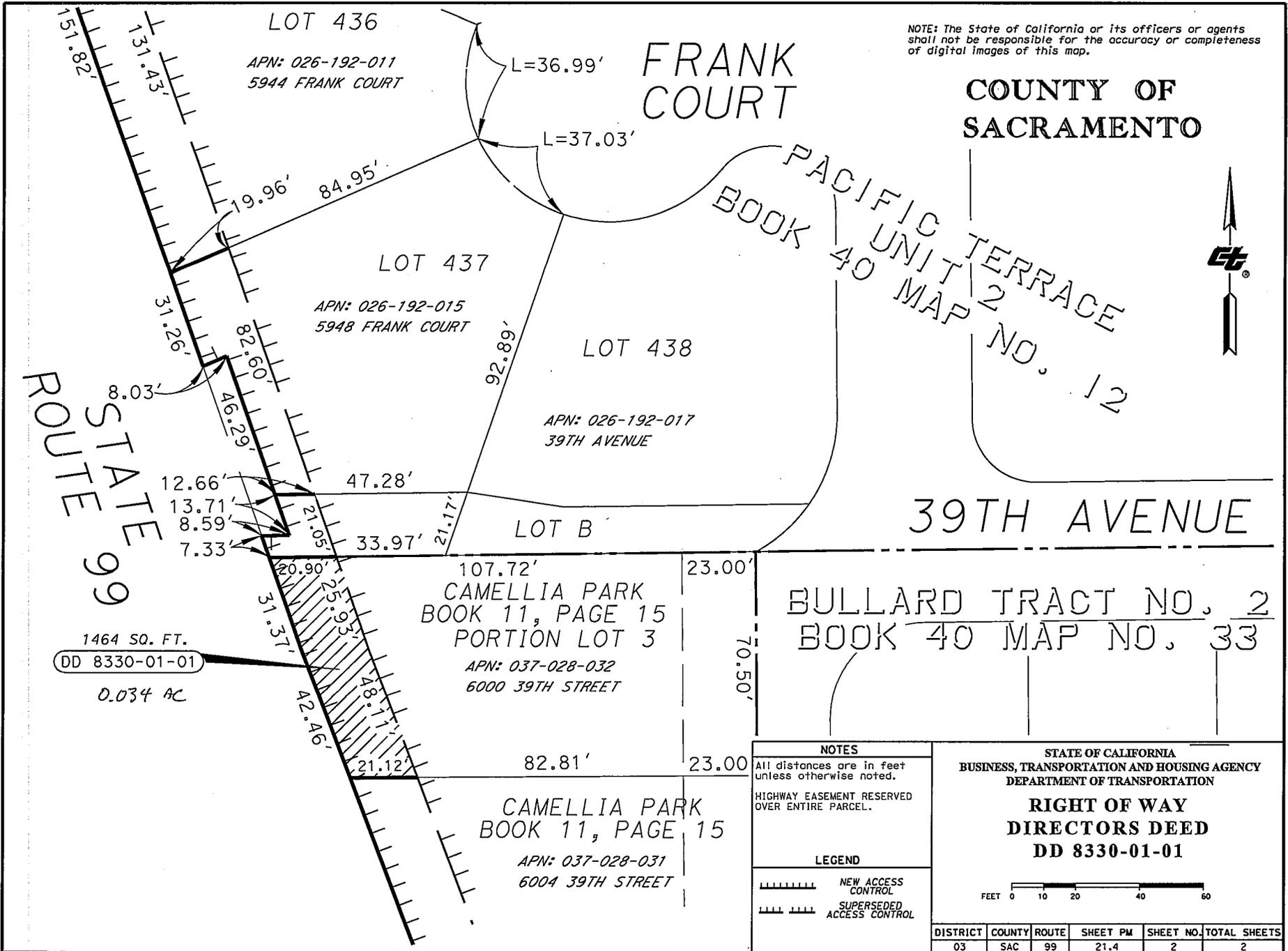
STATE OF CALIFORNIA
 BUSINESS, TRANSPORTATION AND HOUSING AGENCY
 DEPARTMENT OF TRANSPORTATION

**RIGHT OF WAY
 DIRECTORS DEED
 DD 8330 -01-01**

DISTRICT	COUNTY	ROUTE	SHEET PM	SHEET NO.	TOTAL SHEETS
03	SAC	99	21.4	1	2

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COUNTY OF SACRAMENTO



NOTES
 All distances are in feet unless otherwise noted.
 HIGHWAY EASEMENT RESERVED OVER ENTIRE PARCEL.

LEGEND
 NEW ACCESS CONTROL
 SUPERSEDED ACCESS CONTROL

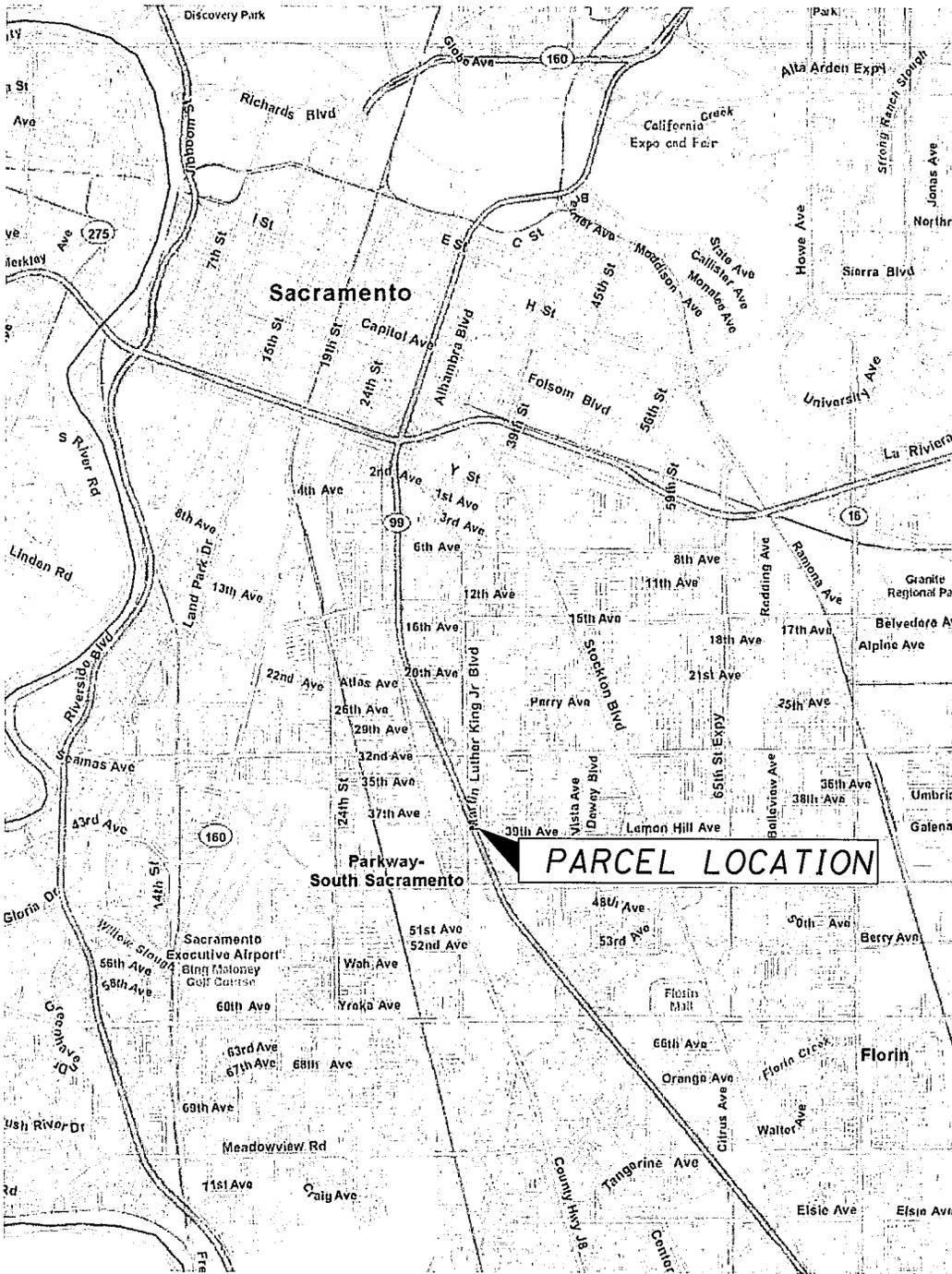
STATE OF CALIFORNIA
 BUSINESS, TRANSPORTATION AND HOUSING AGENCY
 DEPARTMENT OF TRANSPORTATION
RIGHT OF WAY DIRECTORS DEED
DD 8330-01-01



DISTRICT	COUNTY	ROUTE	SHEET PM	SHEET NO.	TOTAL SHEETS
03	SAC	99	21.4	2	2

Attachment 4B

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



LOCATION MAP

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

**RIGHT OF WAY
DIRECTORS DEED
DD 8330 -01-02**

DISTRICT	COUNTY	ROUTE	SHEET PM	SHEET NO.	TOTAL SHEETS
03	SAC	99	21.4	1	2

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

COUNTY OF SACRAMENTO



LOT 1 LOT 2 LOT 3
 BULLARD TRACT NO. 2
 BOOK 40 MAP NO. 33

39TH STREET

264.45'

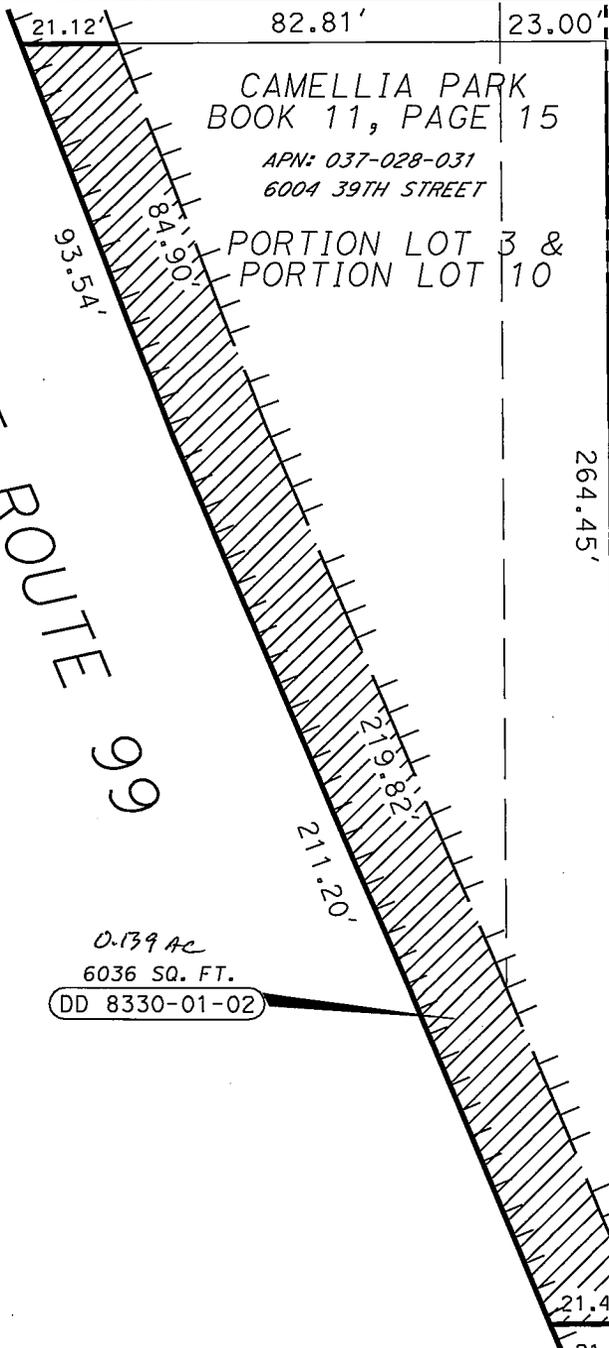
LOT 6

CAMELLIA PARK
 BOOK 11, PAGE 15

APN: 037-028-031
 6004 39TH STREET

PORTION LOT 3 &
 PORTION LOT 10

STATE ROUTE 99



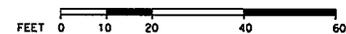
0.139 AC
 6036 SQ. FT.
 DD 8330-01-02

NOTES
 All distances are in feet unless otherwise noted.
 HIGHWAY EASEMENT RESERVED OVER ENTIRE PARCEL.

LEGEND
 [Hatched pattern] NEW ACCESS CONTROL
 [Dashed pattern] SUPERSEDED ACCESS CONTROL

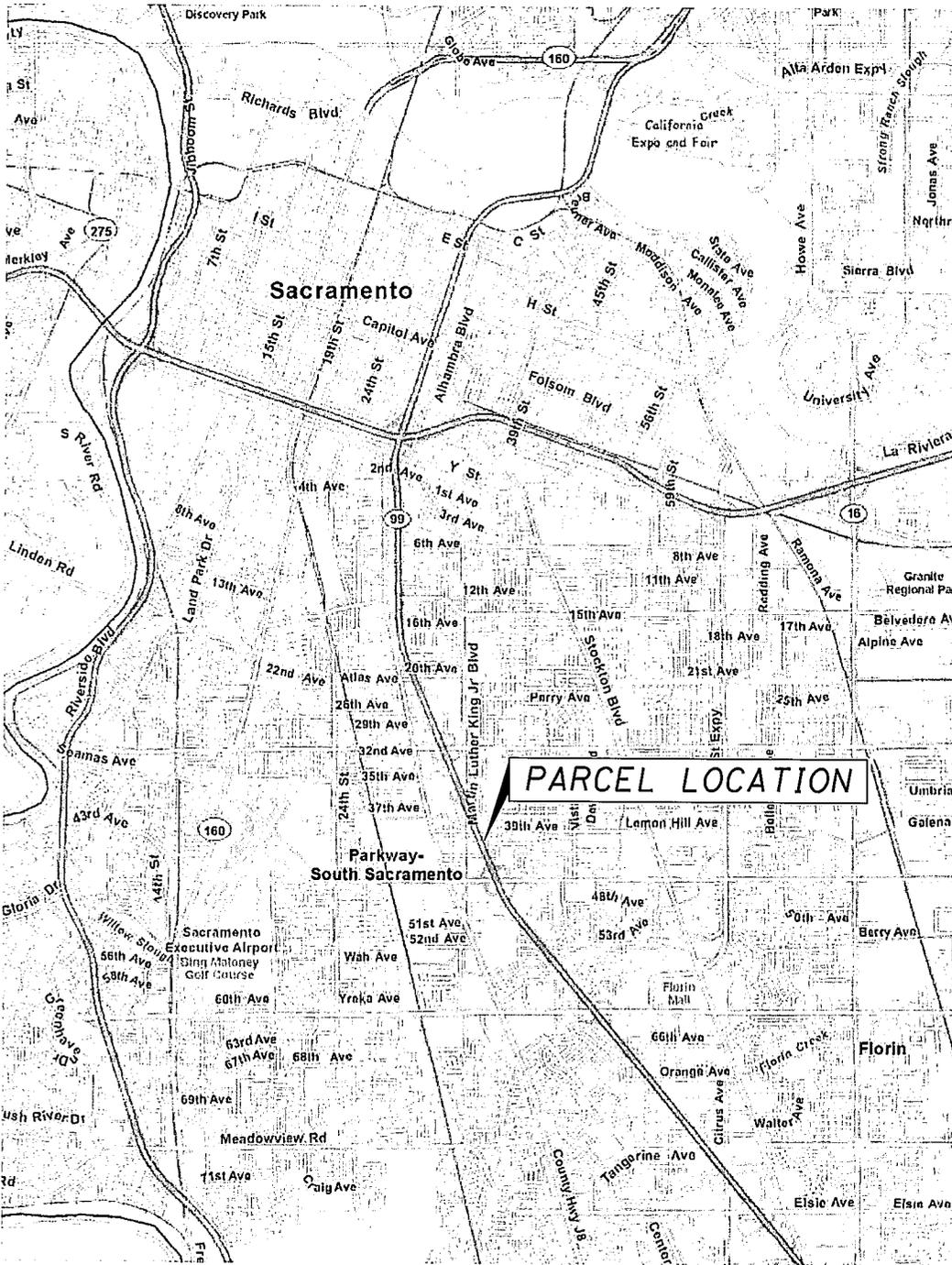
STATE OF CALIFORNIA
 BUSINESS, TRANSPORTATION AND HOUSING AGENCY
 DEPARTMENT OF TRANSPORTATION

**RIGHT OF WAY DIRECTORS DEED
 DD 8330-01-02**



DISTRICT	COUNTY	ROUTE	SHEET PM	SHEET NO.	TOTAL SHEETS
03	SAC	99	21.4	2	2

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



LOCATION MAP

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

**RIGHT OF WAY
DIRECTORS DEED
DD 8336 -01-01**

DISTRICT	COUNTY	ROUTE	SHEET PM	SHEET NO.	TOTAL SHEETS
03	SAC	99	21.3	1	2

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

COUNTY OF SACRAMENTO

CAMELLIA PARK BOOK 11, PAGE 15

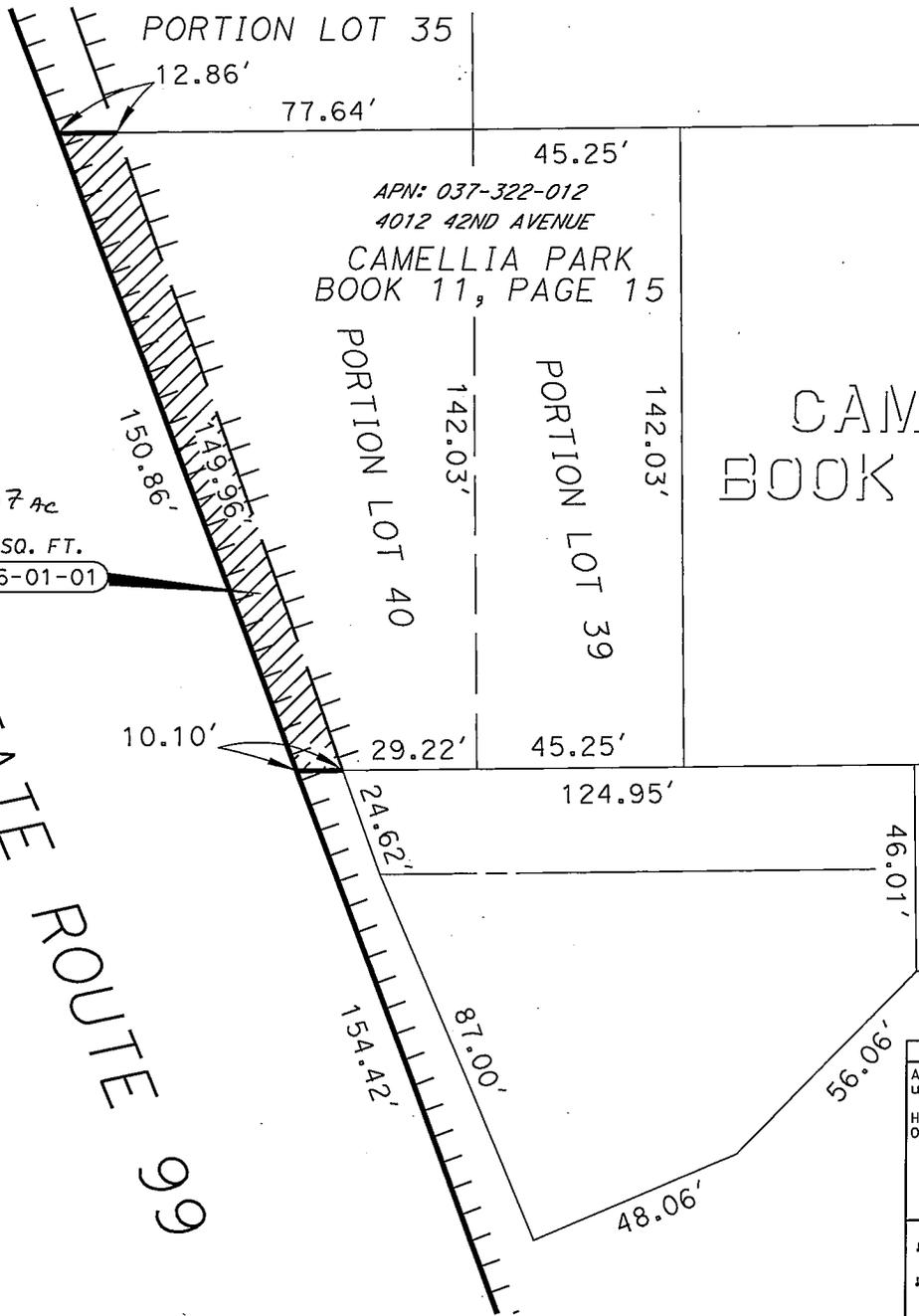


APN: 037-322-012
4012 42ND AVENUE
CAMELLIA PARK
BOOK 11, PAGE 15

0.037 Ac
1630 SQ. FT.
DD 8336-01-01

STATE ROUTE 99

42ND AVENUE



NOTES
All distances are in feet unless otherwise noted.
HIGHWAY EASEMENT RESERVED OVER ENTIRE PARCEL.

LEGEND
 NEW ACCESS CONTROL
 SUPERSEDED ACCESS CONTROL

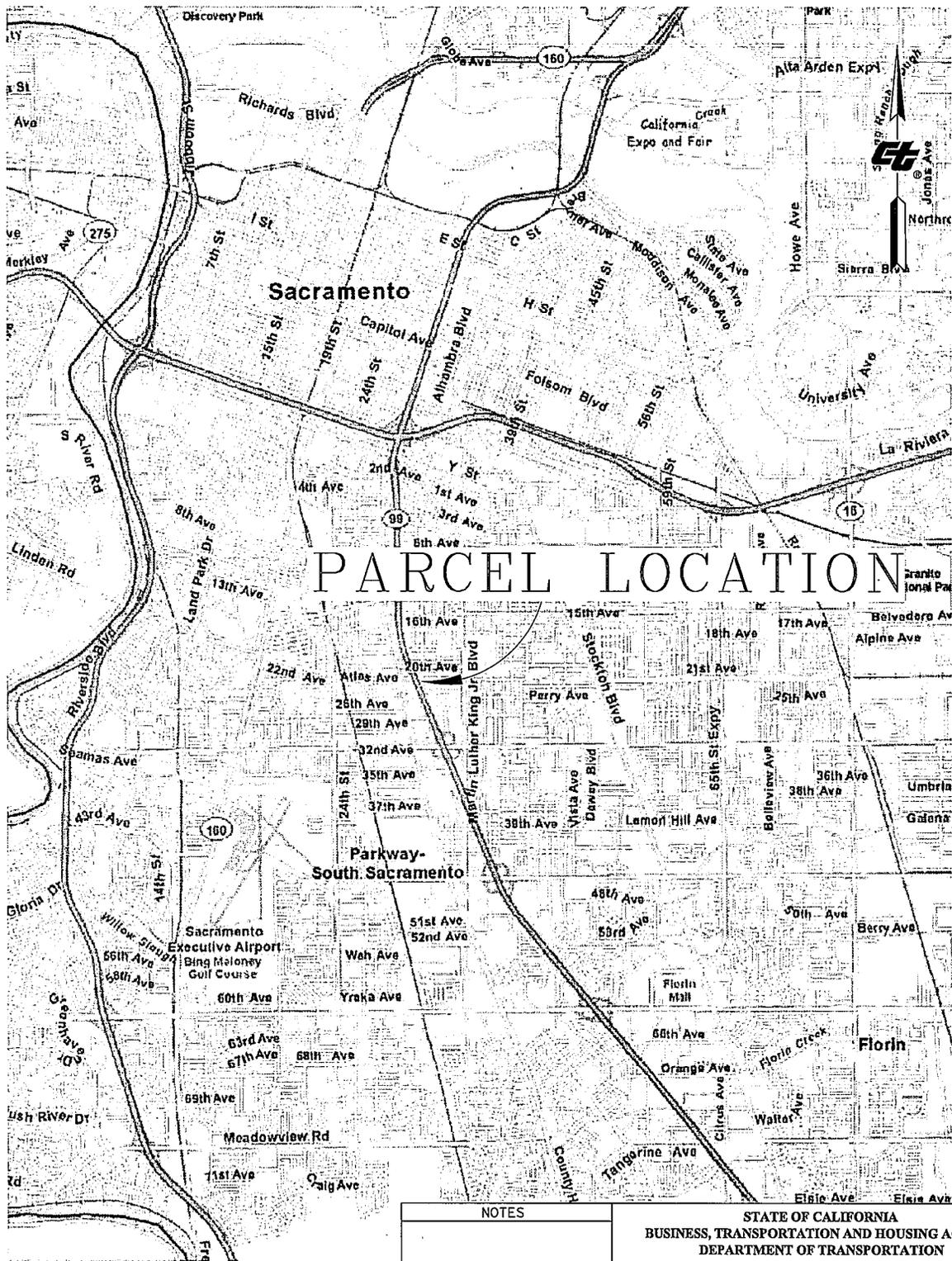
STATE OF CALIFORNIA
BUSINESS, TRANSPORTATION AND HOUSING AGENCY
DEPARTMENT OF TRANSPORTATION

RIGHT OF WAY DIRECTORS DEED
DD 8336-01-01

FEET 0 10 20 40 60

DISTRICT	COUNTY	ROUTE	SHEET PM	SHEET NO.	TOTAL SHEETS
03	SAC	99	21.3	2	2

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



PARCEL LOCATION

NOTES

LEGEND

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

**RIGHT OF WAY
 DIRECTORS DEED**

DD 8611-01-01(8612,8613,8614)



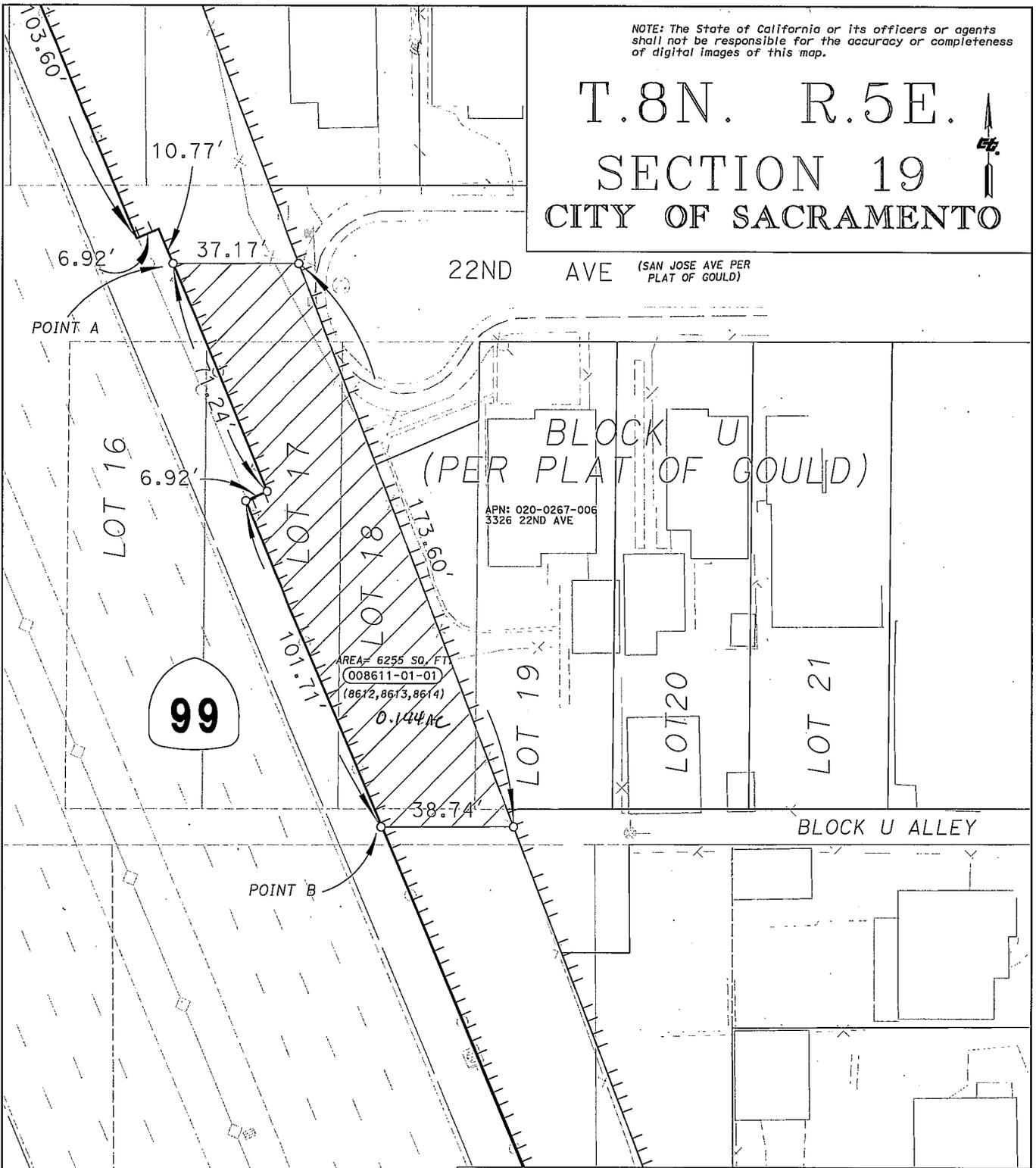
DISTRICT	COUNTY	ROUTE	SHEET FM	SHEET NO.	TOTAL SHEETS
03	SAC	99	22.4	1	2

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

T.8N. R.5E.
SECTION 19
CITY OF SACRAMENTO

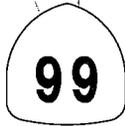


22ND AVE (SAN JOSE AVE PER PLAT OF GOULD)



APN: 020-0267-006
3326 22ND AVE

AREA = 6255 SQ. FT.
(008611-01-01)
(8612, 8613, 8614)



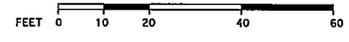
POINT A

POINT B

NOTES
All distances are in feet unless otherwise noted.

LEGEND
 SUPERCEDED ACCESS CONTROL
 NEW ACCESS CONTROL

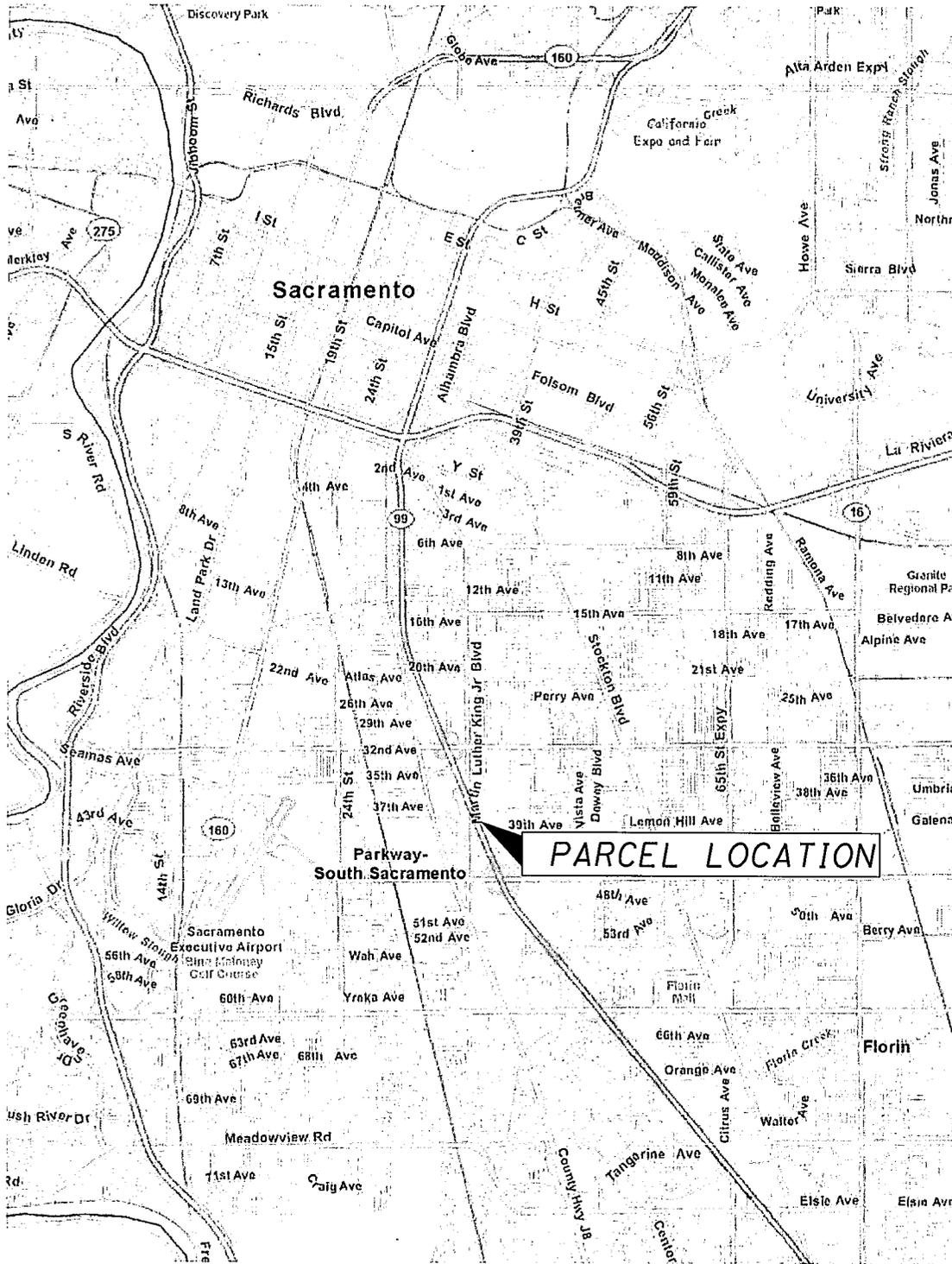
STATE OF CALIFORNIA
BUSINESS, TRANSPORTATION AND HOUSING AGENCY
DEPARTMENT OF TRANSPORTATION
**RIGHT OF WAY
DIRECTORS DEED
DD 8611-01-01(8612,8613,8614)**



NOTE:
HIGHWAY EASEMENT
RESERVED OVER
ENTIRE PARCEL

DISTRICT	COUNTY	ROUTE	SHEET PM	SHEET NO.	TOTAL SHEETS
03	SAC	99	22.4	2	2

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



LOCATION MAP

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

**RIGHT OF WAY
DIRECTORS DEED
DD 8620 -01-03**

DISTRICT	COUNTY	ROUTE	SHEET PM	SHEET NO.	TOTAL SHEETS
03	SAC	99	21.5	1	2

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

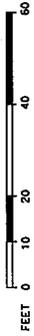
COUNTY OF SACRAMENTO

MASCOT GARDENS
BOOK 75 MAP NO. 13



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

RIGHT OF WAY
DIRECTORS DEED
DD 8620-01-03



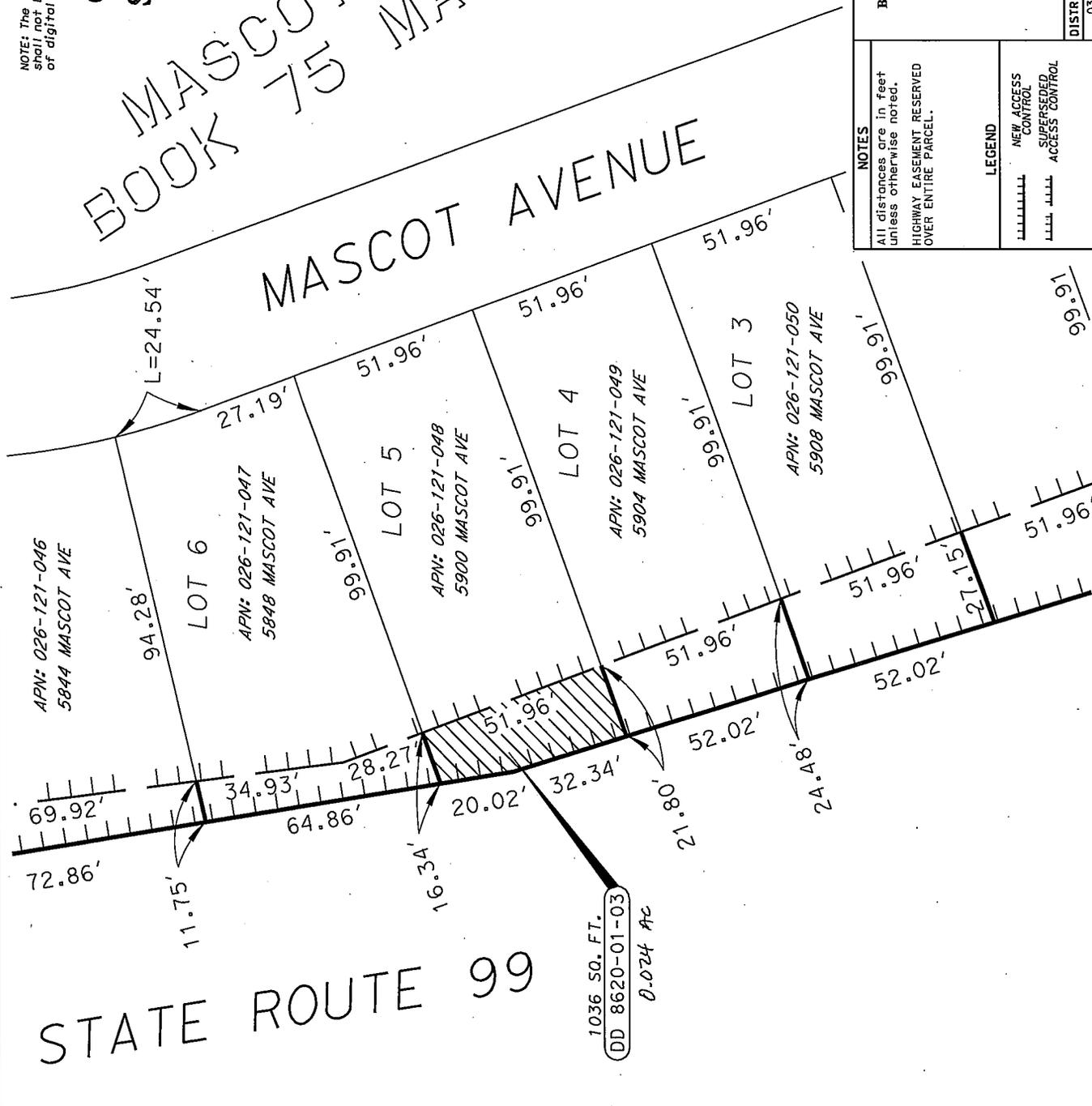
DISTRICT	COUNTY	ROUTE	SHEET PM	SHEET NO.	TOTAL SHEETS
03	SAC	99	21.5	2	2

NOTES

All distances are in feet unless otherwise noted.
HIGHWAY EASEMENT RESERVED OVER ENTIRE PARCEL.

LEGEND

NEW ACCESS CONTROL
SUSPENDED ACCESS CONTROL



APN: 026-121-046
5844 MASCOT AVE

LOT 6

APN: 026-121-047
5848 MASCOT AVE

LOT 5

APN: 026-121-048
5900 MASCOT AVE

LOT 4

APN: 026-121-049
5904 MASCOT AVE

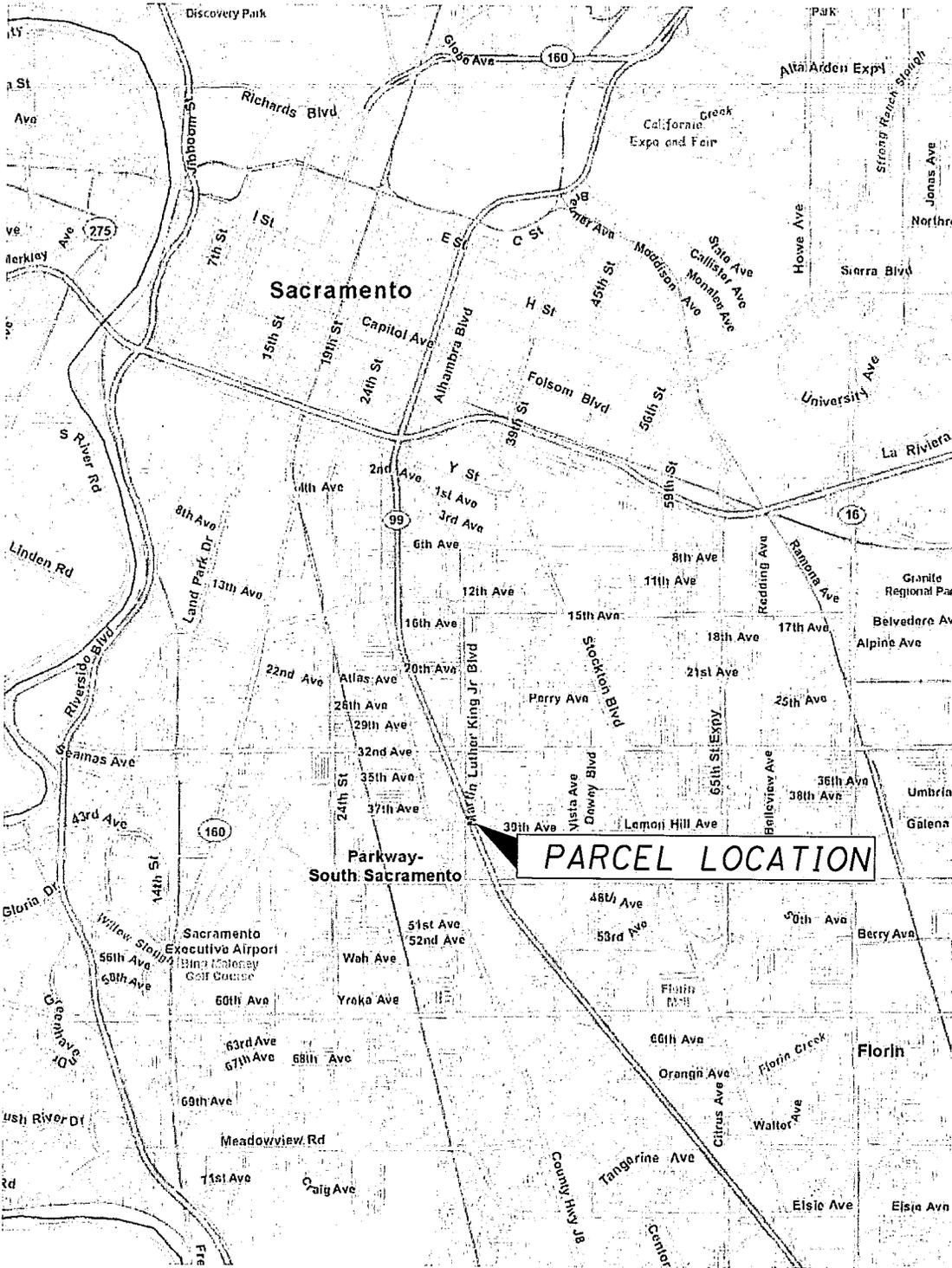
LOT 3

APN: 026-121-050
5908 MASCOT AVE

STATE ROUTE 99

1036 SQ. FT.
DD 8620-01-03
0.024 AC

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



LOCATION MAP

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

**RIGHT OF WAY
DIRECTORS DEED
DD 8620 -01-05**

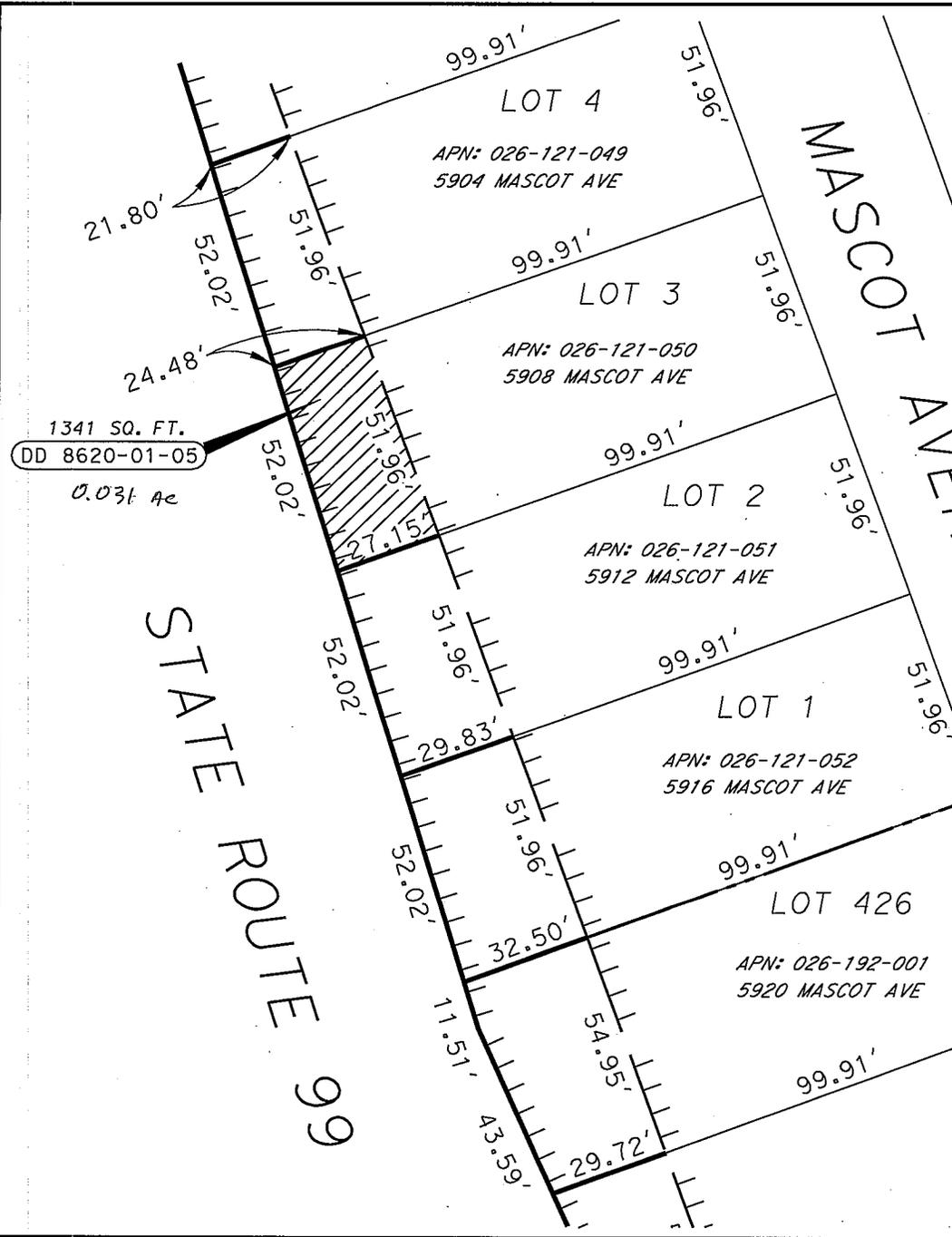
DISTRICT	COUNTY	ROUTE	SHEET PM	SHEET NO.	TOTAL SHEETS
03	SAC	99	21.5	1	2

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

COUNTY OF SACRAMENTO

MASCOT GARDENS
BOOK 75 MAP NO. 13

PACIFIC TERRACE
UNIT 2
BOOK 40 MAP NO. 12



NOTES
All distances are in feet unless otherwise noted.
HIGHWAY EASEMENT RESERVED OVER ENTIRE PARCEL.

LEGEND
 NEW ACCESS CONTROL
 SUPERSEDED ACCESS CONTROL

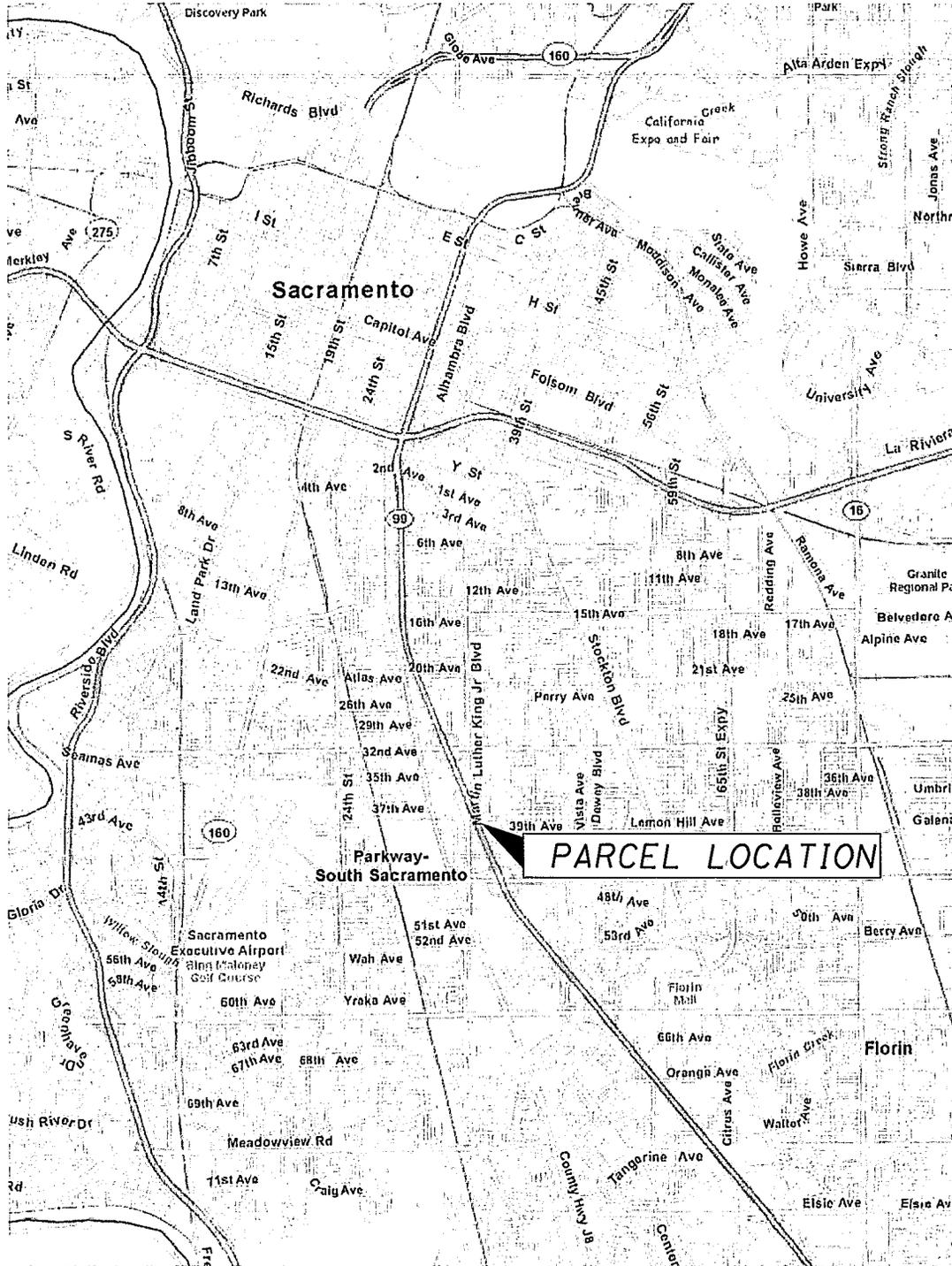
STATE OF CALIFORNIA
BUSINESS, TRANSPORTATION AND HOUSING AGENCY
DEPARTMENT OF TRANSPORTATION

**RIGHT OF WAY
DIRECTORS DEED
DD 8620-01-05**

FEET 0 10 20 40 60

DISTRICT	COUNTY	ROUTE	SHEET PM	SHEET NO.	TOTAL SHEETS
03	SAC	99	21.5	2	2

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



LOCATION MAP

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

**RIGHT OF WAY
DIRECTORS DEED
DD 8620 -01-08**

DISTRICT	COUNTY	ROUTE	SHEET PM	SHEET NO.	TOTAL SHEETS
03	SAC	99	21.5	1	2

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

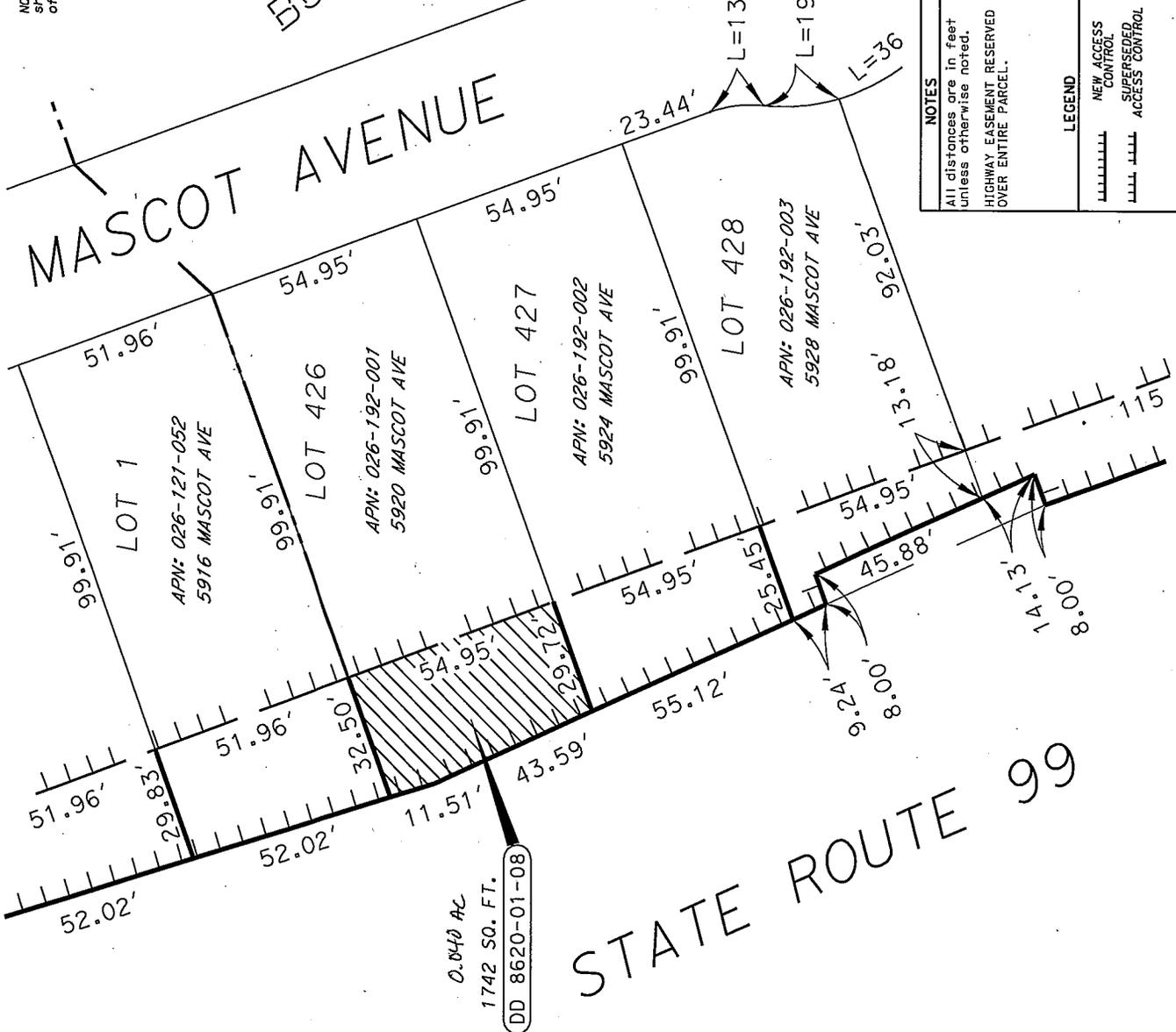
COUNTY OF SACRAMENTO



PACIFIC TERRACE
UNIT 2
BOOK 40 MAP NO. 12

MASCOT AVENUE

MASCOT AVENUE

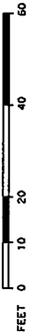


NOTES

All distances are in feet unless otherwise noted.
HIGHWAY EASEMENT RESERVED OVER ENTIRE PARCEL.

LEGEND
 ■■■■■■■■■■ NEW ACCESS CONTROL
 ■■■■■■■■■■ SUPERSEDED ACCESS CONTROL

STATE OF CALIFORNIA
 BUSINESS, TRANSPORTATION AND HOUSING AGENCY
 DEPARTMENT OF TRANSPORTATION
RIGHT OF WAY
DIRECTORS DEED
DD 8620-01-08

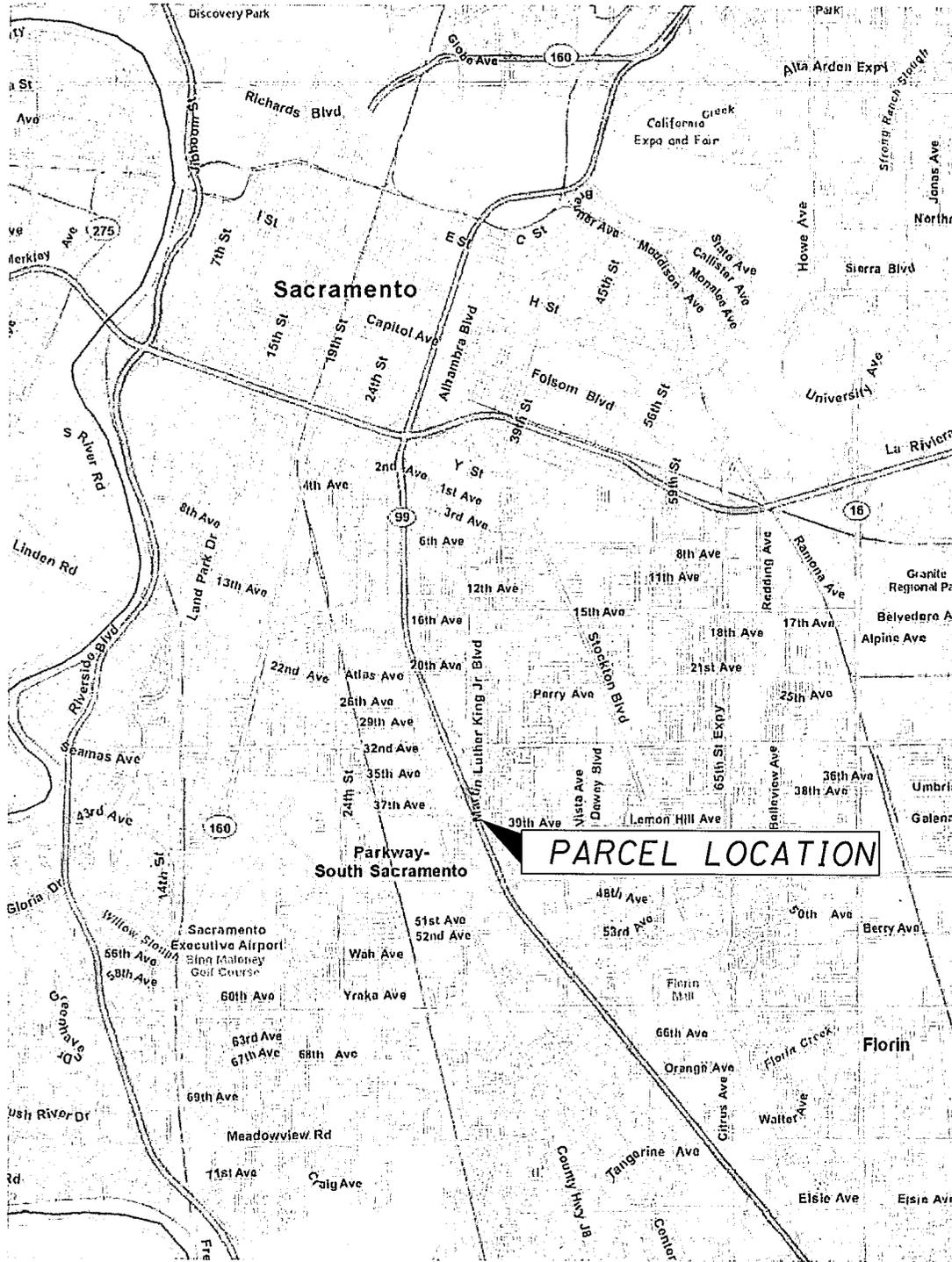


DISTRICT	COUNTY	ROUTE	SHEET PM	SHEET NO.	TOTAL SHEETS
03	SAC	99	21.5	2	2

STATE ROUTE 99

0.840 AC
 1742 SQ. FT.
 DD 8620-01-08

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



LOCATION MAP

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

**RIGHT OF WAY
DIRECTORS DEED
DD 8620 -01-10**

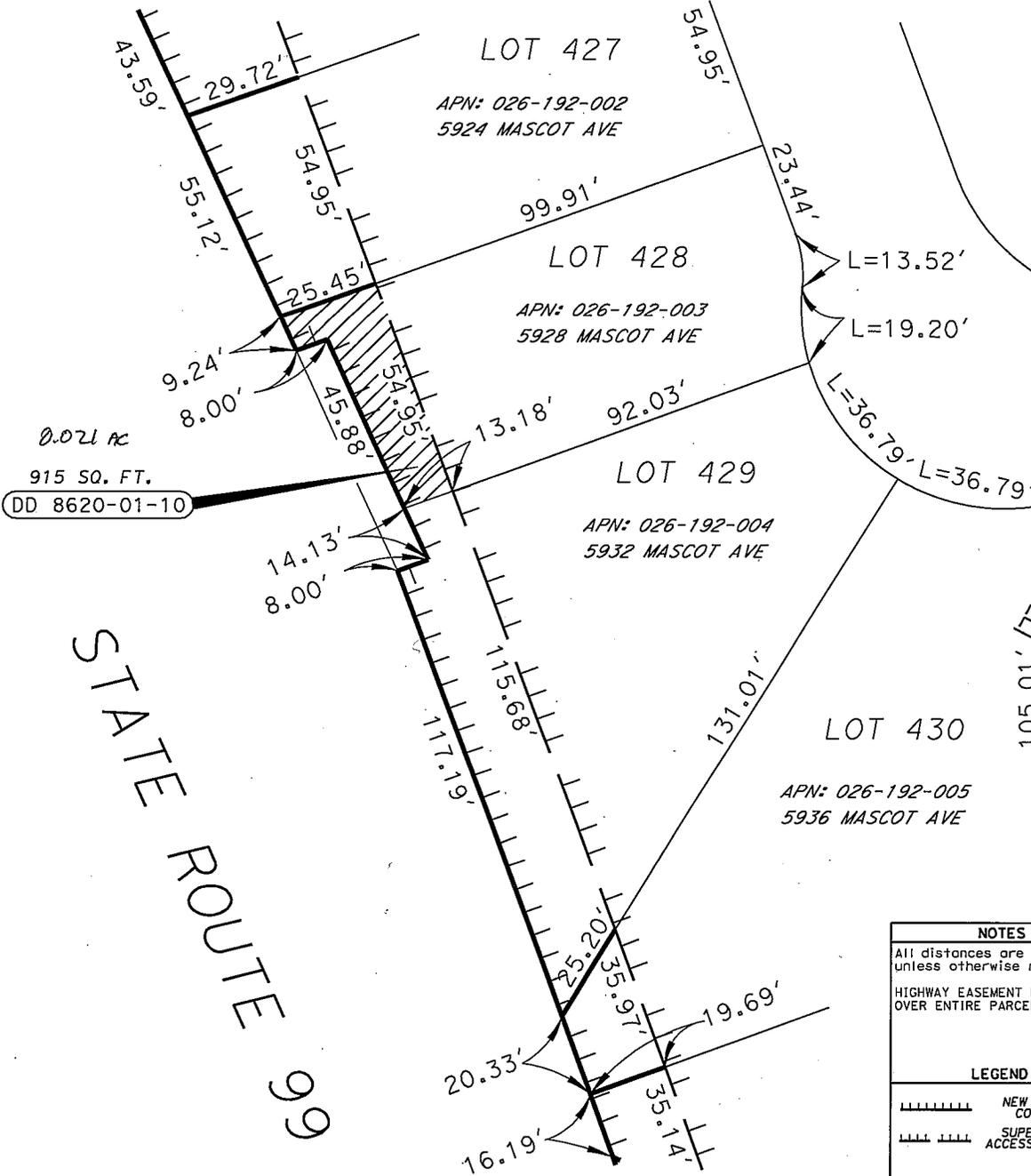
DISTRICT	COUNTY	ROUTE	SHEET PM	SHEET NO.	TOTAL SHEETS
03	SAC	99	21.4	1	2

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

COUNTY OF SACRAMENTO

MASCOT AVENUE

STATE ROUTE 99



PACIFIC TERRACE
UNIT 2
BOOK 40 MAP NO. 12



NOTES
All distances are in feet unless otherwise noted.
HIGHWAY EASEMENT RESERVED OVER ENTIRE PARCEL.

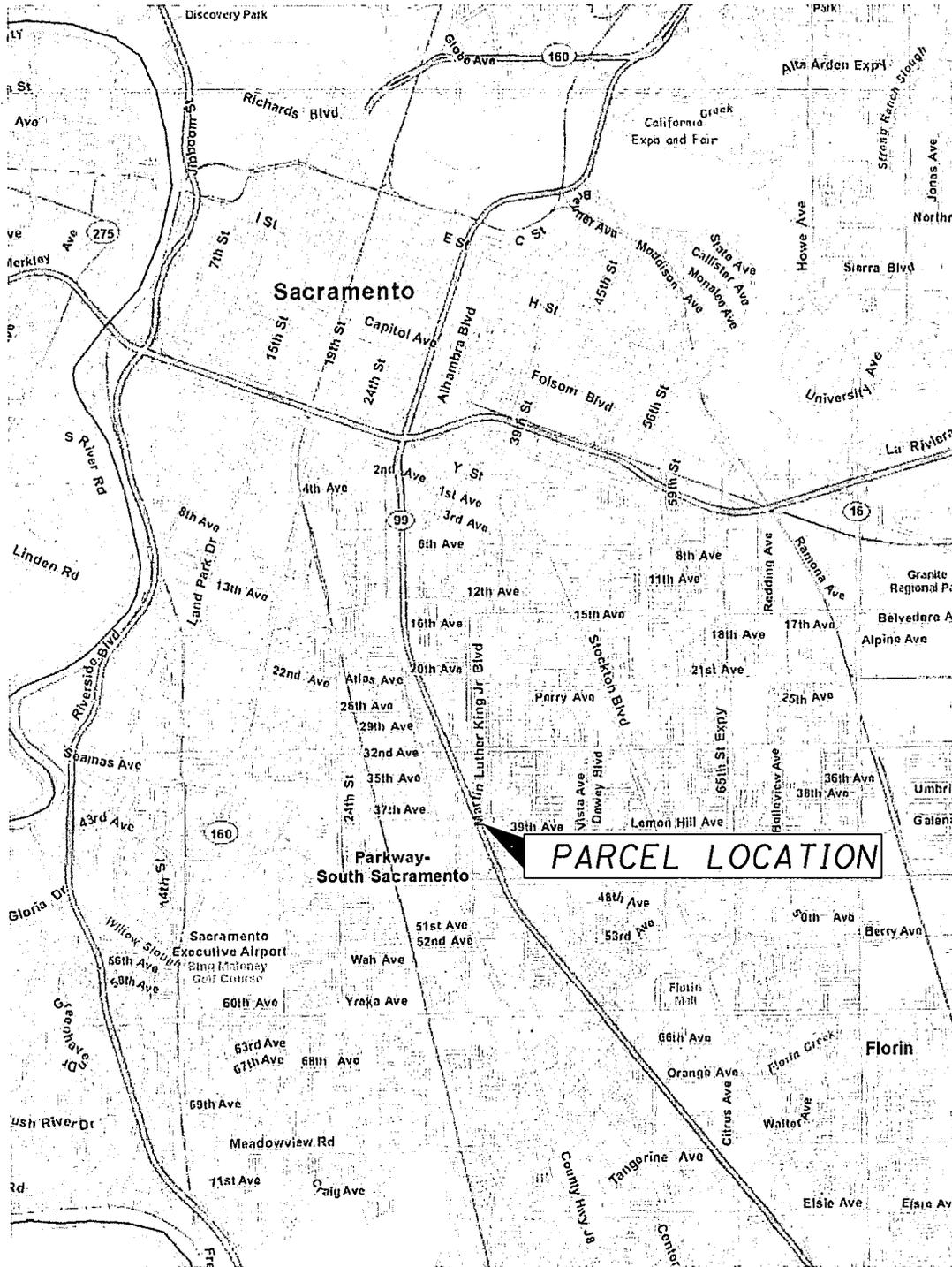
LEGEND
 NEW ACCESS CONTROL
 SUPERSEDED ACCESS CONTROL

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

RIGHT OF WAY DIRECTORS DEED DD 8620-01-10

DISTRICT	COUNTY	ROUTE	SHEET PM	SHEET NO.	TOTAL SHEETS
03	SAC	99	21.4	2	2

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



LOCATION MAP

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

**RIGHT OF WAY
DIRECTORS DEED
DD 8620 -01-12**

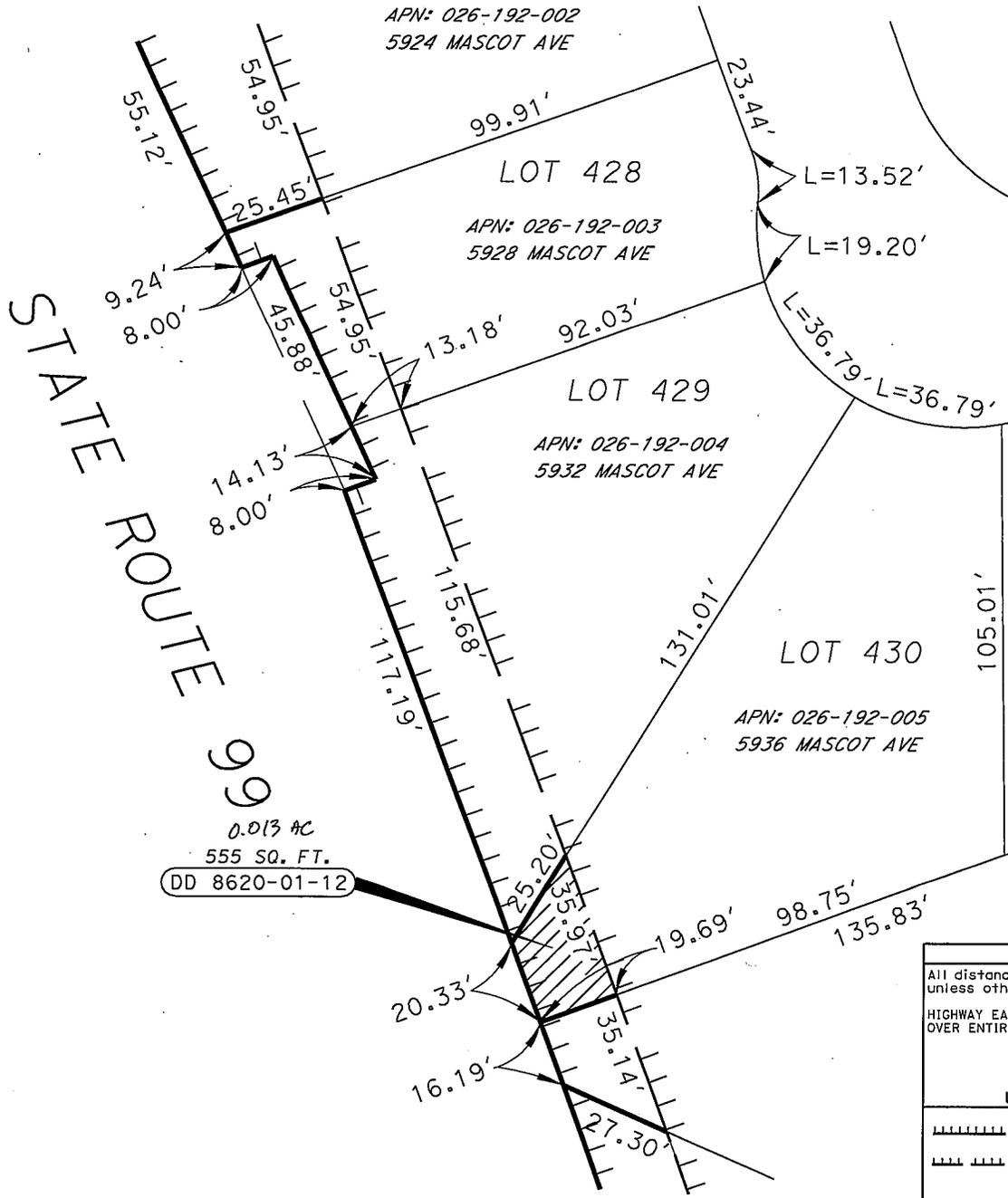
DISTRICT	COUNTY	ROUTE	SHEET PM	SHEET NO.	TOTAL SHEETS
03	SAC	99	21.4	1	2

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

COUNTY OF SACRAMENTO

MASCOT AVENUE

STATE ROUTE 99



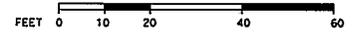
PACIFIC TERRACE
UNIT 2
BOOK 40 MAP NO. 12

NOTES
All distances are in feet unless otherwise noted.
HIGHWAY EASEMENT RESERVED OVER ENTIRE PARCEL.

LEGEND
 NEW ACCESS CONTROL
 SUPERSEDED ACCESS CONTROL

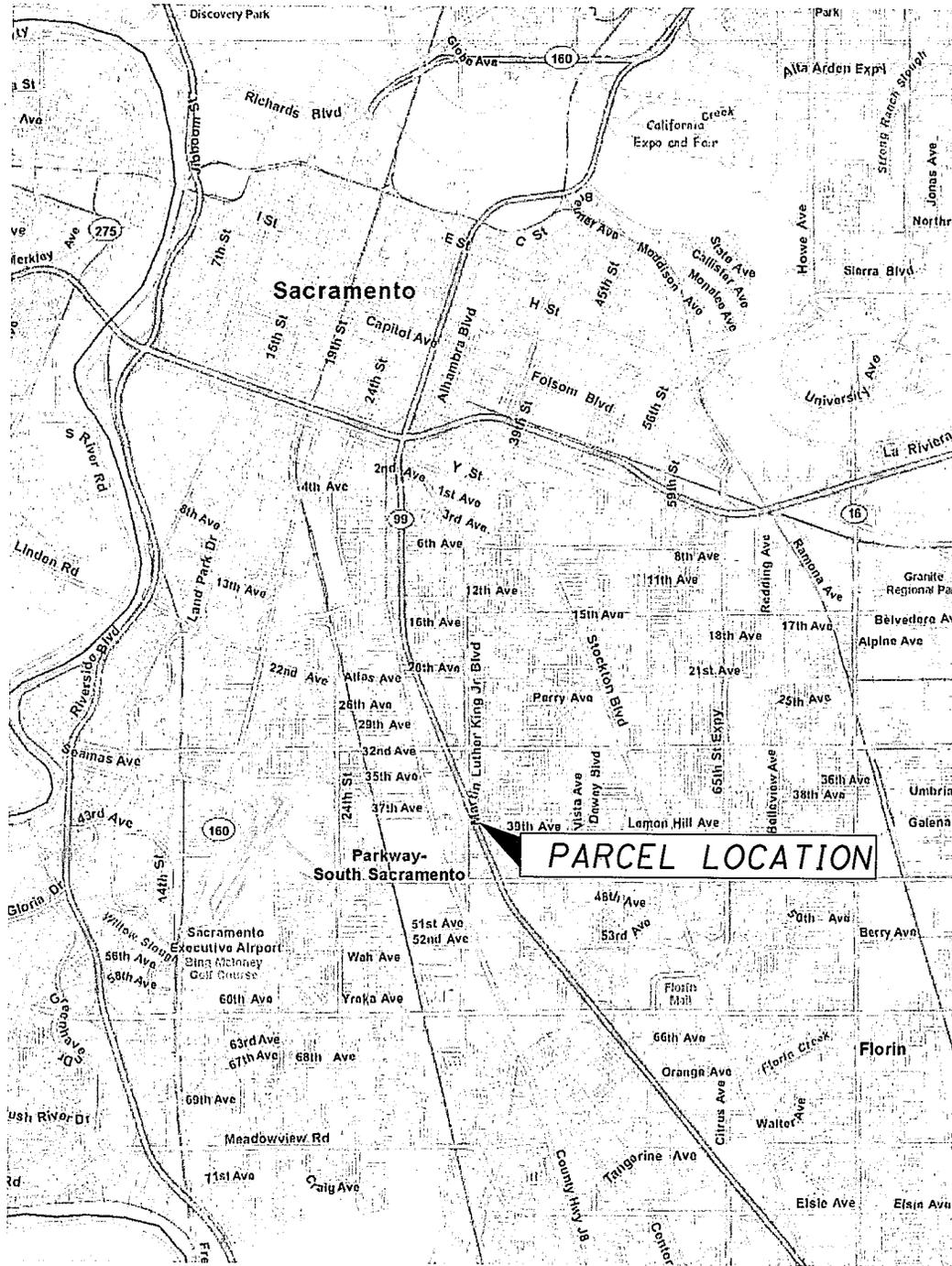
STATE OF CALIFORNIA
BUSINESS, TRANSPORTATION AND HOUSING AGENCY
DEPARTMENT OF TRANSPORTATION

RIGHT OF WAY DIRECTORS DEED DD 8620-01-12



DISTRICT	COUNTY	ROUTE	SHEET PM	SHEET NO.	TOTAL SHEETS
03	SAC	99	21.4	2	2

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



LOCATION MAP

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

**RIGHT OF WAY
DIRECTORS DEED
DD 8620 -01-13**

DISTRICT	COUNTY	ROUTE	SHEET PM	SHEET NO.	TOTAL SHEETS
03	SAC	99	21.4	1	2

APN: 026-192-005
5936 MASCOT AVE

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

COUNTY OF SACRAMENTO

PACIFIC UNIT TERRACE.
BOOK 40 MAP 2 NO. 12
39TH STREET



0.012 AC
505 SQ. FT.
DD 8620-01-13

STATE ROUTE 99

LOT 435

APN: 026-192-010
5940 FRANK COURT

LOT 436

APN: 026-192-011
5944 FRANK COURT

FRANK COURT

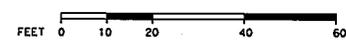
LOT 437

APN: 026-192-004
5948 FRANK COURT

NOTES
All distances are in feet unless otherwise noted.
HIGHWAY EASEMENT RESERVED OVER ENTIRE PARCEL.

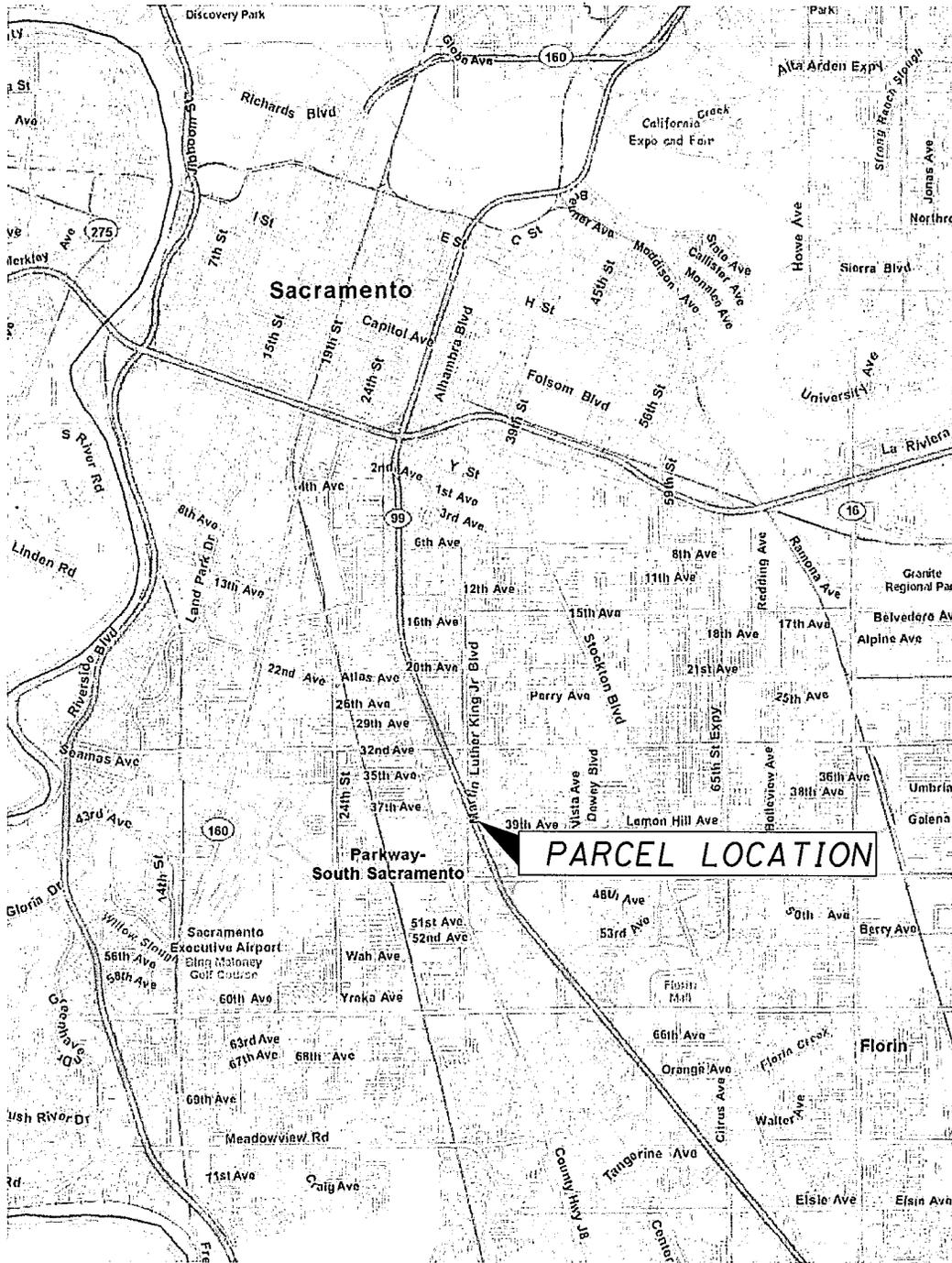
LEGEND
 NEW ACCESS CONTROL
 SUPERSEDED ACCESS CONTROL

STATE OF CALIFORNIA
BUSINESS, TRANSPORTATION AND HOUSING AGENCY
DEPARTMENT OF TRANSPORTATION
RIGHT OF WAY DIRECTORS DEED
DD 8620-01-13



DISTRICT	COUNTY	ROUTE	SHEET PM	SHEET NO.	TOTAL SHEETS
03	SAC	99	21-4	2	2

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



LOCATION MAP

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

**RIGHT OF WAY
DIRECTORS DEED
DD 8620 -01-15**

DISTRICT	COUNTY	ROUTE	SHEET PM	SHEET NO.	TOTAL SHEETS
03	SAC	99	21.4	1	2

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

COUNTY OF SACRAMENTO

PACIFIC UNIT TERRACE
BOOK 40 MAP NO. 2



39TH AVENUE

BULLARD TRACT NO. 2
BOOK 40 MAP NO. 33

LOT 436

APN: 026-192-011
5944 FRANK COURT

FRANK COURT

L=36.99'

L=37.03'

LOT 437

APN: 026-192-015
5948 FRANK COURT

LOT 438

APN: 026-192-017
39TH AVENUE

LOT B

0.029 AC
1207 SQ. FT.
DD 8620-01-15

STATE ROUTE 99

PORTION LOT 3

APN: 037-028-032
6000 39TH STREET

82.81'

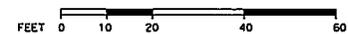
APN: 037-028-031
6004 39TH STREET

NOTES
All distances are in feet unless otherwise noted.
HIGHWAY EASEMENT RESERVED OVER ENTIRE PARCEL.

LEGEND
 NEW ACCESS CONTROL
 SUPERSEPED ACCESS CONTROL

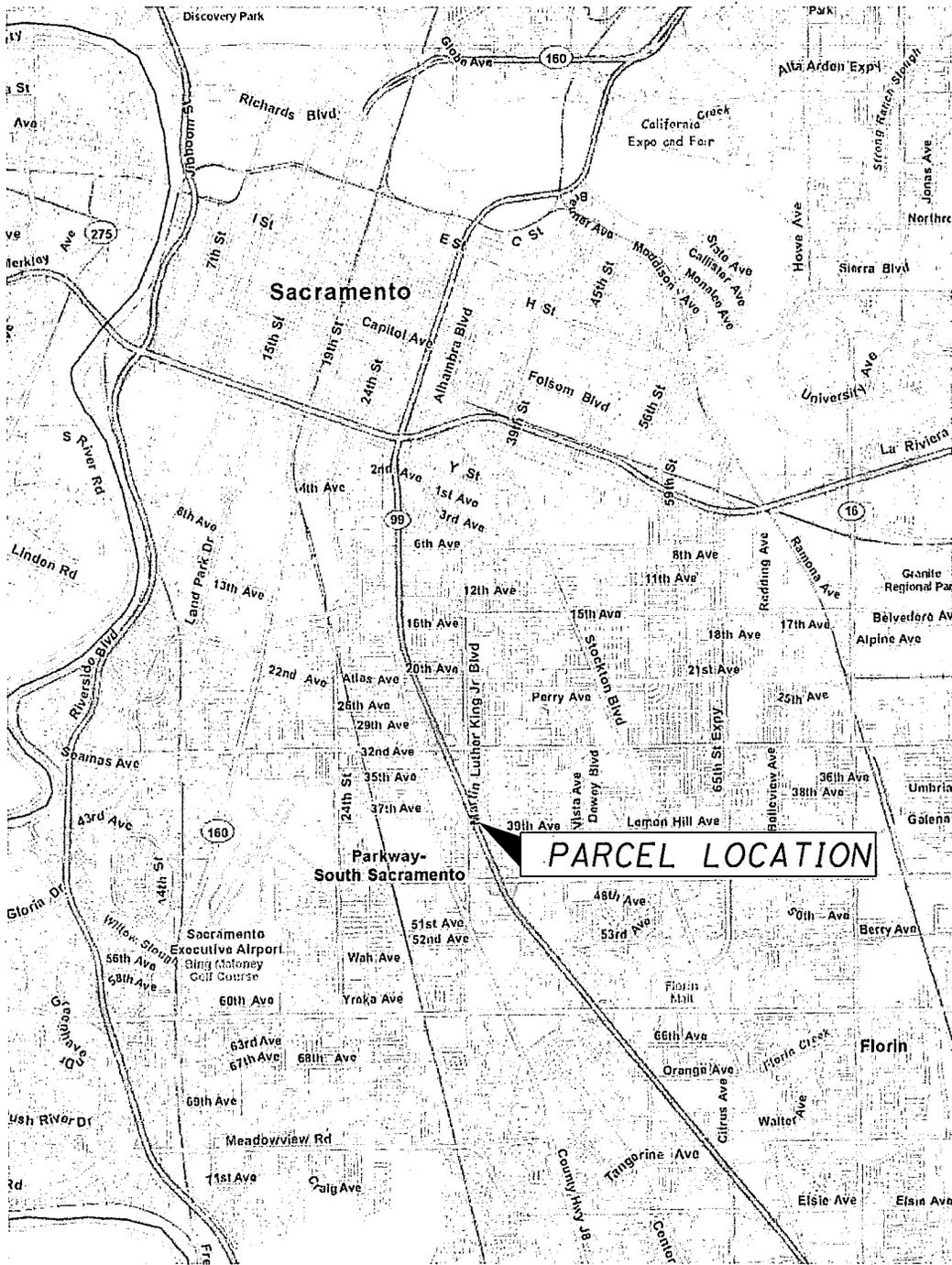
STATE OF CALIFORNIA
BUSINESS, TRANSPORTATION AND HOUSING AGENCY
DEPARTMENT OF TRANSPORTATION

RIGHT OF WAY DIRECTORS DEED
DD 8620-01-15



DISTRICT	COUNTY	ROUTE	SHEET PM	SHEET NO.	TOTAL SHEETS
03	SAC	99	21.4	2	2

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



LOCATION MAP

STATE OF CALIFORNIA
 BUSINESS, TRANSPORTATION AND HOUSING AGENCY
 DEPARTMENT OF TRANSPORTATION
**RIGHT OF WAY
 DIRECTORS DEED
 DD 8620 -01-16**

DISTRICT	COUNTY	ROUTE	SHEET PM	SHEET NO.	TOTAL SHEETS
03	SAC	99	21.4	1	2

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

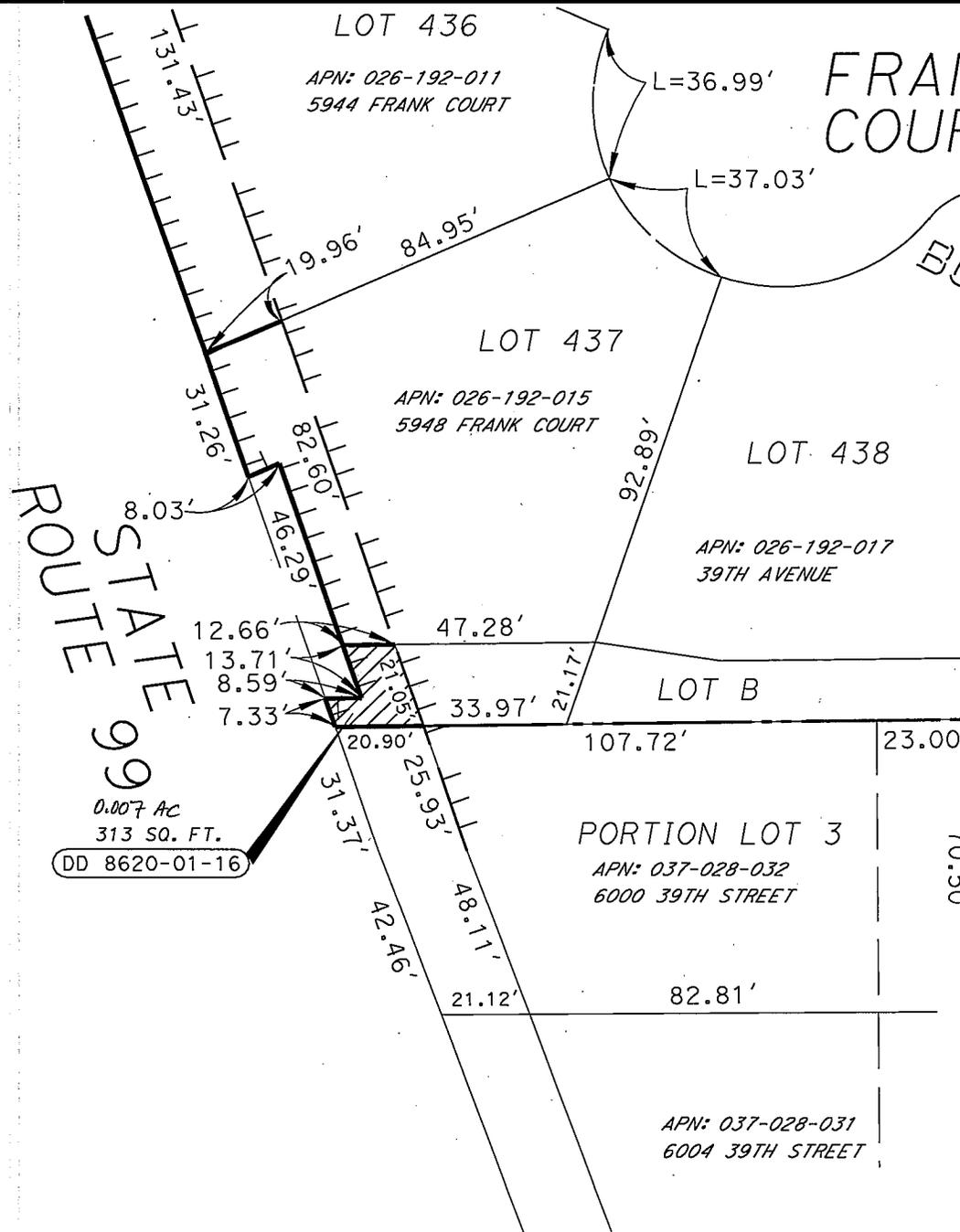
COUNTY OF SACRAMENTO

PACIFIC TERRACE
BOOK 40 MAP NO. 12



39TH AVENUE

BULLARD TRACT NO. 2
BOOK 40 MAP NO. 33



NOTES
All distances are in feet unless otherwise noted.
HIGHWAY EASEMENT RESERVED OVER ENTIRE PARCEL.

LEGEND
 NEW ACCESS CONTROL
 SUPERSEDED ACCESS CONTROL

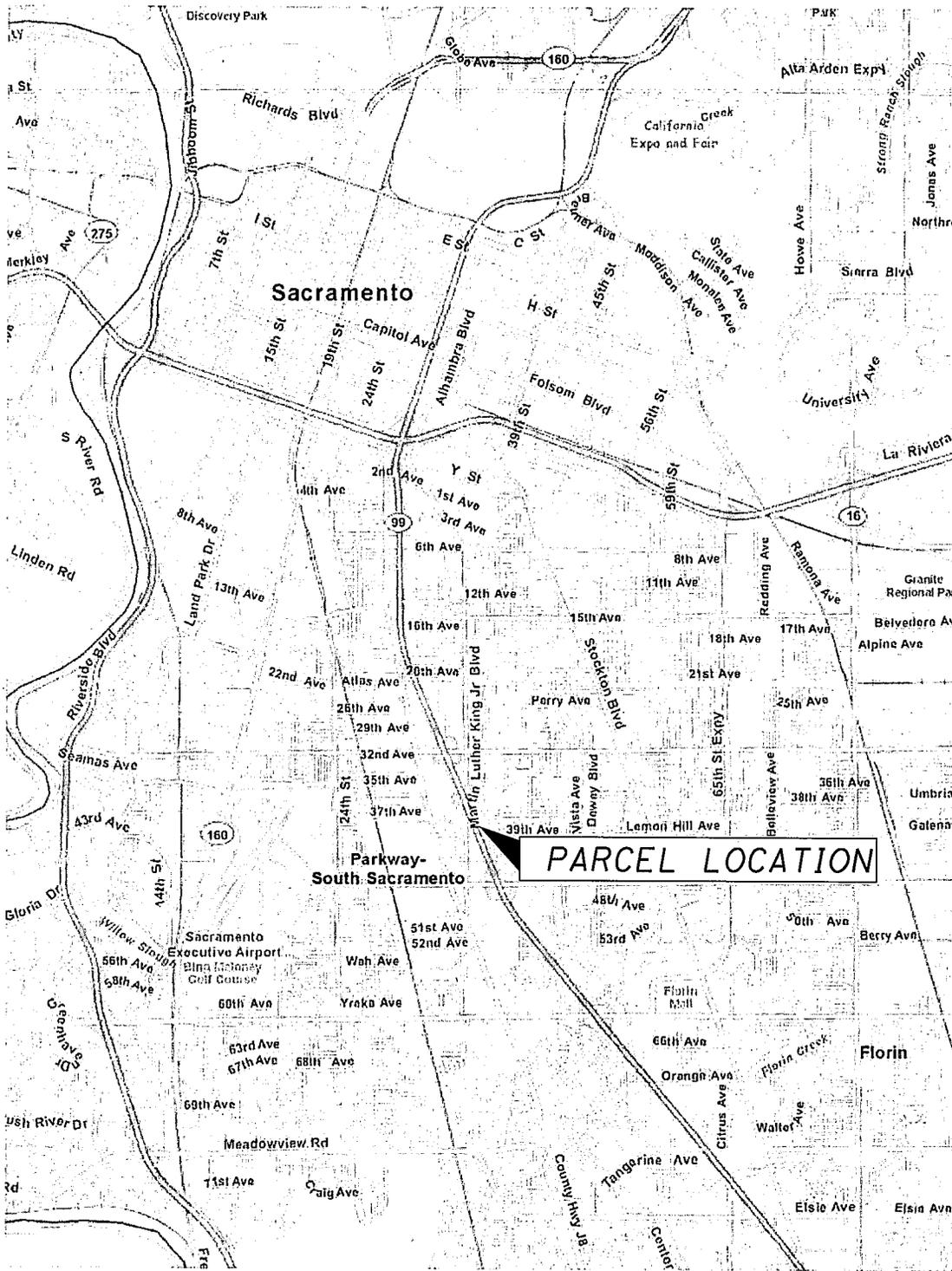
STATE OF CALIFORNIA
BUSINESS, TRANSPORTATION AND HOUSING AGENCY
DEPARTMENT OF TRANSPORTATION

RIGHT OF WAY DIRECTORS DEED
DD 8620-01-16

FEET 0 10 20 40 60

DISTRICT	COUNTY	ROUTE	SHEET PM	SHEET NO.	TOTAL SHEETS
03	SAC	99	21.4	2	2

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



LOCATION MAP

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

**RIGHT OF WAY
DIRECTORS DEED
DD 8627 -01-01**

DISTRICT	COUNTY	ROUTE	SHEET PM	SHEET NO.	TOTAL SHEETS
03	SAC	99	21.6	1	2

COUNTY OF SACRAMENTO

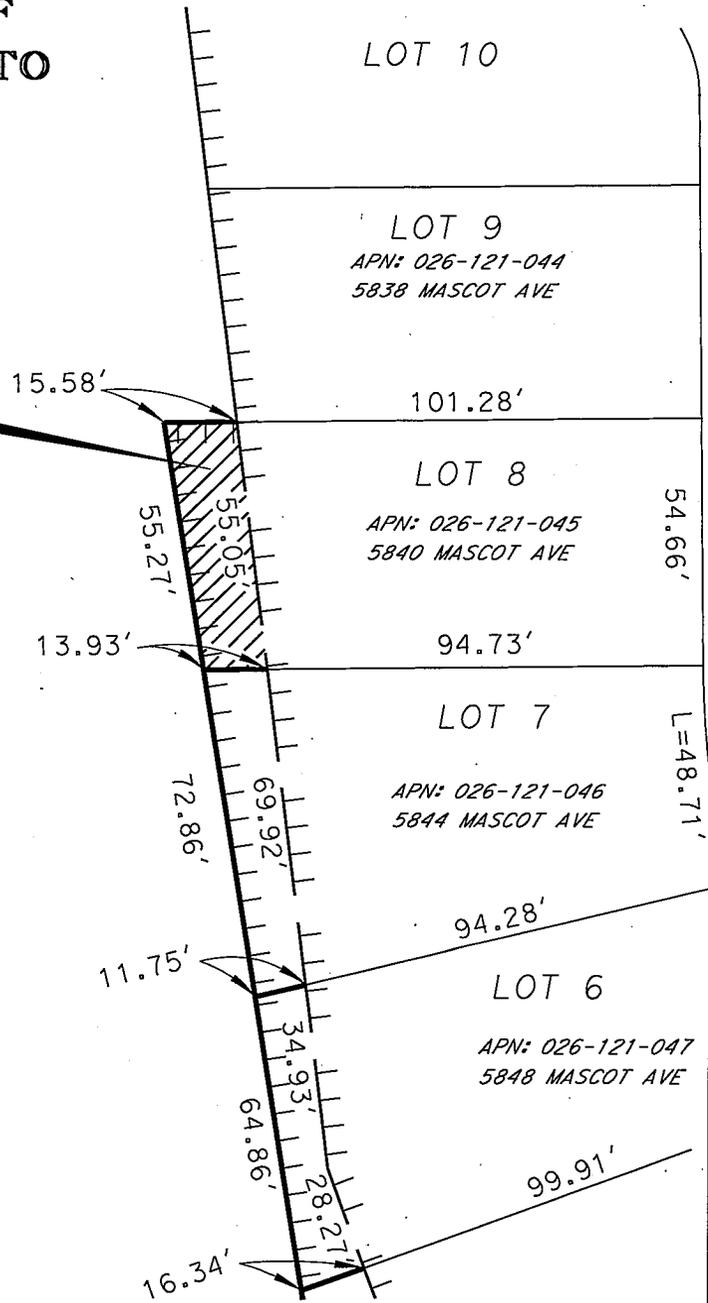
NOTE: The State of California or its officers or agents shall not be responsible for the accuracy or completeness of digital images of this map.



MASCOT GARDENS MAP NO. 13
 MASCOT AVENUE
 BOOK 75-15

0.019 AC
806 SQ. FT.
DD 8627-01-01

STATE ROUTE 99



NOTES
 All distances are in feet unless otherwise noted.
 HIGHWAY EASEMENT RESERVED OVER ENTIRE PARCEL.

LEGEND
 [Symbol: Dashed line] NEW ACCESS CONTROL
 [Symbol: Solid line with ticks] SUPERSEDED ACCESS CONTROL

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

RIGHT OF WAY DIRECTORS DEED
DD 8627-01-01

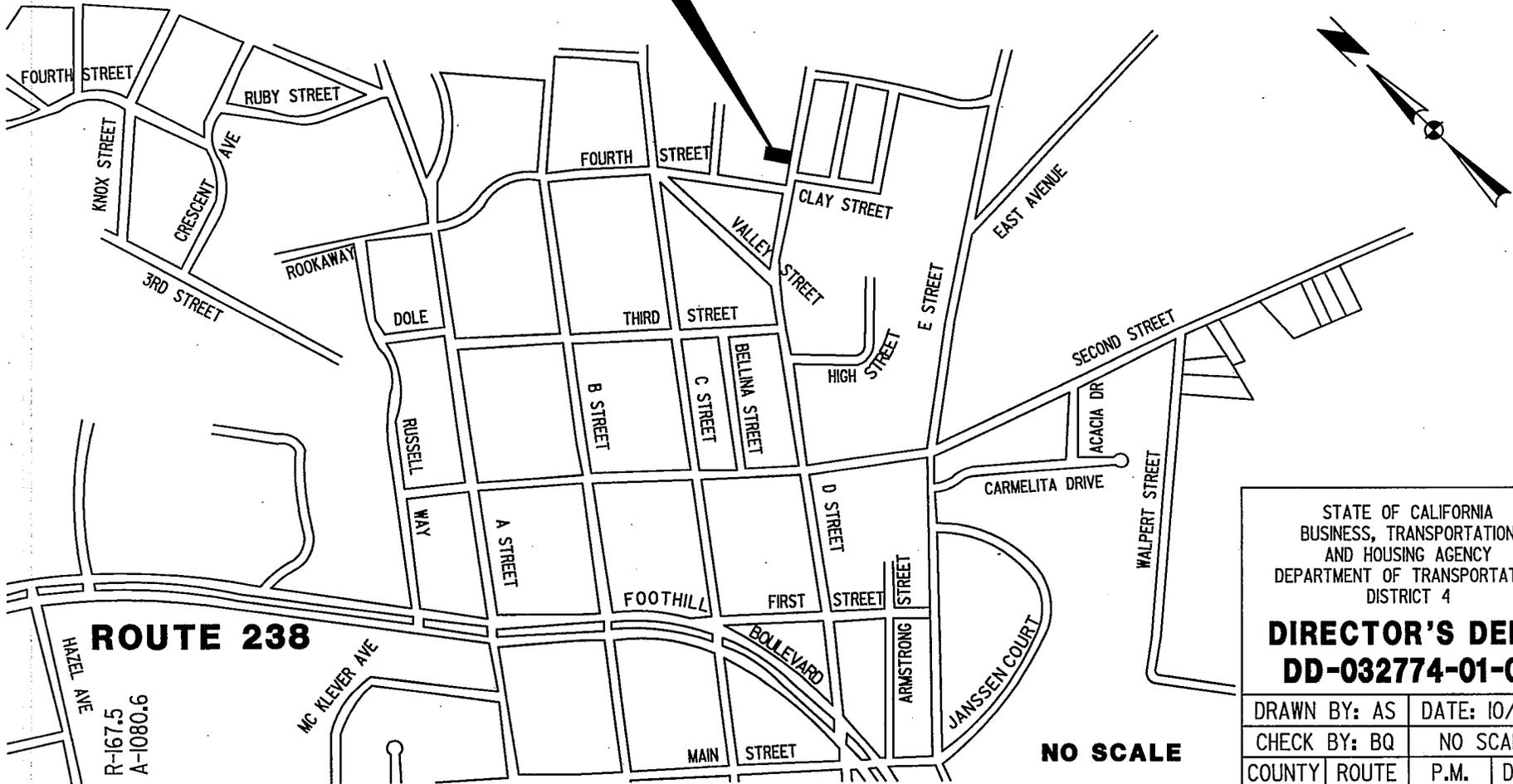
FEET 0 10 20 40 60

DISTRICT	COUNTY	ROUTE	SHEET PM	SHEET NO.	TOTAL SHEETS
03	SAC	99	21.6	2	2

ALAMEDA COUNTY CITY OF HAYWARD

DD-032774-01-01

7500..SQ_FT



STATE OF CALIFORNIA BUSINESS, TRANSPORTATION AND HOUSING AGENCY DEPARTMENT OF TRANSPORTATION DISTRICT 4			
DIRECTOR'S DEED DD-032774-01-01			
DRAWN BY: AS		DATE: 10/14/10	
CHECK BY: BQ		NO SCALE	
COUNTY	ROUTE	P.M.	DR.NO.
ALA	238	13.4	1 OF 2

NO SCALE

ROUTE 238

HAZEL AVE
R-167.5
A-1080.6

MC KLEVER AVE

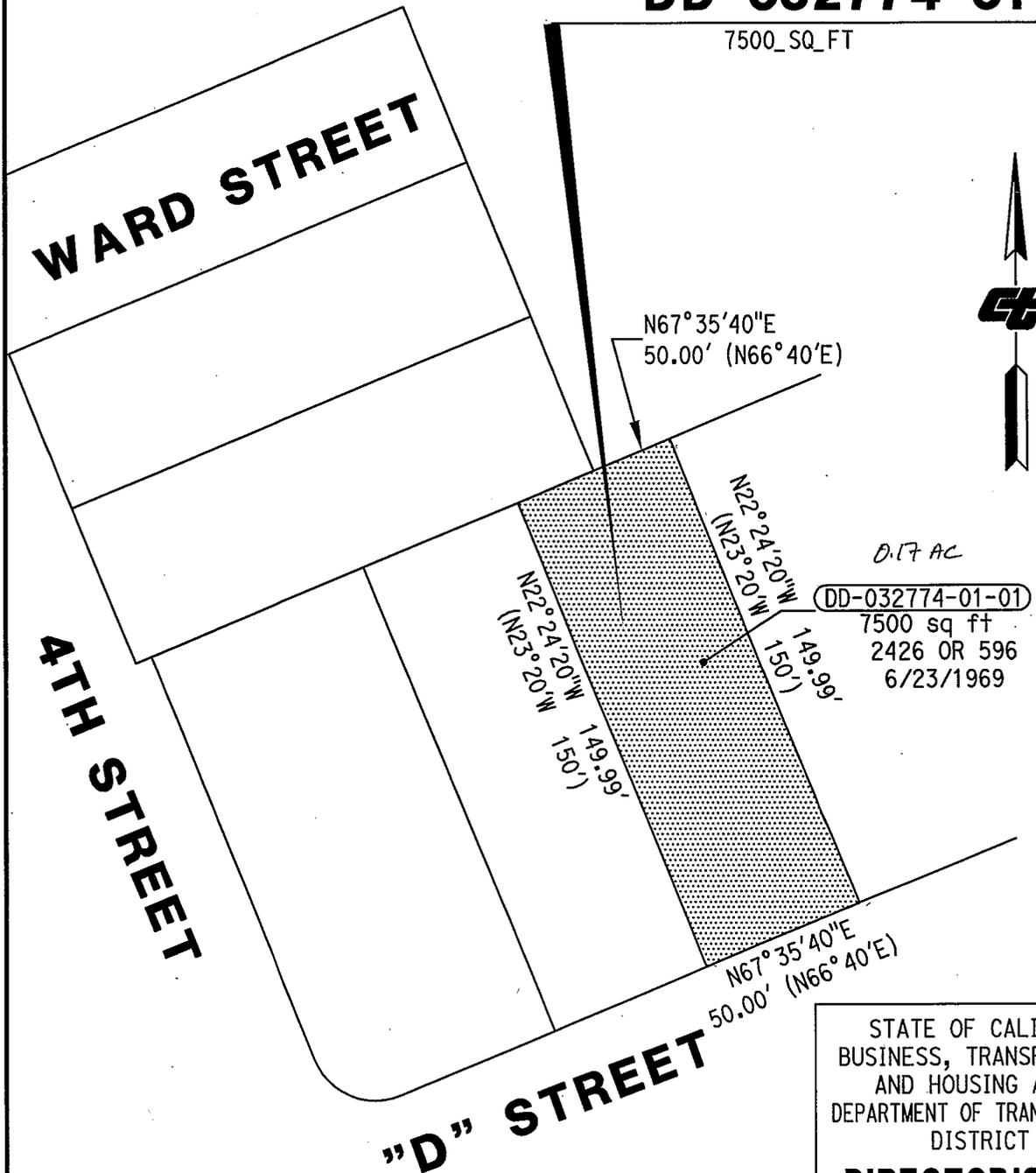
Attachment 17A

DEC 09 2011

DISTANCE SHOWN ARE ON THE CALIFORNIA COORDINATE SYSTEM OF 1927, ZONE 3. MULTIPLY DISTANCES SHOWN BY 1.0000787 TO OBTAIN GROUND LEVEL DISTANCES.

ALAMEDA COUNTY CITY OF HAYWARD

DD-032774-01-01



7500_SQ_FT

0.17 AC

DD-032774-01-01
7500 sq ft
2426 OR 596
6/23/1969

STATE OF CALIFORNIA
BUSINESS, TRANSPORTATION
AND HOUSING AGENCY
DEPARTMENT OF TRANSPORTATION
DISTRICT 4

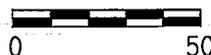
DIRECTOR'S DEED DD-032774-01-01

DRAWN BY: AS		DATE: 10/14/10	
CHECK BY: BQ		SCALE: 1"=50'	
COUNTY	ROUTE	P.M.	DR.NO.
ALA	238	13.4	2 OF 2

A-1080.6
R-167.5

() Record in Reel 2462
Image 596 Alameda Co.

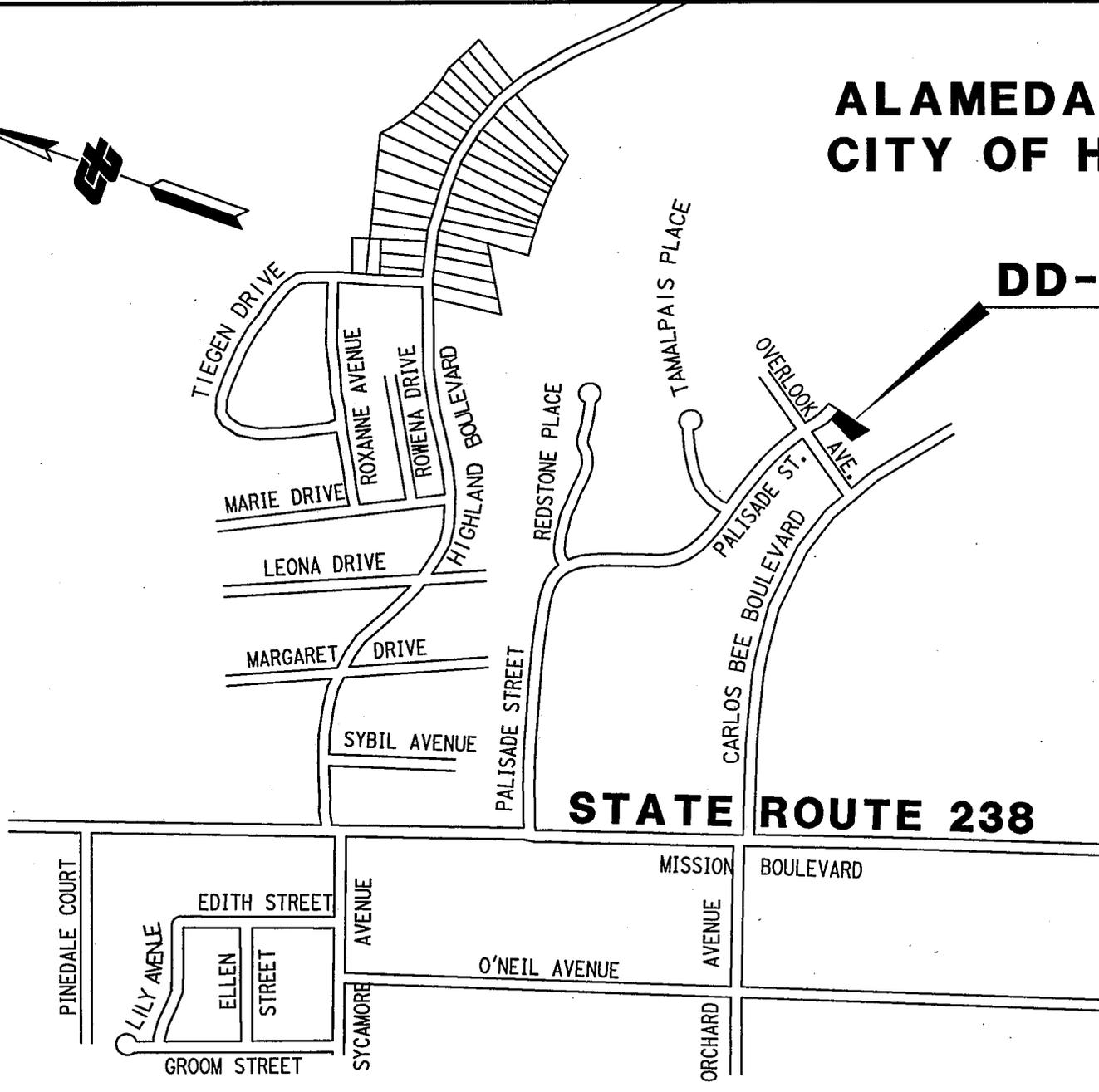
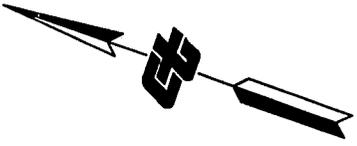
SCALE IN FEET



ALAMEDA COUNTY CITY OF HAYWARD

DD-033888-01-01

12829_SQ_FT



STATE ROUTE 238

STATE OF CALIFORNIA BUSINESS, TRANSPORTATION AND HOUSING AGENCY DEPARTMENT OF TRANSPORTATION DISTRICT 4			
DIRECTOR'S DEED			
DD-033888-01-01			
DRAWN BY: CH	DATE: 12/30/11		
CHECK BY: WDN	SCALE: NTS		
COUNTY	ROUTE	P.M.	DR.NO.
ALA	238	12.6	1 OF 2

Attachment 18A

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 MAPS 43-44

1
AF33529
BLOCK
D

OVERLOOK AVE.

PALISADE ST.

AF33876

4
33887
BLOCK
A

033888-01-01
12829 SQ FT

5
33888
2809 OR 142
3-18-71

DD-033888-01-01

12829_SQ_FT
0.29 AC

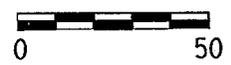
3
33886

N68°39'59"W 20.22'
[N68°33'33"W 20.00']

LEGEND

[] PER RW RECORD MAP
R-97A.21

SCALE IN FEET



1
33885

STATE OF CALIFORNIA
BUSINESS, TRANSPORTATION
AND HOUSING AGENCY
DEPARTMENT OF TRANSPORTATION
DISTRICT 4

**DIRECTOR'S DEED
DD-033888-01-01**

DRAWN BY: CH		DATE:12/30/11	
CHECK BY: WDN		SCALE: 1"=50'	
COUNTY	ROUTE	P.M.	DR.NO.
ALA	238	12.6	2 OF 2

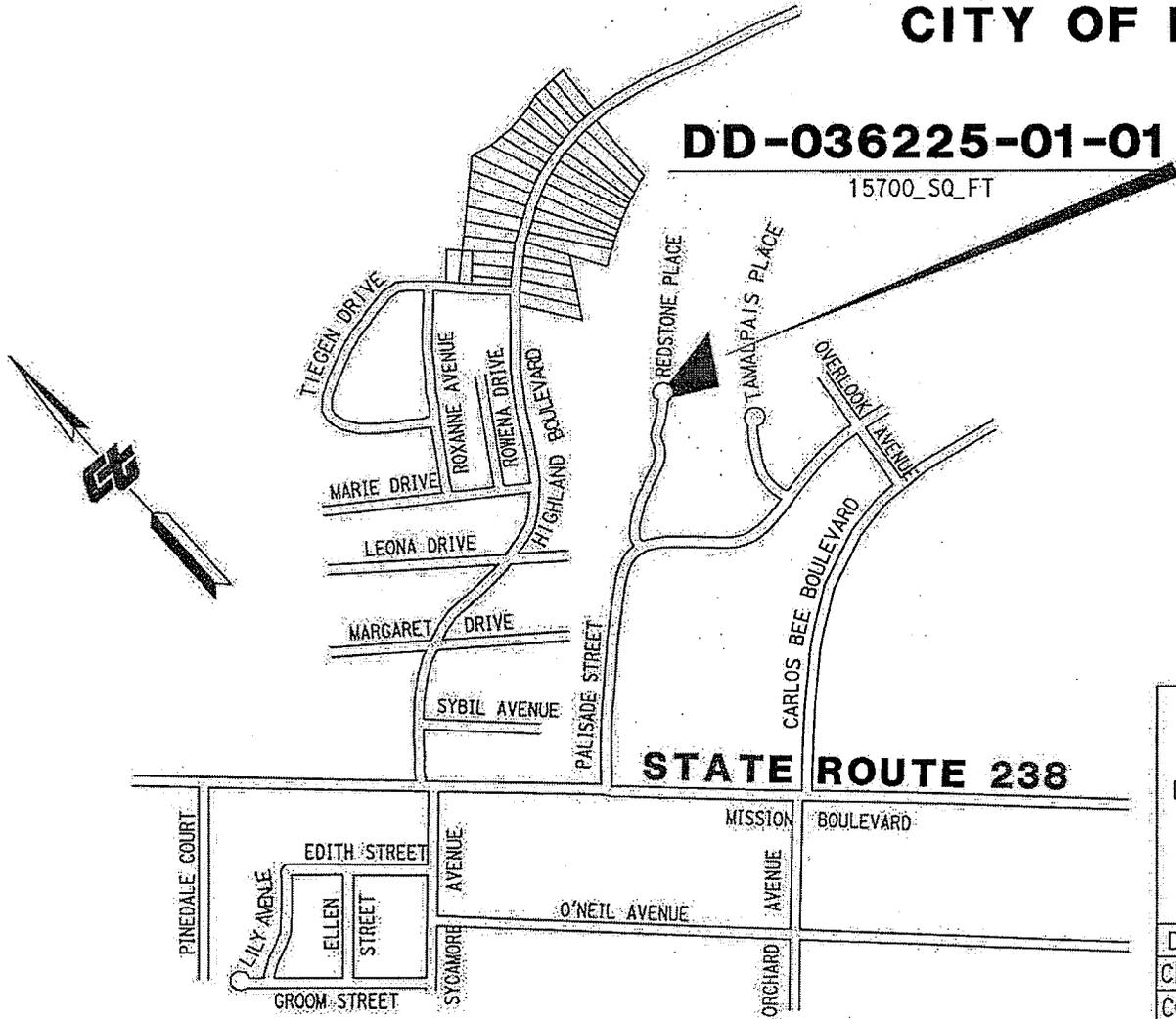
Attachment 18B

R-97A.21

ALAMEDA COUNTY CITY OF HAYWARD

DD-036225-01-01

15700_SQ_FT



STATE ROUTE 238

STATE OF CALIFORNIA
BUSINESS, TRANSPORTATION
AND HOUSING AGENCY
DEPARTMENT OF TRANSPORTATION
DISTRICT 4

**DIRECTOR'S DEED
DD-036225-01-01**

DRAWN BY: CH		DATE: 9/27/11	
CHECK BY: WDN		NO SCALE	
COUNTY	ROUTE	P.M.	DR.NO.
ALA	238	12.6	1 OF 2

Attachment 19A

R-97A.00

DISTANCES SHOWN ARE ON THE CALIFORNIA COORDINATE SYSTEM OF 1927, ZONE 3. MULTIPLY DISTANCES SHOWN BY 1.0000787 TO OBTAIN GROUND LEVEL DISTANCES.

**ALAMEDA COUNTY
CITY OF HAYWARD**

DD-036225-01-01

15700 SQ FT
0.36 AC.

PLAGE

REDSTONE



L=45' +/-

2464 OR 470
8-22-69

199' +/-

147' +/-

036225-01-01

TRACT 1957
41/67
DEC. 30, 1959

BLOCK B

15

14

170' +/-

STATE OF CALIFORNIA
BUSINESS, TRANSPORTATION
AND HOUSING AGENCY
DEPARTMENT OF TRANSPORTATION
DISTRICT 4

**DIRECTOR'S DEED
DD-036225-01-01**

DRAWN BY: CH		DATE: 9/27/11	
CHECK BY: WDN		SCALE: 1"=50'	
COUNTY	ROUTE	P.M.	DR. NO.
ALA	238	12.6	2 OF 2

SCALE IN FEET



R-97A.22
H-1080.10

Attachment 19B

ALAMEDA COUNTY CITY OF HAYWARD

DD-044585-01-01

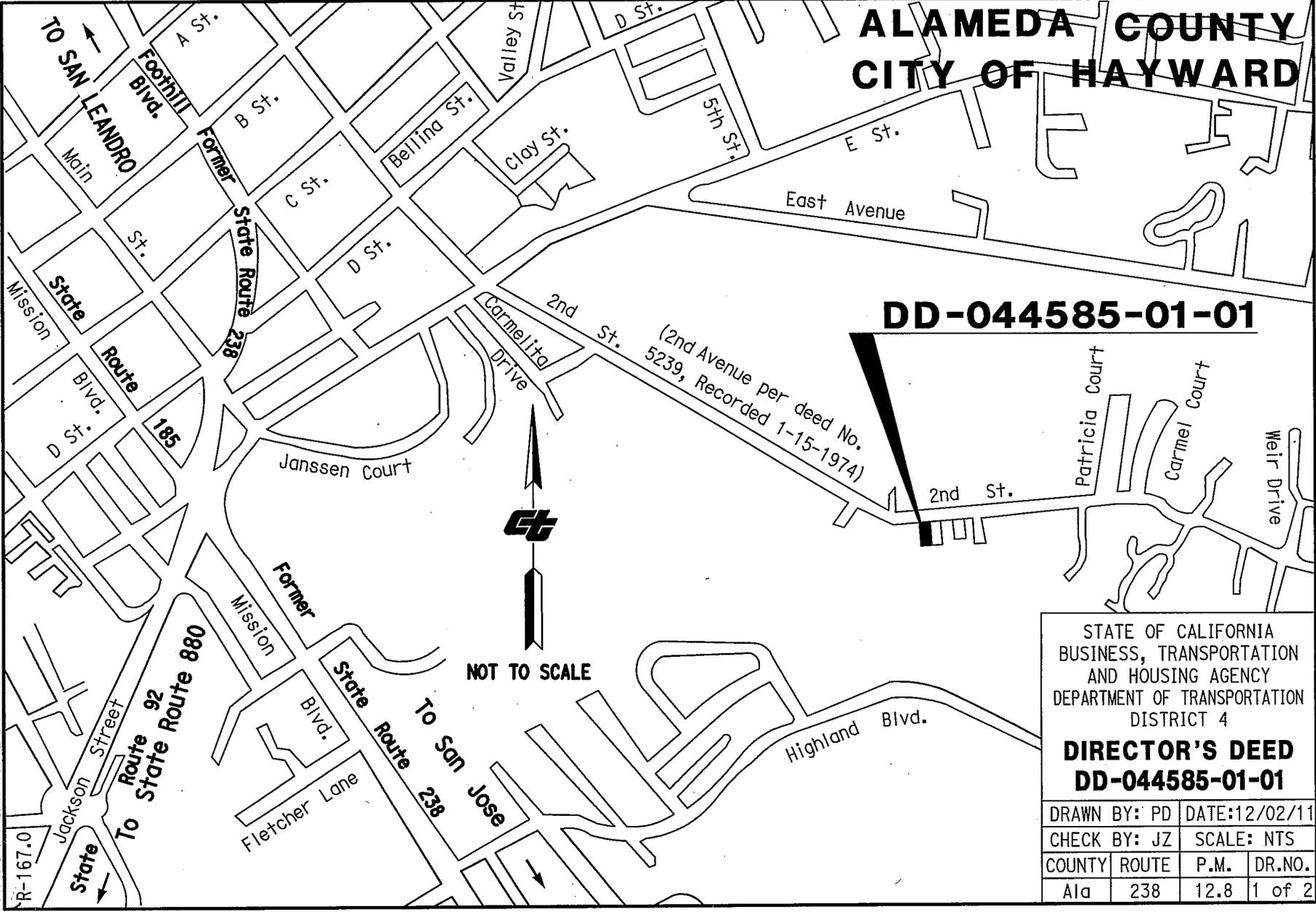
(2nd Avenue per deed No. 5239, Recorded 1-15-1974)

STATE OF CALIFORNIA
BUSINESS, TRANSPORTATION
AND HOUSING AGENCY
DEPARTMENT OF TRANSPORTATION
DISTRICT 4

**DIRECTOR'S DEED
DD-044585-01-01**

DRAWN BY: PD		DATE: 12/02/11	
CHECK BY: JZ		SCALE: NTS	
COUNTY	ROUTE	P.M.	DR.NO.
Ala	238	12.8	1 of 2

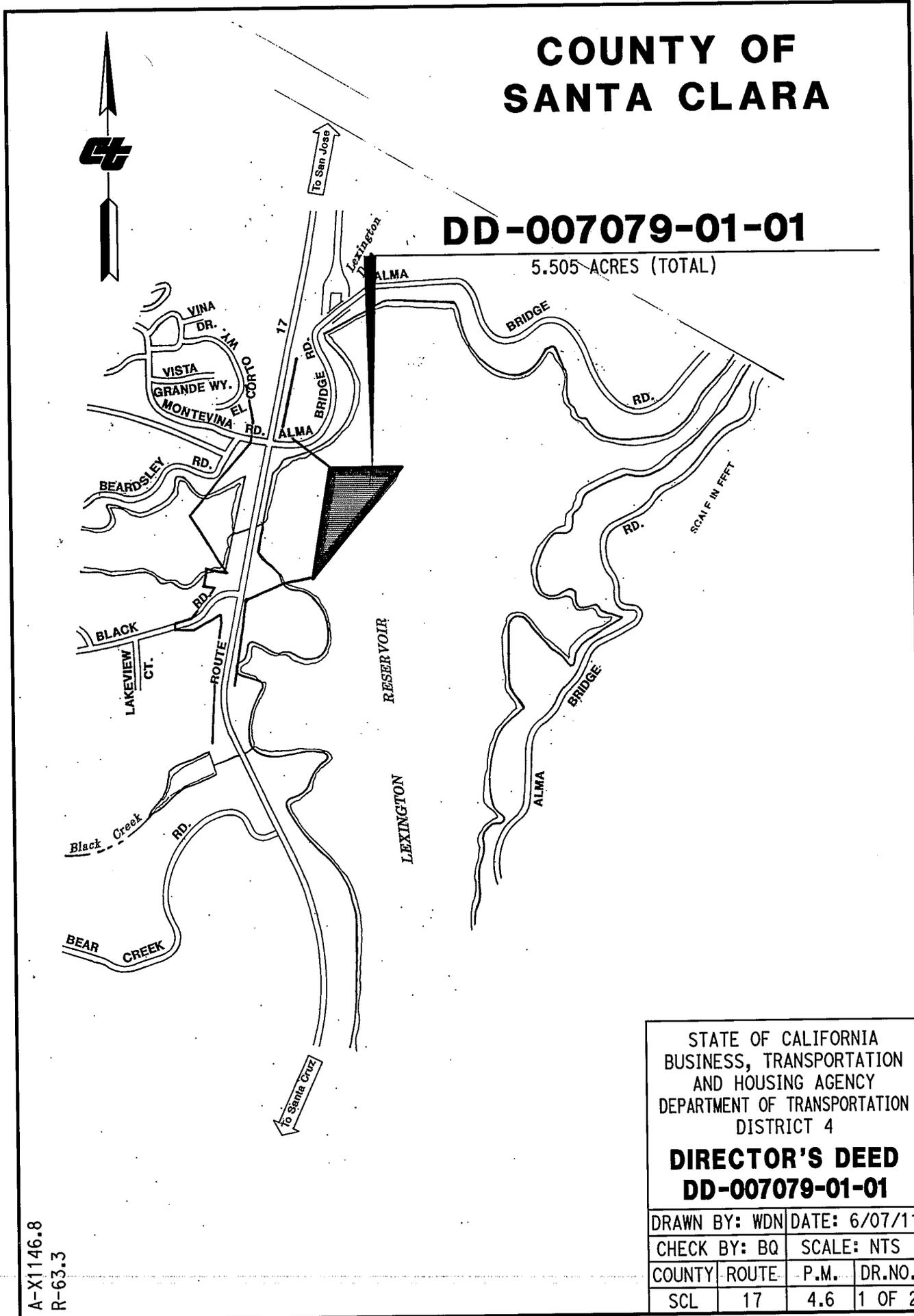
NOT TO SCALE



COUNTY OF SANTA CLARA

DD-007079-01-01

5.505 ACRES (TOTAL)



STATE OF CALIFORNIA
 BUSINESS, TRANSPORTATION
 AND HOUSING AGENCY
 DEPARTMENT OF TRANSPORTATION
 DISTRICT 4

DIRECTOR'S DEED
DD-007079-01-01

DRAWN BY: WDN		DATE: 6/07/11	
CHECK BY: BQ		SCALE: NTS	
COUNTY	ROUTE	P.M.	DR.NO.
SCL	17	4.6	1 OF 2

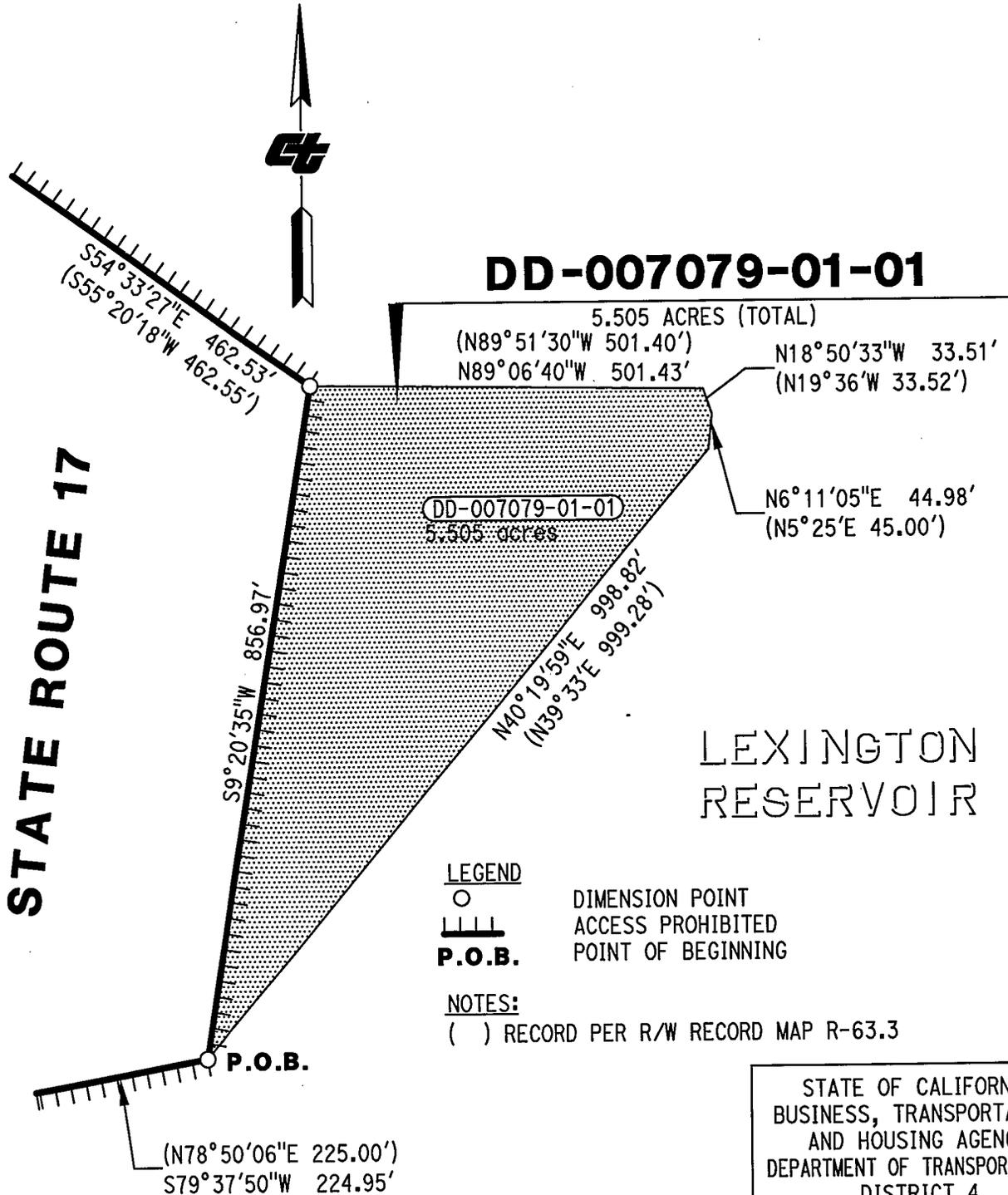
A-X1146.8
 R-63.3

DISTANCES SHOWN ARE ON THE CALIFORNIA COORDINATE SYSTEM OF 1927, ZONE 3. MULTIPLY DISTANCES SHOWN BY 1.0000545 TO OBTAIN GROUND LEVEL DISTANCES.

COUNTY OF SANTA CLARA

STATE ROUTE 17

DD-007079-01-01



LEGEND

- DIMENSION POINT
- |||| ACCESS PROHIBITED
- P.O.B.** POINT OF BEGINNING

NOTES:

() RECORD PER R/W RECORD MAP R-63.3

STATE OF CALIFORNIA
 BUSINESS, TRANSPORTATION
 AND HOUSING AGENCY
 DEPARTMENT OF TRANSPORTATION
 DISTRICT 4

**DIRECTOR'S DEED
 DD-007079-01-01**

DRAWN BY: WDN		DATE: 6/07/11	
CHECK BY: BQ		SCALE: 1"=200'	
COUNTY	ROUTE	P.M.	DR.NO.
SCL	17	4.6	2 OF 2

SCALE IN FEET



A-X1146.8
 R-63.3

Memorandum

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: February 22-23, 2012

Reference No.: 2.5g.(1c)
Action Item

From: NORMA ORTEGA
Chief Financial Officer

Prepared by: Rachel Falsetti
Division Chief
Transportation Programming

Subject: **FINANCIAL ALLOCATION AMENDMENT FOR PROPOSITION 1B STATE
ADMINISTERED CMIA PROJECTS ON THE STATE HIGHWAY SYSTEM
RESOLUTION CMIA-AA-1112-024, AMENDING RESOLUTION CMIA-A-1112-007
RESOLUTION STIP1B-AA-1112-004, AMENDING RESOLUTION STIP1B-A-1112-002.**

RECOMMENDATION:

The California Department of Transportation recommends the California Transportation Commission (Commission) amend Resolutions CMIA-A-1112-007 and STIP1B-A-1112-002 to de-allocate a total of \$19,123,000 in Proposition 1B Corridor Mobility Improvement Account (CMIA) funds from Segment 1 (\$14,641,000) and Segment 2 (\$4,482,000) of the State Route 12 Jameson Canyon Widening, Phase 1 project (PPNO 0367D) in Solano and Napa Counties, thereby reducing the combined original CMIA construction capital allocation of \$73,990,000 to \$54,867,000 to reflect contract award savings.

BACKGROUND:

At its August 2011 meeting, the Commission approved Resolution CMIA-A-1112-007 allocating \$73,999,000 in CMIA construction funds for Segment 1 (\$50,999,000) and Segment 2 (\$23,000,000) of the State Route 12 Jameson Canyon Widening, Phase 1 project. The Segment 1 (PPNO 0367D) contract was awarded on January 11, 2012 with CMIA savings of \$14,641,000. The Segment 2 (PPNO 0367I) was awarded on January 26, 2012 with CMIA savings of \$4,482,000.

The necessary changes are reflected in strikethrough and bold on the attached revised vote list.

RESOLUTION:

Be it Resolved, that \$73,990,000 in Corridor Mobility Improvement Account funds (304-6055) originally allocated under Resolutions CMIA-A-1112-007 and STIP1B-A-1112-002 for Segment 1 (PPNO 0367D) and Segment 2 (PPNO 0367I) of the State Route 12 Jameson Canyon Widening, Phase 1 project in Solano and Napa Counties, is hereby amended by \$19,123,000, reducing the original CMIA construction capital amount to \$36,349,000 in accordance with the attached revised vote box for each segment.

Attachment

2.5 Highway Financial Matters

Project # Allocation Amount Recipient RTPA/CTC Dist-Co-Rte Postmile	Project Title Location Project Description Project Funding	PPNO Program/Year Phase Prgm'd Amount Project ID Adv Phase EA	Budget Year Item # Fund Type Program Code	Amount by Fund Type
2.5g.(1c) Proposition 1B Allocation Amendment – State Administered Multi-Program CMIA/STIP Project on the State Highway System			Resolution CMIA-AA-1112-024 Amending Resolution CMIA-A-1112-007 Resolution STIP1B-AA-1112-004 Amending Resolution STIP1B-A1112-002	
1 \$61,000,000 \$46,359,000	State Route 12 Jameson Canyon Widening – Segment 1. Near Fairfield, from 0.5 mile west of Napa/Solano County - Line to Red Top Road in Solano County. Construct two lanes, add a median barrier, and a median opening Segment 1. (TCRP 157)	04-0367D CMIA/09-10 CONST \$50,990,000 \$36,349,000	2010-11 304-6055 CMIA 20.20.721.000	\$50,990,000 \$36,349,000
Department of Transportation MTC 04N-Sol-12 0.0/2.6	Final Project Development (IIP) Support Estimate: \$126,000 Programmed Amount: <u>\$126,000</u> Adjustment: \$ 0	(Solano) RIP/10-11 CONST \$4,550,000	304-6058 TFA 20.20.075.600	\$6,890,000
	Final Project Development (RIP-Napa) Support Estimate: \$449,000 Programmed Amount: <u>\$449,000</u> Adjustment: \$ 0	(Napa) RIP/10-11 CONST ENG \$5,850,000 CONST \$2,340,000	304-6058 TFA 20.20.025.700	\$3,120,000
	Final Right of Way (RIP-Napa) Right of Way Estimate: \$6,490,000 Programmed Amount: <u>\$6,490,000</u> Adjustment: \$ 0	IIP/10-11 CONST ENG \$3,400,000 CONST \$3,120,000 0400002023		
	(Future Consideration of Funding – Resolution E-08-08, July 2008.)			
	(March 2011 -Project Scope is consistent with the amended baseline agreement approved under Resolution CMIA-PA-1011-023.)	4 264144		
	<u>Amend Resolutions CMIA-A-1112-007 and STIP1B-A-1112-002 to de-allocate \$14,641,000 CMIA CONST to reflect award savings.</u>			
	<u>Outcome/Output:</u> When combined with PPNO 03671, the overall Jameson Canyon Project will result in daily vehicle-hours of delay savings of about 3,898 hours.			

2.5 Highway Financial Matters

Project # Allocation Amount Recipient RTPA/CTC Dist-Co-Rte Postmile	Project Title Location Project Description Project Funding	PPNO Program/Year Phase Prgm'd Amount Project ID Adv Phase EA	Budget Year Fund Type Item # Fund Type Program Code	Amount by Fund Type
2.5g.(1c) Proposition 1B Allocation Amendment – State Administered Multi-Program CMIA/STIP Project on the State Highway System			Resolution CMIA-AA-1112-024 Amending Resolution CMIA-A-1112-007 Resolution STIP1B-AA-1112-004 Amending Resolution STIP1B-A1112-002	
2 \$30,600,000 \$26,118,000 Department of Transportation MTC 04N-Nap-12 0.0/3.2	Near Fairfield, On Route 12 in Napa County, from State Route 29 junction to 0.1 mile west of Napa/Solano County line. Construct two lanes and add a median barrier. Segment 2. (TCRP 157) Final Project Development (IIP) Support Estimate: \$68,000 Programmed Amount: <u>\$68,000</u> Adjustment: 0 Final Project Development (RIP-Napa) Support Estimate: \$242,000 Programmed Amount: <u>\$242,000</u> Adjustment: 0 Final Right of Way (RIP-Napa) Right of Way Estimate : \$ 3,510,000 Programmed Amount: <u>\$ 3,510,000</u> Adjustment: \$ 0 (Future Consideration of Funding – Resolution E-08-08, July 2008.) (January 2011 -Project Scope consistent with the amended baseline agreement approved under Resolution CMIA-PA- 1011-023.) <u>Amend Resolutions CMIA-A-1112-007 and STIP1B-A- 1112-002 to de-allocate \$4,482,000 CMIA CONST to reflect award savings.</u> Outcome/Output: When combined with PPNO 0367D, the overall Jameson Canyon Project will result in daily vehicle- hours of delay savings of about 3,898 hours.	04-03671 CMIA/09-10 CONST \$23,000,000 \$18,518,000 RIP/10-11 (Solano) CONST \$2,450,000 RIP/10-11 (Napa) CONST \$3,150,000 CONST \$1,260,000 IIP/10-11 CONST ENG \$1,700,000 CONST \$3,890,000 0400002022 4 264134	2010-11 304-6055 CMIA 20.20.721.000 304-6058 TFA 20.20.075.600 304-6058 TFA 20.20.025.700	\$23,000,000 \$18,518,000 \$3,710,000 \$3,890,000

Memorandum

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: February 22-23, 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 LOCALLY ADMINISTERED
PROPOSITION 1B TCIF PROJECT ON THE STATE HIGHWAY SYSTEM
RESOLUTION TCIF-AA-1011-02, AMENDING RESOLUTION TCIF-A-0809-03**

RECOMMENDATION:

The California Department of Transportation recommends the California Transportation Commission (Commission) amend Resolution TCIF-A-0809-03 to de-allocate \$16,255,000 in Trade Corridor Improvement Funds (TCIF) from Project No. 66 - Route 101/Rice Avenue Interchange Reconstruction project (PPNO 3430) in Ventura County, reducing the original TCIF capital allocation of \$30,449,000 to \$14,192,000, to reflect contract award savings.

BACKGROUND:

In May 2009, the Commission approved \$30,449,000 in TCIF under Resolution TCIF-A-0809-03 to fund the Route 101/Rice Avenue Interchange Reconstruction project. The contract has been awarded with a savings of \$16,255,000 in TCIF capital funds. The necessary changes are reflected in strikethrough and bold on the attached revised vote list.

RESOLUTION:

Be it resolved, that the \$30,449,000 in Trade Corridor Improvement Funds (TCIF) capital funds (304-6056) originally allocated under Resolution TCIF-A-0809-03 for the Route 101/Rice Avenue Interchange Reconstruction project (PPNO 3430) in Ventura County, is hereby amended by \$16,255,000, reducing the TCIF capital amount to \$14,192,000, and revising the total construction amount for the project from \$56,034,000 to \$39,779,000, in accordance with the attached revised vote list.

Attachment

2.5 Highway Financial Matters

Project #	Allocation Amount	Recipient	Location	EA PPNO Program/Year	Budget Year	Amount by
RTPA/CTC	Dist-Co-Rte	Postmile	Project Description	PA&ED PS&E CONST ENG CONST	Item # Fund Type Program Code	Fund Type
2.5g.(5b) Proposition 1B Allocation Amendment - Locally Administered TCIF Projects on the State Highway System				Resolution TCIF-AA-1112-02, Amending Resolution TCIF-A-0809-03		
1	\$30,449,000 \$14,194,000	City of Oxnard VCTC	TCIF Project No. 66. In Oxnard at the Rice Avenue/Santa Clara Avenue Interchange. Reconstruct interchange with 6 through lanes, 2 southbound left-turn lanes and new on- and off-ramps.	003434 07-3430 TCIF / 08-09	2008-09 304-6056 TCIF	\$30,449,000 \$14,194,000
7-Ven-101 19.5/20.1			(Contributions from local sources: \$30,449,000 \$25,585,000.)	\$0 \$0 \$30,449,000 \$14,194,000	20.20.723.000	
			(Future Consideration of Funding – Resolution E-09-09, February 2009.)			
			(Concurrent TCIF baseline amendment under Resolution TCIF-P-1112-20; February 2012)			
			<u>Outcome/Output:</u> Improvements include 1 new bridge, 4 new ramps and 1 mile of auxiliary lane on Route 101. Project is expected to reduce congestion by 816,660 person hours annually with accident savings costs of \$0.3 million annually.			
			<u>Amend Resolution TCIF-A-0809-003 to de-allocate \$16,255,000 TCIF CONST to reflect award savings.</u>			

Memorandum

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: February 22-23, 2012

Reference No.: 2.5g.(5c)
Action Item

From: NORMA ORTEGA
Chief Financial Officer

Prepared by: Steven Keck
Division Chief
Budgets

Subject: **FINANCIAL ALLOCATION AMENDMENT FOR LOCALLY ADMINISTERED
PROPOSITION 1B TCIF PROJECT ON THE STATE HIGHWAY SYSTEM
RESOLUTION TCIF-AA-1011-03, AMENDING RESOLUTION TCIF-AA-1112-01**

RECOMMENDATION:

The California Department of Transportation recommends the California Transportation Commission (Commission) amend Resolution TCIF-AA-1112-01 to de-allocate \$17,234,000 in Trade Corridor Improvement Funds (TCIF) from Project No. 67 – Route 905 from just east of Route 805/905 Separation to just east of Britannia Overcrossing project (PPNO 0703) in San Diego County, reducing the current TCIF capital allocation of \$17,234,000 to \$0, to reflect contract award savings.

BACKGROUND:

In October 2008, the Commission approved \$84,038,000 in TCIF capital funds under Resolution TCIF-A-0809-01 to fund the San Diego Route 905 project. In April 2009, the Commission approved the use of American Recovery and Reinvestment Act of 2009 (Recovery Act) funds for this project. In May 2009, the contract was awarded with \$66,804,000 in Recovery Act funds, leaving a savings of \$17,234,000 in TCIF capital funds. In January 2012, Resolution TCIF-AA-1112-01 documented the replacement of \$66,804,000 with Recovery Act funds. The necessary changes are reflected in strikethrough and bold on the attached revised vote list.

RESOLUTION:

Be it Resolved, that the \$84,038,000 in Trade Corridor Improvement Funds capital funds (304-6056) originally allocated under Resolution TCIF-A-0809-01 and amended under Resolution TCIF-AA-1112-01 for the Route 905 from just east of Route 805/905 Separation to just east of Britannia Overcrossing project in San Diego County, is hereby amended by \$17,234,000, reducing the TCIF capital amount to \$0, and revising the total construction capital amount for the project to \$66,804,000 in Recovery Act funds. Construction engineering remains the same at \$7,567,000 in TCIF.

Attachment

Memorandum

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

Date: February 22-23, 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-1112-002, AMENDING RESOLUTION GS1B-A-0910-006

RECOMMENDATION:

The California Department of Transportation recommends that the California Transportation Commission (Commission) amend Resolution GS1B-A-0910-006 to de-allocate \$6,593,000, reducing the original allocation of \$12,175,000 to \$5,582,000, in Proposition 1B Highway-Railroad Crossing Safety Account (HRCSA) funds from the Betty Drive Grade Separation project in Tulare County.

ISSUE:

The Tulare County Redevelopment Agency (Agency) was initially awarded \$12,175,000 in HRCSA funds by the Commission in August 2008. As a result of project scope revisions, in February 2011, the Agency requested and the Commission approved a reduction in project cost to \$5,582,000. In December 2010, the Agency awarded the construction contract to the lowest bidder, whose bid was approximately 31 percent below the Engineer's Estimate. The Agency requests that the Commission reduce the originally allocated HRCSA funds for the project from \$12,175,000 to \$5,582,000.

The proposed changes are reflected in strikethrough and bold on the attached revised vote list.

RESOLUTION GS1B-AA-1112-002

Be it Resolved, that the \$12,175,000 in Proposition 1B Highway-Railroad Crossing Safety Account (HRCSA) funds originally allocated under GS1B-A-0910-006 for the Betty Drive Grade Separation project, is hereby amended by \$6,593,000, reducing the overall HRCSA amount allocated for the project to \$5,582,000 in accordance with the attached revised vote box.

Attachment

2.5 Highway Financial Matters

Project # Allocation Amount Recipient RTPA/CTC District-County	Project Title Location Project Description	EA 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			Resolution GS1B-AA-1112-002, Amending Resolution GS1B-A-0910-006	
1 \$12,175,000 \$5,582,000	Betty Drive Grade Separation. In Goshen and the city of Visalia, on Betty Drive construct a new grade separation overpass to replace the existing Elder Avenue at grade separation of the Union Pacific Railroad. (CEQA-SE, February 2010)	H016BA HRCSA/09-10 CONST \$12,175,000 \$5,582,000	2007-08 104-6063 HRCSA 20.30.010.400	\$12,175,000 \$5,582,000
Tulare County Redevelopment Agency TCAG 06-Tulare	<u>Outcome/Output:</u> Provide a major four lane access link between State Route 99 and the Visalia industrial Park. The project will alleviate traffic congestion and provide quantifiable reduction in emissions..			
	<u>Amend Resolution GS1B-A-0910-006 to de-allocate \$6,593,000 in HRCSA funds to reflect contract award savings.</u>			

Memorandum

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: February 22-23, 2012

Reference No.: 2.6e.
Action Item

From: NORMA ORTEGA
Chief Financial Officer

Prepared by: Rachel Falsetti
Division Chief
Transportation Programming

Subject: **FINANCIAL ALLOCATION AMENDMENT FOR TCRP PROJECTS**
RESOLUTION TFP-11-07, AMENDING RESOLUTION TFP-06-31

RECOMMENDATION:

The California Department of Transportation (Department) recommends that the California Transportation Commission (Commission) approve Resolution TFP-11-07, re-allocating \$3,430,000 in previously allocated Traffic Congestion Relief Program (TCRP) funds for the BART to San Jose – Extend BART from Fremont to Warm Springs (TCRP 1.1) project.

ISSUE:

At its March 2007, the Commission approved Resolution TFP-06-31, which re-allocated the previously allocated \$31,000,000 in TCRP funds for Project Approval and Environmental (PA&ED), Design (PA&ED) and Right of Way (R/W) for the TCRP 1.1 project. TCRP funds are available for expenditures for five years. The reallocation of \$3,430,000 in TCRP funds are programmed for R/W activities is necessary as these funds will not be spent before the expenditure deadline.

Justification:

While the project is progressing satisfactorily, the drawdown of these funds based on the invoices received from the agencies performing R/W activities is slower than the forecast. Furthermore, utility relocation is dependent on the design data from the Line, Track, Station, and System Design-Build construction contract. That contract was awarded by the BART Board on June 23, 2011, later than initially planned. Therefore, the Commission approval of the reallocation of \$3,430,000 TCRP funds will allow the completion of these critical R/W activities.

FINANCIAL RESOLUTION:

Resolved That:

The project(s), as component phases or in their entirety, appear under Government Code Section 14556.40(a) and are entitled to participate in this allocation.

Reimbursement of eligible costs is subject to the policies, restrictions and assurances as set forth in the Commission's policy for allocating, monitoring, and auditing TCRP projects, and is governed by the terms and conditions of the Fund Transfer Agreement, Program Supplement or Cooperative Agreement, and subsequent amendments to the same if required, as executed between the Implementing Agency and the Department.

Attachment

2.6 Mass Transportation Financial Matters

Project # Allocation Amount Implementing Agency District-County	BREF # and Project Description Description of Allocation	Item # Fund Type Program Code	Amount by Fund Type
2.6e. Traffic Congestion Relief Program - Re-allocation Amendment		Resolution TFP-11-07, Amending Resolution TFP-06-31	
1 \$3,430,000 San Francisco Bay Area Rapid Transit District (BART) 04 – Alameda and Santa Clara	Project #1.1 – BART Extension from Fremont to Warm Springs. Extend BART 5.5 miles south of existing Fremont Station. Re-allocate \$3,430,000 in previously allocated TCRP funding for Right of Way. <u>Outcome/Output:</u> Complete right of way activities.	Chapter 91 of the Statutes of 2000 889-3007 30.10.710.010	\$3,430,000

Memorandum

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: February 22-23, 2012

Reference No.: 2.9a.
Action Item

From: NORMA ORTEGA
Chief Financial Officer

Prepared by: Rachel Falsetti
Division Chief
Transportation Programming

Subject: **TECHNICAL CORRECTION TO PREVIOUSLY APPROVED RESOLUTION -
RESOLUTION CMIA-A-1112-09**

RECOMMENDATION:

The California Department of Transportation (Department) recommends the California Transportation Commission approve a technical correction to Resolution CMIA-A-1112-09, originally approved August 10, 2011, for three CMIA projects voted off the Delivered List.

ISSUE:

A technical correction is needed to correct the Project Identification Number for Project 1 – Route 84 Expressway Widening – Segment 1 project (PPNO 0081G) in Alameda County.

The Book Item attachment has been revised to reflect the changes mentioned above. The changes are reflected in strikethrough and bold. There is no change to the Book Item Memorandum.

Attachments

Memorandum

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: August 10, 2011
Technically corrected February 22-23, 2012
Reference No.: 4.9g.
Action Item
Resolution CMIA-A-1112-009

From: NORMA ORTEGA
Chief Financial Officer

Prepared by: Steven Keck
Division Chief
Budgets

Subject: **UPDATE ON PROJECTS DELIVERED BUT NOT YET VOTED**
RESOLUTION CMIA-A-1112-009

CTC ACTION UPDATE: The California Transportation Commission allocated \$203,648,000 for three State administered Corridor Mobility Improvement Account Program Projects on the Delivered But Not Yet Voted List.

At the August 10, 2011 California Transportation Commission (Commission) meeting, three State administered Corridor Mobility Improvement Account (CMIA) Program projects on the State Highway System were approved for funding by the Commission. The attached vote boxes describe the three CMIA projects for \$203,648,000 voted off the Delivered List.

FINANCIAL RESOLUTION:

Resolved, that \$203,648,000 be allocated from the Budget Act of 2010, Budget Act Items 2660-304-6055 and 2660-004-6055 for the three State administered Corridor Mobility Improvement Account Program projects 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 Account Program.

Attachment

Memorandum

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: February 22-23, 2012

Reference No.: 2.9b.
Action Item

From: NORMA ORTEGA
Chief Financial Officer

Prepared by: Steven Keck
Division Chief
Budgets

Subject: **TECHNICAL CORRECTION TO PREVIOUSLY APPROVED RESOLUTION -
RESOLUTION MFP-11-04**

RECOMMENDATION:

The California Department of Transportation recommends the California Transportation Commission (Commission) approve a technical correction to Resolution MFP-11-04, originally approved October 26, 2011, to allocate \$35,300,000 in State Transportation Improvement Program (STIP) Transit funds.

ISSUE:

In October 2011, under Resolution MFP-11-04, the Commission approved \$35,300,000 in STIP Transit funds for the Exposition Light Rail project in Santa Monica. A technical correction is needed to revise the resolution number from MFP-11-04 to MFP-11-05. There is no change to the approved project funding.

The required changes are reflected in strikethrough and bold, on the attached book item and vote box.

Attachments

Memorandum

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: October 26-27, 2011
Technically Corrected February 22-23, 2012

Reference No.: 4.12a.
Action Item
Resolution MFP-11-04
Resolution MFP-11-05

From: NORMA ORTEGA
Chief Financial Officer

Prepared by: Steven Keck
Division Chief
Budgets

Subject: **UPDATE ON PROJECTS DELIVERED BUT NOT YET VOTED**
RESOLUTION MFP-11-04
RESOLUTION MFP-11-05

CTC ACTION UPDATE: The California Transportation Commission allocated \$35,300,000 for one STIP Transit project on the Delivered But Not Yet Voted List.

At the October 26-27, 2011 California Transportation Commission meeting, one locally administered transit project programmed in the State Transportation Improvement Program (STIP), was approved for funding by the Commission. The attached vote box describes the STIP Transit project for \$35,300,000 voted off the Delivered List.

FINANCIAL RESOLUTION:

Resolved, that \$35,300,000 be allocated from the Budget Act of 2011, Budget Act Item 2660-101-0046 for the locally administered STIP Transit project described on the attached vote list.

Attachment

4.12 Allocations from the Delivered List

Technically corrected February 22-23, 2012

Project #	Allocation Amount	Project Title	Dist-PPNO Program / Year Programmed: Phase	Budget Year Item #	Amount by Fund Type
Recipient RTPA/CTC District-County		Project Description	Prgm'd Amount Project ID Adv Phase EA	Fund Type Program Code	
4.12a. Delivered List Allocation - Locally Administered STIP Transit Project					Resolution MFP-11-04 Resolution MFP-11-05
1	\$35,300,000	Exposition Light Rail Phase II Extend the Exposition Light Rail Phase I by 6.6 miles to the intersection with Olympic Boulevard in San Monica. (Future Consideration of Funding – Resolution E-10-85.) <u>Outcome/Output:</u> Improve public transit service within the Exposition corridor between Culver City and Santa Monica.	07-4026 RIP/11-12 CONST \$35,300,000 0700021287 S R200TB	2011-12 101-0046 PTA 30.10.070.625	\$35,300,000
Los Angeles County Metropolitan Transportation Authority LACMTA 07-Los Angeles					

Memorandum

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: February 22-23, 2012

Reference No.: 2.9c.
Action Item

From: NORMA ORTEGA
Chief Financial Officer

Prepared by: Rachel Falsetti
Division Chief
Transportation Programming

Subject: **TECHNICAL CORRECTION TO PREVIOUSLY APPROVED RESOLUTION -
RESOLUTION FP-11-11**

RECOMMENDATION:

The California Department of Transportation (Department) recommends the California Transportation Commission approve a technical correction to Resolution FP-11-11, originally approved August 10, 2011, for four STIP projects voted off the Delivered List.

ISSUE:

A technical correction is needed for Project 1 – Route 101 Marin-Sonoma Narrows-Southerly Interchange at Redwood Landfill Road project (PPNO 0360J) to change the funding source from federal funds to state-only funds for the above referenced project.

BACKGROUND:

This supplemental allocation of \$1,492,000 in RIP funds to the Plans, Specification, and Estimate (PS&E) was made with federal funds as the project was determined to be eligible for federal funding. The fact that the agency had previously submitted a SB 184 request to use its own funds, per SB 184 guidelines, was overlooked. As per the federal funding requirements, no federal funds can be spent before an Authorization to Proceed (E-76) has been granted. That requirement makes any work done prior to receiving an E-76 ineligible for reimbursement. Therefore, funding source for this allocation is requested to be changed to state-only funds so that the agency can be reimbursed for the work done since the approval of the SB184 request.

The Book Item attachment has been revised to reflect the changes mentioned above. The changes are shown in strikethrough and bold. There are no changes to the Book Item Memorandum.

Attachments

Memorandum

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: August 10, 2011
Technically corrected February 22-23, 2012

Reference No.: 4.9b.
Action Item
Resolution FP-11-11

From: NORMA ORTEGA
Chief Financial Officer

Prepared by: Steven Keck
Division Chief
Budgets

Subject: **UPDATE ON PROJECTS DELIVERED BUT NOT YET VOTED**
RESOLUTION FP-11-11

CTC ACTION UPDATE: The California Transportation Commission allocated \$7,885,000 for four locally administered State Transportation Improvement Program Projects on the Delivered But Not Yet Voted List.

At the August 10, 2011 California Transportation Commission (Commission) meeting, four locally administered State Transportation Improvement Program (STIP) projects on the State Highway System were approved for funding by the Commission. The attached vote boxes describe the four STIP projects for \$7,885,000 voted off the Delivered List.

FINANCIAL RESOLUTION:

Resolved, that \$7,885,000 be allocated from the Budget Act of 2010, Budget Act Items 2660-301-0042 and 2660-301-0890 for the four State Transportation Improvement 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

4.9. Delivered List Allocations

Technically corrected February 22-23, 2012
(Project 1)

Project # Allocation Amount Recipient RTPA/CTC County Dist-Co-Rte Postmile	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
4.9b. Delivered List Allocations - Locally Administered STIP Project on the State Highway System				
Resolution FP-11-11				
1 \$1,492,000 Transportation Authority of Marin MTC Marin 04N-Mrn-101 23.3/27.6	Near Petaluma, at intersection of San Antonio Road and Route 101. Construct new interchange and frontage roads for San Antonio Road. (TCRP 18) (Related CMIA Amendment [Resolution CMIA-PA-1011-026] and STIP Amendment 10S-056; June 2011.) (Contributions from other sources: \$2,538,000.) (This is a supplemental request.) (SB 184 Notification of the start of Reimbursable work prior to Allocation effective July 1, 2011.) <u>Outcome/Output:</u> To develop and prepare plans, specification and estimates for construction contract.	04-0360J RIP/10-11 PS&E \$1,492,000 0400000733 4PSEL 264071	2010-11 301-0890 FTF 301-0042 SHA 20.20.075.600	\$1,492,000
2 \$400,000 Transportation Authority of Marin MTC Marin 04N-Mrn-101 26.5/27.6	Near Marin/Sonoma County line, north of Novato at San Antonio Curve. Curve correction (TCRP 18.2) (Related STIP Amendment 10S-40; June 2011.) (Contributions from other sources: \$4,778,000.) (This is a supplemental request.) (SB 184 Notification of the start of Reimbursable work prior to Allocation effective July 1, 2011.) <u>Outcome/Output:</u> To develop and prepare plans, specification and estimates for construction contract.	04-0360G IIP/10-11 PS&E \$400,000 0400000735 4PSEL 264091	2010-11 301-0042 SHA 20.20.075.600	\$400,000
3 \$4,218,000 San Mateo County Transportation Authority MTC San Mateo 04N-SM-101 16.3/17.0	In the city of Burlingame. Replace Broadway overcrossing. (SB 184 Notification of the Start of Reimbursable Work Prior to Allocation effective June 1, 2011.) <u>Outcome/Output:</u> Complete PS&E phase of the project.	04-0702A RIP/10-11 PS&E \$4,218,000 0400000684 4PSEL 235840	2010-11 301-0890 FTF 20.20.075.600	\$4,218,000
4 \$1,775,000 Amador County Transportation Commission Amador CTC Amador 10N-Ama-88 22.3/23.2	Near Pine Grove, from Climax Road to Mount Zion Road. Widen from 2 to 4 lanes or construct 2-lane bypass. (Contributions from local sources: \$500,000.) <u>Outcome/Output:</u> Complete PA&ED phase of the project.	10-2454 RIP/10-11 PA&ED \$1,775,000 1000000047 4PAED 0G5500	2010-11 301-0042 SHA 301-0890 FTF 20.20.075.600	\$35,000 \$1,740,000

4.9. Delivered List Allocations

Technically corrected February 22-23, 2012
(Project 1)

Project # Allocation Amount Recipient RTPA/CTC County Dist-Co-Rte Postmile	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
4.9b. Delivered List Allocations - Locally Administered STIP Project on the State Highway System				
Resolution FP-11-11				
1 \$1,492,000 Transportation Authority of Marin MTC Marin 04N-Mrn-101 23.3/27.6	Near Petaluma, at intersection of San Antonio Road and Route 101. Construct new interchange and frontage roads for San Antonio Road. (TCRP 18) (Related CMIA Amendment [Resolution CMIA-PA-1011-026] and STIP Amendment 10S-056; June 2011.) (Contributions from other sources: \$2,538,000.) (This is a supplemental request.) (SB 184 Notification of the start of Reimbursable work prior to Allocation effective July 1, 2011.) <u>Outcome/Output:</u> To develop and prepare plans, specification and estimates for construction contract.	04-0360J RIP/10-11 PS&E \$1,492,000 0400000733 4PSEL 264071	2010-11 301-0890 FTF 301-0042 SHA 20.20.075.600	\$1,492,000
2 \$400,000 Transportation Authority of Marin MTC Marin 04N-Mrn-101 26.5/27.6	Near Marin/Sonoma County line, north of Novato at San Antonio Curve. Curve correction (TCRP 18.2) (Related STIP Amendment 10S-40; June 2011.) (Contributions from other sources: \$4,778,000.) (This is a supplemental request.) (SB 184 Notification of the start of Reimbursable work prior to Allocation effective July 1, 2011.) <u>Outcome/Output:</u> To develop and prepare plans, specification and estimates for construction contract.	04-0360G IIP/10-11 PS&E \$400,000 0400000735 4PSEL 264091	2010-11 301-0042 SHA 20.20.075.600	\$400,000
3 \$4,218,000 San Mateo County Transportation Authority MTC San Mateo 04N-SM-101 16.3/17.0	In the city of Burlingame. Replace Broadway overcrossing. (SB 184 Notification of the Start of Reimbursable Work Prior to Allocation effective June 1, 2011.) <u>Outcome/Output:</u> Complete PS&E phase of the project.	04-0702A RIP/10-11 PS&E \$4,218,000 0400000684 4PSEL 235840	2010-11 301-0890 FTF 20.20.075.600	\$4,218,000
4 \$1,775,000 Amador County Transportation Commission Amador CTC Amador 10N-Ama-88 22.3/23.2	Near Pine Grove, from Climax Road to Mount Zion Road. Widen from 2 to 4 lanes or construct 2-lane bypass. (Contributions from local sources: \$500,000.) <u>Outcome/Output:</u> Complete PA&ED phase of the project.	10-2454 RIP/10-11 PA&ED \$1,775,000 1000000047 4PAED 0G5500	2010-11 301-0042 SHA 301-0890 FTF 20.20.075.600	\$35,000 \$1,740,000

Memorandum

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: February 22-23, 2012

Reference No.: 2.9d.
Action Item

From: NORMA ORTEGA
Chief Financial Officer

Prepared by: Rachel Falsetti
Division Chief
Transportation Programming

Subject: **TECHNICAL CORRECTION TO PREVIOUSLY APPROVED RESOLUTION –
RESOLUTION CMIA-PA-1112-029 AND TCRP RESOLUTION TAA-11-05**

RECOMMENDATION:

The California Department of Transportation recommends the California Transportation Commission (Commission) approve a technical correction to correct the “Proposed-End Construction Phase” date for Segment 3 of the Corridor Mobility Improvement Account (CMIA) Segment 1, Segment 2 and Segment 3 of the I-580 Eastbound HOV Lane project and the Traffic Congestion Relief Program (TCRP) application for TCRP 31 – Route 580 project, originally approved January 25, 2012, under Resolution CMIA-PA-1112-029 and TCRP Resolution TAA-11-05.

ISSUE:

On January 25, 2012, under Resolution CMIA-PA-1112-029 and TCRP Resolution TAA-11-05, the Commission approved the Corridor Mobility Improvement Account (CMIA) baseline agreements for Segment 1 (Greenville to Portola, PPNO 0112A), Segment 2 (Portola to Hacienda, PPNO 0112D), and Segment 3 (Construct auxiliary lanes and widen Arroyo Las Positas Bridges at two locations, PPNO 0112E) of the I-580 Eastbound HOV Lane project and the Traffic Congestion Relief Program (TCRP) application for TCRP 31 – Route 580; construct eastbound HOV lanes from Tassajara Road/Santa Rita Road to Vasco Road in Alameda County. A technical correction is needed to correct “Proposed-End Construction Phase” date for Segment 3 from Nov 2012 to Nov 2014.

The required changes are reflected in bold and double underscore, on the attached book item memorandum.

Attachment

Memorandum

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: January 25, 2012
Technically Corrected February 22-23, 2012
Reference No.: 2.1c.(1d)
Action Item

From: NORMA ORTEGA
Chief Financial Officer

Prepared by: Rachel Falsetti
Division Chief
Transportation Programming

Subject: **CMIA PROJECT AMENDMENT**
RESOLUTION CMIA-PA-1112-029, AMENDING RESOLUTION CMIA-PA-1112-022 AND
TCRP RESOLUTION TAA-11-05, AMENDING RESOLUTION TAA-06-41

RECOMMENDATION:

The California Department of Transportation (Department) recommends that the California Transportation Commission (Commission) amend the Corridor Mobility Improvement Account (CMIA) baseline agreements for Segment 1 (Greenville to Portola, PPNO 0112A), Segment 2 (Portola to Hacienda, PPNO 0112D), and Segment 3 (Construct auxiliary lanes and widen Arroyo Las Positas Bridges at two locations, PPNO 0112E) of the I-580 Eastbound HOV Lane project and the Traffic Congestion Relief Program (TCRP) application for TCRP 31 – Route 580; construct eastbound HOV lanes from Tassajara Road/Santa Rita Road to Vasco Road in Alameda County.

ISSUE:

The Department and the Alameda County Transportation Commission (ACTC) propose to amend the CMIA baseline agreements for Segment 1 (Greenville to Portola, PPNO 0112A), Segment 2 (Portola to Hacienda, PPNO 0112D), and Segment 3 (Construct auxiliary lanes and widen Arroyo Las Positas Bridges at two locations, PPNO 0112E) of the I-580 Eastbound HOV Lane project to:

1. Transfer the scope of work related to the final Rubberized Asphalt Concrete (RAC) lift from Segment 1 and Segment 2 to Segment 3.
2. Increase the scope of Segment 3 project by transferring the above described final RAC lift from Segment 1 and Segment 2 and by adding locally-funded scope of work.
3. Update the project delivery schedule and funding plan for the revised Segment 3 project.

In addition, the ACTC is proposing to amend TCRP Project 31 – Route 580; construct eastbound HOV lanes from Tassajara Road/Santa Rita Road to Vasco Road in Alameda County to revise the scope of work to include the westbound high occupancy vehicle (HOV) lane scope of work.

BACKGROUND:

The I-580 Eastbound HOV Lane project was split into three segments as part of Segment 2 (PPNO 0112D) allocation at the October 2008 Commission meeting:

- Segment 1 (PPNO 0112A): Construct an eastbound HOV lane from Greenville Road to Portola Avenue with allowance for future high occupancy toll (HOT) lane conversion in the median, construct eastbound auxiliary lane from First Street to Vasco Road, and rehabilitate the existing pavement and build soundwall at First Street.
- Segment 2 (PPNO 0112D): Construct an eastbound HOV lane from Portola Avenue to Hacienda Drive with allowance for future HOT lane conversion in the median, construct eastbound auxiliary lane from El Charro to Airway, from Airway to Isabel, from Isabel to Portola, rehabilitate the existing pavement, and construct three foundations and columns for the Isabel/I-580 Interchange project.
- Segment 3 (PPNO 0112E): Construct auxiliary lanes from Isabel to North Livermore and from North Livermore to First Street. Relocate and construct Retaining Wall 7 along a portion of the auxiliary lane from North Livermore Avenue and First Street.

(Note: There is a concurrent CMIA program amendment to update the project scope and funding plan of Eastbound Segment 3 (0112E) by combining it with the scope and funding of Segment 3 (0112G) of the I-580 Westbound HOV Lane project.)

Transfer the deferred final RAC lift scope of work from Segments 1 and 2 to Segment 3

For the I-580 Eastbound HOV Lane project, Segment 3 (Construct eastbound auxiliary lanes at selected locations) has overlapping limits with the already completed Segment 1 and soon to be completed Segment 2. In order to construct auxiliary lanes, the mixed flow lanes would have had to be shifted to the median for stage construction and then shifted back to their final configuration. This would have resulted in scarring of the newly constructed pavement. There were also additional potential conflicts with the nearby I-580/Isabel Interchange project. Due to these reasons, the final Rubberized Asphalt Concrete (RAC) lift was removed from Segment 1 and Segment 2 with the intention of adding it back to Segment 3 scope of work. This strategy will provide a better finished pavement surface. This work will be funded with \$5 million in State Highway Operations and Protection Program (SHOPP) savings from the already completed Segment 1 project.

Add locally funded scope of work to Segment 3

In order to study the feasibility of converting the eastbound HOV lane into a future two-lane express facility, the ACTC is currently preparing a separate project report and an environmental document, funded solely with local funds. So as not to preclude such future conversion to a double express lane facility, the retaining walls that are currently part of the auxiliary lane contract (Segment 3 of the Eastbound HOV Lane project) will have to be constructed at their ultimate locations and the pavement needs to be widened up to these retaining walls. The ACTC is funding this additional scope of work with \$10,325,000 in local funds.

Update project limits for the revised Segment 3

In order to accommodate the inclusion of the deferred pavement work, as described above, the revised project limits of the updated project will be R07.8/R19.1.

Update project funding plan

The project funding plan is updated to reflect the above described changes, along with some other minor changes to Design (PS&E) and Right of Way components.

Project Delivery – Segment 3

The original project scope included only auxiliary lanes. During the environmental revalidation period, there were ongoing feasibility studies to determine whether to construct a one-lane or two-lane express facility within the project limits. Based upon the results of these studies, ACTC selected a two-lane facility, which resulted in additional right of way requirements. The delays in finalizing the footprint for the two-lane facility caused delays in completing the environmental document revalidation. Furthermore, the completion of the right of way appraisal maps was delayed due to various issues relating to missing, overlapping, and conflicting deed descriptions and lack of adequate field monuments. All of these factors have resulted in project delays. The following table lists the revised schedule for the combined and updated Segment 3 project.

Project Milestone	Existing Baseline		Proposed
	Eastbound Segment 3 (PPNO 0112E)	Westbound Segment 3 ⁺⁺ (PPNO 0112G)	Eastbound Segment 3 ⁺⁺ (PPNO 0112E)
End Environment (PA&ED)	Dec 2008	Nov 2009	Dec 2011
End Right of Way Phase	Mar 2010	Mar 2011	Apr 2012
End Design Phase (RTL)	Mar 2010	Mar 2011	Apr 2012
Begin Construction Phase	Aug 2010	Aug 2011	Sep 2012
End Construction Phase	Dec 2011	Oct 2013	Nov 2012 Nov 2014
Begin Close-out Phase	Jan 2012	Nov 2013	Nov 2014
End Close-out Phase	Oct 2012	Nov 2014	Nov 2015

⁺⁺ As noted earlier, the Westbound Segment 3 is being combined with the Eastbound Segment 3 as part of a concurrent CMA program amendment.

The Environmental (PA&ED) phase was completed on December 8, 2011.

TCRP AMENDMENT

The original scope of work for TCRP 31 project was to construct eastbound and westbound HOV lanes from Tassajara Road/Santa Rita Road to Vasco Road. At its August 2005 meeting, the Commission approved Resolution TAA-05-16 to amend the project scope to an HOV lane in the eastbound direction only. The eastbound HOV lane project has been completed with \$10,000,000 TCRP savings. The ACTC is proposing to amend the TCRP 31 to update the scope of work to include HOV lanes in eastbound and westbound directions. That will allow the ACTC to transfer TCRP savings from the eastbound HOV Lane project to the westbound HOV lane project. It should be noted that the \$10,000,000 of TCRP funds has yet not been allocated but is included in the Tier 1 portion of the TCRP allocation plan previously approved by the Commission.

The Metropolitan Transportation Commission concurs with the above proposed changes.

RESOLUTION CMIA-PA-1112-029
TCRP RESOLUTION TAA-11-05

Be it Resolved, that the California Transportation Commission does hereby amend the Corridor Mobility Improvement Account (CMIA) baseline agreements for Segment 1 (Greenville to Portola, PPNO 0112A), Segment 2 (Portola to Hacienda, PPNO 0112D), and Segment 3 (Construct auxiliary lanes and widen Arroyo Las Positas Bridges at two locations, PPNO 0112E) of the I-580 Eastbound HOV Lane project and the Traffic Congestion Relief Program application for TCRP 31 – Route 580; construct eastbound HOV lanes from Tassajara Road/Santa Rita Road to Vasco Road in Alameda County in accordance with the information described above and illustrated in the following tables.

REVISE PPNO 0112A: I-580 Eastbound HOV Lane – Greenville to Portolla (Segment 1)

County	District	PPNO	EA	Element	Const. Year	PMBack	PMAhead	Route/Corridor					
Alameda	4	0112A	290841	CO	2007-08	R7.8	R13.2	580					
Implementing Agency: (by component)		PA&ED	ACTC			PS&E	ACTC						
		R/W	ACTC			CON	Department						
RTPA/CTC:		Metropolitan Transportation Commission											
Project Title:		Eastbound I-580 HOV Lane-Hacienda to Greenville #1											
Location:		In Alameda county on Route 580.											
Description:		Construct EB HOV lane from Greenville Road to Portolla Avenue; construct aux lanes from First St. to Vaso Rd; rehabilitate pavement; and build soundwall at First St.											
(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	8,395	8,395							8,395				
Change	0	0							0				
Proposed	8,395	8,395							8,395				
State Bond - Corridor Mobility Improvement Account (CMIA)													
Existing	29,037	29,037							23,337				5,700
Change	0	0							0				0
Proposed	29,037	29,037							23,337				5,700
Traffic Congestion Relief Program (TCRP)													
Existing	3,325	3,325								3,325			
Change	0	0								0			
Proposed	3,325	3,325								3,325			
State Highway Operation and Protection Program (SHOPP)													
Existing	12,828	12,828							12,828				
Change	(5,000)	(5,000)							(5,000)				
Proposed	7,828	7,828							7,828				
Federal Demonstration (Demo) funds													
Existing	2,850	2,850							2,850				
Change	0	0							0				
Proposed	2,850	2,850							2,850				
Local Funds (Alameda County Transportation Commission)													
Existing	2,845	2,845								2,375	470		
Change	0	0								0	0		
Proposed	2,845	2,845								2,375	470		
Total													
Existing	59,280	59,280							47,410	5,700	470		5,700
Change	(5,000)	(5,000)							(5,000)	0	0		0
Proposed	54,280	54,280							42,410	5,700	470		5,700

NOTE: The funding plan above reflects Segment 1 close-out savings of \$5,000,000 SHOPP funds that are being proposed to transfer to Segment 3 to complete the deferred scope of work relating to the final RAC lift.

REVISE PPNO 0112D: I-580 Eastbound HOV Lane – Portolla to Hacienda (Segment 2)

County	District	PPNO	EA	Element	Const. Year	PMBack	PMAhead	Route/Corridor					
Alameda	4	0112D	290831	CO	2008-09	13.2	19.1	580					
Implementing Agency: (by component)	PA&ED	ACTC					PS&E	ACTC					
	R/W	ACTC					CON	ACTC					
RTPA/CTC:	Metropolitan Transportation Commission												
Project Title:	Eastbound I-580 HOV Lane-Hacienda to Greenville #2												
Location	In Alameda County on Route 580.												
Description:	Construct HOV lane w/ allowance for future HOT lane conversion in the median from Portola Ave to Hacienda Dr. Rehabilitate the pavement. Construct aux. lane from El Charro to Airway and construct foundations and columns for I-580/Isabel Interchange project.												
(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	9,274	9,274							9,274				
Change	0	0							0				
Proposed	9,274	9,274							9,274				
State Bond - Corridor Mobility Improvement Account (CMIA)													
Existing	5,765	5,765							4,600				1,165
Change	0	0							0				0
Proposed	5,765	5,765							4,600				1,165
Traffic Congestion Relief Program (TCRP) - ACTC													
Existing	3,675	3,675								3,675			
Change	0	0								0			
Proposed	3,675	3,675								3,675			
Traffic Congestion Relief Program (TCRP) - Department													
Existing	18,000	8,000	7,000	3,000					12,260				5,740
Change	(10,000)	0	(7,000)	(3,000)					(7,553)				(2,447)
Proposed	8,000	8,000	0	0					4,707				3,293
State Highway Operation and Protection Program (SHOPP)													
Existing	14,172	14,172							14,172				
Change	0	0							0				
Proposed	14,172	14,172							14,172				
Federal Demonstration (Demo) funds													
Existing	2,450	2,450							2,450				
Change	0	0							0				
Proposed	2,450	2,450							2,450				
Local Funds - Alameda County Transportation Commission													
Existing	3,155	3,155								2,625	530		
Change	0	0								0	0		
Proposed	3,155	3,155								2,625	530		
Total													
Existing	56,491	46,491	7,000	3,000					42,756	6,300	530		6,905
Change	(10,000)	0	(7,000)	(3,000)					(7,553)	0	0		(2,447)
Proposed	46,491	46,491	0	0					35,203	6,300	530		4,458

NOTE: The funding plan above reflects project savings of \$10,000,000 TCRP funds that are proposed to be used for the westbound HOV Lane project.

REVISE PPNO 0112E: I-580 Eastbound HOV Lane – Construct auxiliary lanes and widen Arroyo Las Positas Bridges at two locations (Segment 3)

County	District	PPNO	EA	Element	Const. Year	PMBack	PMAhead	Route/Corridor						
Alameda	4	0112E	29085	CO	2011-12	R7.8	R19.1	580						
Implementing Agency: (by component)		PA&ED	ACTC			PS&E	ACTC							
		R/W	ACTC			CON	Department							
RTPA/CTC:		Metropolitan Transportation Commission												
Project Title:		I-580 Eastbound and Westbound HOV Lane (Segment 3)												
Location:		In Alameda County on 580, from Hacienda to Greenville												
Description:		Construct E/B auxiliary lanes and widen Arroyo Las Positas Bridges at two locations in the E/B 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	CON Supp	
State Bond - Corridor Mobility Improvement Account (CMIA)														
Existing	21,563	21,563		0					19,028					2,535
Change	0	(21,563)		21,563					0					0
Proposed	21,563	0		21,563					19,028					2,535
Local Funds - Alameda County Transportation Commission														
Existing	3,060	1,120	0	1,940				0	1,700	350	770			240
Change	10,325	2,025	400	7,900				400	7,125	1,225	800			775
Proposed	13,385	3,145	400	9,840				400	8,825	1,575	1,570			1,015
State Operation and Protection Program (SHOPP)														
Existing	0			0					0					
Change	5,000			5,000					5,000					
Proposed	5,000			5,000					5,000					
Total														
Existing	24,623	22,683	0	1,940				0	20,728	350	770			2,775
Change	15,325	(19,538)	400	34,463				400	12,125	1,225	800			775
Proposed	39,948	3,145	400	36,403				400	32,853	1,575	1,570			3,550

Memorandum

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: February 22-23, 2012

Reference No.: 4.3
Action Item

From: NORMA ORTEGA
Chief Financial Officer

Prepared by: Jane Perez
Division Chief
Division of Mass Transportation

Subject: **COMMISSION ADVICE AND CONSENT ON TRANSPORTATION DEVELOPMENT ACT (TDA) REGULATIONS**
RESOLUTION G-12-01

RECOMMENDATION:

The California Department of Transportation (Department) recommends the California Transportation Commission (Commission) approve the attached resolution giving its advice and consent on the attached Transportation Development Act (TDA) regulations.

ISSUE:

The Commission is required by the Public Utilities Code (PUC) Section 99241 to give advice and consent on the Transportation Development Act (TDA) regulations, as prepared by the Department. The regulations are updated to incorporate legislative changes and to interpret and clarify the statutes. As part of the review process, the Department provided the proposed revisions of the TDA regulations to the Commission for comment at its January 2012 meeting.

The Department is proposing to amend California Code of Regulations (CCR) Sections 6640 and 6680 of the TDA. The proposed amendments to these sections of the CCR will bring the regulations into conformity with Senate Bill 607 of the Statutes of 2009. Senate Bill 607 created the Imperial County Transportation Commission (ICTC) as the new Regional Transportation Planning Agency (RTPA) for Imperial County. The ICTC supersedes the Imperial Valley Association of Governments as the RTPA for Imperial County. The proposed amendments to the CCR would strike the phrase "and also includes Imperial Valley Association of Governments" from Section 6640 and also strikes out the phrase "and the County of Imperial" from Section 6680 of the CCR. The Department has reviewed the proposed changes with regional agencies, transit operators and affected agencies, and sent out a notice of proposed rulemaking, allowing a time period of 45 days for review, comment and/or request of a public hearing.

BACKGROUND:

The Mills-Alquist-Deddeh Act, better known as the Transportation Development Act (TDA), was enacted in 1972 by the California Legislature and is administered by the Department. It provides two major sources of funding for public transportation in California implemented by regional transportation planning agencies (RTPA). These funds are for the development and support of public transportation needs that exist in California and are allocated to areas of each county based on

population, taxable sales and transit performance. The first, the county Local Transportation Fund (LTF), has been in existence since 1972. The second, the State Transit Assistance (STA) fund, came into being in 1980.

TDA statutes are located under Government Code Title 3, Division 3, Chapter 2, Article 11 and under Public Utilities Code Division 10, Part 11, Chapter 4, Articles 1-9. Additional implementing provisions can be found under the California Code of Regulations Title 21, Chapter 3, Subchapters 2 and 2.5. The Department produces the *Transportation Development Act Statutes and California Code of Regulations*, which is updated periodically depending on TDA-related legislative actions.

PROPOSED CHANGES:

The Department is proposing amendments to TDA regulation Sections 6640 and 6680, with the advice and consent of the Commission, under the authority granted by Section 99241 of the PUC, which allows the Director of the Department to amend, add, and repeal the regulations as statutes change. The proposed amendments to these sections of the CCR will bring the regulations into conformity with Senate Bill 607 of the Statutes of 2009. Senate Bill 607 created the Imperial County Transportation Commission (ICTC) as the new Regional Transportation Planning Agency (RTPA) for Imperial County. ICTC supersedes Imperial Valley Association of Governments as the RTPA for Imperial County. The proposed amendments to the CCR would strike the phrase “and also includes Imperial Valley Association of Governments” from section 6640 and also strikes out the phrase “and the County of Imperial” from Section 6680 of the CCR. Below are the texts of CCR Sections 6640 and 6680 identifying the areas of the proposed amendments, as reflected in strikethrough and underline.

SECTION 6640. Designation.

The term “transportation planning agency” has reference to that entity or policy committee thereof responsible for the development of a regional transportation plan. It may derive such responsibility by statute or by delegation from local government together with delegation of accompanying responsibility for implementation of the transportation planning process in cooperation with the State pursuant to memorandum of understanding.

The term “transportation planning agency” also applies to county transportation commissions created pursuant to Division 12 (commencing with section 130000 of the Public Utilities Code) ~~and also includes Imperial Valley Association of Governments~~ for the purpose of administering Chapter 4 (commencing with section 99200) part 11, Division 10 of the Public Utilities Code.

For a county included entirely within the jurisdiction of a statutorily created regional comprehensive or transportation planning agency, it is such agency. Where only a portion of the county is subject to such a jurisdiction, it is also such agency, but only for such portion of the fund as the population within the agency's jurisdiction bears to the population of the county.

For every other county, and for a county partially subject to the jurisdiction of a statutory agency for such portion of the fund as the population outside such agency bears to the population of the county, it is such regional comprehensive planning agency as is established pursuant to any of the following authorities, and references in the Act to a "Council of Government" means such agency:

- (a) An agency organized pursuant to Chapter 5 (commencing with section 6500) of Division 7, Title 1 of the Government Code; or
- (b) A regional planning district formed pursuant to Chapter 2 (commencing with section 65060) of Title 7 of the Government Code; or
- (c) An area planning commission formed pursuant to Article 11 (commencing with section 65600) of Chapter 3 of Title 7 of the Government Code; or
- (d) A planning district formed pursuant to Chapter 5 (commencing with section 66100) of Title 7 of the Government Code.

No moneys shall be allocated from the fund by the county or any other governmental entity except the one designated by the Director. In the event the county and the cities therein are neither subject to the jurisdiction of a statutorily created regional comprehensive or transportation planning agency nor within the area of or members of a locally created regional comprehensive planning agency, one must be established if moneys in the fund are to be disseminated, unless an option is made to establish only a single purpose local transportation commission pursuant to the Act.

Note: Authority cited: Section 99241, Public Utilities Code. Reference: Sections 99214 and 99230, Public Utilities Code; and Sections 29532, 29532.4, 29535 and 29536, Government Code.

SECTION 6680. Designation.

Consolidated transportation service agencies shall be designated by the transportation planning agency, except that within the area of the Southern California Association of Governments, they shall be designated by the county transportation commissions, ~~and the County of Imperial.~~ The consolidated transportation service agencies shall be designated in accordance with the action plan adopted pursuant to section 15975 of the Government Code. Each consolidated transportation service agency shall be an entity other than the transportation planning agency and shall be one of the following:

- (a) A public agency, including a city, county, operator, any state department or agency, public corporation, or public district, or joint powers entity created pursuant to Chapter 5 (commencing with section 6500) of division 7, title 1 of the Government Code.
- (b) A common carrier of persons as defined in section 211 of the Public Utilities Code, engaged in the transportation of persons, as defined in section 208.

- (c) A private entity operating under a franchise or license.
- (d) A nonprofit corporation organized pursuant to division 2 (commencing with section 5000) of title 1 of the Corporations Code.

Note: Authority cited: Section 99241, Public Utilities Code. Reference: Section 99241, 99246, and 99248, Public Utilities Code.

Attachments:

1. Resolution
2. Regulation Package

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

RESOLUTION G-12-01

- 1.1 WHEREAS, Section 99241 of the Public Utilities Code provides that the implementation of the Transportation Development Act (Act) shall be subject to the regulations adopted by the Director of the Department of Transportation (Department), with the advice and consent of the California Transportation Commission; and,
- 1.2 WHEREAS, the Director has proposed changes to the California Code of Regulations Sections 6640 and 6680 to implement amendments to the Act, and,
- 1.3 WHEREAS, the Department has mailed the proposed changes to city councils, boards of supervisors, county auditor controllers, transportation planning entities, and transit operators statewide for review and comment; and
- 1.4 WHEREAS, the Department provided a 45-day period, ending 5:00 p.m., October 24, 2011, for any interested party to request a public hearing, receiving no request within the said period.
- 2.1 NOW, THEREFORE, BE IT RESOLVED that the California Transportation Commission does hereby consent to the proposed changes to the Transportation Development Act regulations, as presented by the Director of the Department.

TITLE 21. DEPARTMENT OF TRANSPORTATION

NOTICE OF PROPOSED RULEMAKING

TO ALL INTERESTED PERSONS:

The California Department of Transportation (Department) proposes to adopt the proposed regulation described below after considering all comments, objections, and recommendations regarding the proposed action.

PUBLIC HEARING

The Department has not scheduled a public hearing on this proposed action. However, the Department will hold a hearing if it receives a written request for a public hearing from any interested person, no later than 15 days before the close of the written comment period.

WRITTEN COMMENT PERIOD

Any interested person or his or her authorized representative may submit written comments relevant to the proposed regulatory action to the Department. The written comment period closes at 5 p.m. on October 24, 2011. The Department will consider only comments received at the Department by that time. Please submit comments to:

Gordon Arruda
California Department of Transportation
Division of Mass Transportation – MS 39
P.O. Box 942874
Sacramento, CA 94274-0001

AUTHORITY AND REFERENCE

Public Utilities Code section 99241 authorizes the Department to adopted proposed regulations with the advice and consent of the California Transportation Commission (CTC), which would amend and correct (CCR) sections 6640 and 6680.

INFORMATIVE DIGEST/POLICY STATEMENT OVERVIEW

The Department proposes to amend sections 6640 and 6680 in Title 21 of the CCR.

Public Utilities Code section 99241 authorizes and requires the Department to promulgate regulations to enforce the Transportation Development Act (Public Utilities Code section 99200 et seq.). The existing regulations were enacted in 1979 and have been amended several times to implement State and federal statutory and regulatory authority.

This proposed regulatory action will bring the regulations into conformance with Senate Bill 607, Statutes of 2009.

Section 6640 states how a transportation planning agency may be designated. Section 6680 identifies the kind of agency(s) that can be designated as a Consolidated Transportation Service Agency (CTSA). The proposed amendment reflects change brought about by Senate Bill 607 designating Imperial County Transportation Commission as the regional transportation planning agency for Imperial County, replacing Imperial Valley Association of Governments.

DISCLOSURES REGARDING THE PROPOSED ACTION

The Department has made the following initial determinations:

Mandate on local agencies and school districts: None.

Costs or savings to any state agency: None.

Cost to any local agency or school district that must be reimbursed in accordance with Government Code sections 17500 through 17630, inclusive: None.

Other nondiscriminatory costs or savings imposed on local agencies: None.

Costs or savings in federal funding to the State: None.

Significant statewide adverse economic impact directly affecting business, including the ability of California businesses to compete with businesses in other states: None.

Cost impacts on a representative private person or business: None.

Adoption of these regulations will not:

- (1) Create or eliminate jobs within the State of California.
- (2) Create new businesses or eliminate existing businesses within the State of California.
- (3) Affect the expansion of businesses currently doing business within the State of California.

Significant effect of housing costs: None.

Small Business Determination

The Department has determined that the proposed regulatory action will not affect small businesses. These actions only affect transportation planning agencies, public transportation operators, and transit service providers.

CONSIDERATION OF ALTERNATIVES

In accordance with Government Code section 11346.5, subdivision (a) (13), the Department must determine that no reasonable alternative it considered or that has otherwise been identified and brought to the attention of the Department would be more effective in carrying out the purpose for which the action is proposed or would be as effective and less burdensome to affected private persons than the proposed action.

The Department invites interested persons to present statements or arguments with respect to alternatives to the proposed regulatory action during the written comment period.

CONTACT PERSONS

Inquiries concerning the proposed regulatory action may be directed to:

Gordon Arruda
California Department of Transportation
Division of Mass Transportation – MS 39
P.O. Box 942874
Sacramento, CA 94274-0001
Telephone: (916) 654-9396

The backup contact person for these inquiries is:

Terry Farris
California Department of Transportation
Division of Mass Transportation – MS 39
P.O. Box 942874
Sacramento, CA 94274-0001
Telephone: (916) 657-3876

Questions on the substance of the regulatory action may be directed to Gordon Arruda or Terry Farris.

Please direct requests for copies of the proposed text (the “express terms”) of the regulatory action, the initial statement of reasons, the modified text of the regulations, if any, or other information upon which this rulemaking is based to Gordon Arruda at the above address.

**AVAILABILITY OF STATEMENT OF REASONS
AND TEXT OF PROPOSED REGULATIONS**

The Department will have the entire rulemaking file available for inspection and copying throughout the rulemaking process at its office at the following address during regular business hours:

California Department of Transportation
Division of Mass Transportation
1120 N Street
Room 3300
Sacramento, CA 95814
Telephone: (916) 654-9396

As of the date this notice is published in the Notice Register, the rulemaking file consists of this notice, the proposed text of the regulations, and the initial statement of reasons. Copies may be obtained by contacting Gordon Arruda at the above address and telephone number.

AVAILABILITY OF CHANGED OR MODIFIED TEXT

After holding any requested public hearings and considering all timely and relevant comments received, the Department may adopt the proposed regulations substantially as described in this notice. If the Department makes modifications that are sufficiently related to the originally proposed text, it will make the modified text (with changes clearly indicated) available to the public for at least 15 days before the Department adopts the regulations as revised. Please send requests for copies of any modified regulations to Gordon Arruda at the address indicated above. The Department will accept written comments on the modified regulations for 15 days after the date on which they are made available.

AVAILABILITY OF THE FINAL STATEMENT OF REASONS

Upon its completion, copies of the Final Statement of Reasons may be obtained by contacting Gordon Arruda at the above address.

AVAILABILITY OF DOCUMENTS ON THE INTERNET

Copies of the Notice of Proposed Action, the Initial Statement of Reasons, and the text of the regulations in underline and strikeout can be accessed through the Department's Web site at www.dot.ca.gov/hq/MassTrans/State-TDA.html.

Memorandum

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: February 22-23, 2012

Reference No.: 2.5g.(10b)
Action Item

From: NORMA ORTEGA
Chief Financial Officer

Prepared by: Denix D. Anbiah
Chief
Local Assistance

Subject: **FINANCIAL ALLOCATION AMENDMENT FOR PROPOSITION 1B STATE-LOCAL PARTNERSHIP PROGRAM PROJECTS VOTED OFF THE DELIVERED LIST RESOLUTION SLP1B-AA-1112-05, AMENDING RESOLUTION SLP1B-A-1011-02**

RECOMMENDATION:

The California Department of Transportation (Department) recommends the California Transportation Commission (Commission) amend Resolution SLP1B-A-1011-02, originally approved on January 20, 2011, to rescind the allocation of \$1,000,000 for Project 8, the Eucalyptus Street Improvements (0G0554L) project in the City of Moreno Valley, thereby revising the total amount for Resolution SLP1B-A-1011-02 from \$110,944,000 to \$109,944,000.

BACKGROUND:

In January 2011, the Commission approved Resolution SLP1B-A-1011-02 allocating \$110,944,000 for 11 locally administered projects funded from the Proposition 1B State-Local Partnership Program (SLPP).

However, on April 23, 2010, prior to receiving an allocation by the Commission, a contract was awarded for construction. Because this project was awarded prior to allocation by the Commission, the Department requests that that allocation for Project 8 be rescinded and that these funds be made available to program competitive projects in the next cycle.

RESOLUTION:

Be it Resolved, that the California Transportation Commission does hereby rescind \$1,000,000 allocated under Resolution SLP1B-A-1011-02 for Project 8, the Eucalyptus Street Improvements (EA 0G0554L) project in the City of Moreno Valley; thereby reducing the total amount allocated under Resolution SLP1B-A-1011-02 from \$110,944,000 to \$109,944,000; and

Be it further Resolved, that Resolution SLP1B-A-1011-02 is hereby amended.

Attachment

2.5 Highway Financial Matters

Project # Allocation Amount Recipient RTPA/CTC District-County	Project Title Project Location Project Description	EA Program/Year Phase Prgm'd Amount	Budget Year Item # Fund Type Program Code	Amount by Fund Type
2.5g.(10b). Delivered List Allocations – Proposition 1B – State-Local Partnership Program Projects			Resolution SLP1B-AA-1112-05, Amending Resolution SLP1B-A-1011-02	
8 \$1,000,000 City of Moreno Valley RCTC 08-Riverside	In Riverside County. On Eucalyptus Avenue from Redlands Boulevard to Theodore Street. Construct new road. (Note: West bound (north half) of the new one-mile long road will consist of two travel lanes and a sidewalk. East bound (south half) will consist of one travel lane. The scope also	0G0554L SLPP/09-10 CONST \$1,000,000 0800020150	2009-10 404-6060 SLPP 20-30-210-200	\$1,000,000
<div style="border: 1px solid black; padding: 10px; width: fit-content; margin: 0 auto;"> <p>PROJECT 8 – RESCINDED</p> </div>				
<p>(Contributions from local sources: \$1,404,945.)</p> <p><u>Outcome/Output:</u> Provide greater capacity of truck traffic. Improvements will allow easier access to this area, increase the safety of vehicle traffic and pedestrians and add a bus stop access.</p>				

Memorandum

To: CHAIR AND COMMISSIONERS

CTC Meeting: February 22-23, 2012

Reference No.: 4.8
Action

From: BIMLA G. RHINEHART
Executive Director

Subject: **PROPOSITION 1B STATE-LOCAL PARTNERSHIP PROGRAM – AMENDMENT TO
COMPETITIVE PROGRAM
RESOLUTION SLP1B-P-1112-07**

ISSUE:

Under the Proposition 1B State-Local Partnership Program (SLPP) Guidelines for 2009-10, projects were programmed for the competitive (5%) portion of the program. Fourteen competitive projects were programmed in 2009-10, for a total of \$9,986,000. One of these projects, Eucalyptus Avenue Street Improvements in Moreno Valley, received an allocation of \$1 million in January 2011. However, the project had already been delivered and awarded with other funds prior to that date. State funds cannot be encumbered for a project that has already been awarded.

The Department of Transportation's Division of Local Assistance, in cooperation with the local agency, has come forward requesting to rescind the allocation and remove the project from the SLPP program. The funds will be available for programming in 2012-13, the last year of the five-year program.

RECOMMENDATION:

Commission staff recommends that the Commission de-program \$1 million in competitive funds for the Eucalyptus Avenue Street Improvements project in Moreno Valley and make those funds available for programming in 2012-13, the last year of the program.

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.

In 2008, the Legislature enacted implementing legislation (AB 268) defining the program, eligibility of applicants, projects and matching funds.

Memorandum

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: February 22-23, 2012

Reference No.: 2.2c.(2)
Action Item

From: NORMA ORTEGA
Chief Financial Officer

Prepared by: Jay Norvell
Division Chief
Environmental Analysis

Subject: **APPROVAL OF PROJECT FOR FUTURE CONSIDERATION OF FUNDING
05-SB-217, PM 1.1/2.2
RESOLUTION E-12-07**

RECOMMENDATION:

The California Department of Transportation recommends that the California Transportation Commission (Commission), as a responsible agency, approve the attached Resolution E-12-07.

ISSUE:

The attached resolution proposes to approve for consideration of funding the following project for which a Final Environmental Impact Report (FEIR) has been completed:

- Route 217 in Santa Barbara County. Roadway improvements including road extensions and roundabouts on and near SR 217 in the city of Goleta. (PPNO 4611)

This project in Santa Barbara County will extend Fowler Road from South Street to Fairview Avenue; extend Ekwill Street from Kellogg Avenue to Fairview Avenue; and add roundabouts at the Fowler Road/Fairview Avenue intersection, at the Ekwill Street/Pine Avenue intersection, and at the State Route 217 northbound and southbound on- and off-ramps. This project will also add a right turn lane and modify parking on Kellogg Avenue near Hollister Avenue. The project is programmed in the 2010 State Transportation Improvement Program (STIP). The total estimated project cost is \$17,955,000 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 STIP.

A copy of the FEIR has been provided to Commission staff. Resources that may be impacted by the project include; noise, biological resources including wetlands and Waters of the U.S. Potential impacts associated with the project can all be mitigated to below significance through proposed mitigation measures. As a result, a FEIR was prepared for the project.

Attachments

CALIFORNIA TRANSPORTATION COMMISSION

Resolution for Future Consideration of Funding

05-SB-217, PM 1.1/2.2

Resolution E-12-07

- 1.1** **WHEREAS**, the City of Goleta (City) has completed an Environmental Impact Report pursuant to the California Environmental Quality Act (CEQA) and the CEQA Guidelines for the following project:
- Route 217 in Santa Barbara County. Roadway improvements including road extensions and roundabouts on and near SR 217 in the city of Goleta. (PPNO 4611)
- 1.2** **WHEREAS**, the City has certified that the Environmental Impact Report has been completed pursuant to CEQA and the State CEQA Guidelines for its implementation; and
- 1.3** **WHEREAS**, the California Transportation Commission, as a responsible agency, has considered the information contained in the Environmental Impact Report; and
- 1.4** **WHEREAS**, Findings were made pursuant to the State CEQA Guidelines.
- 2.1** **NOW, THEREFORE, BE IT RESOLVED** that the California Transportation Commission does hereby support approval of the above referenced project to allow for consideration of funding.

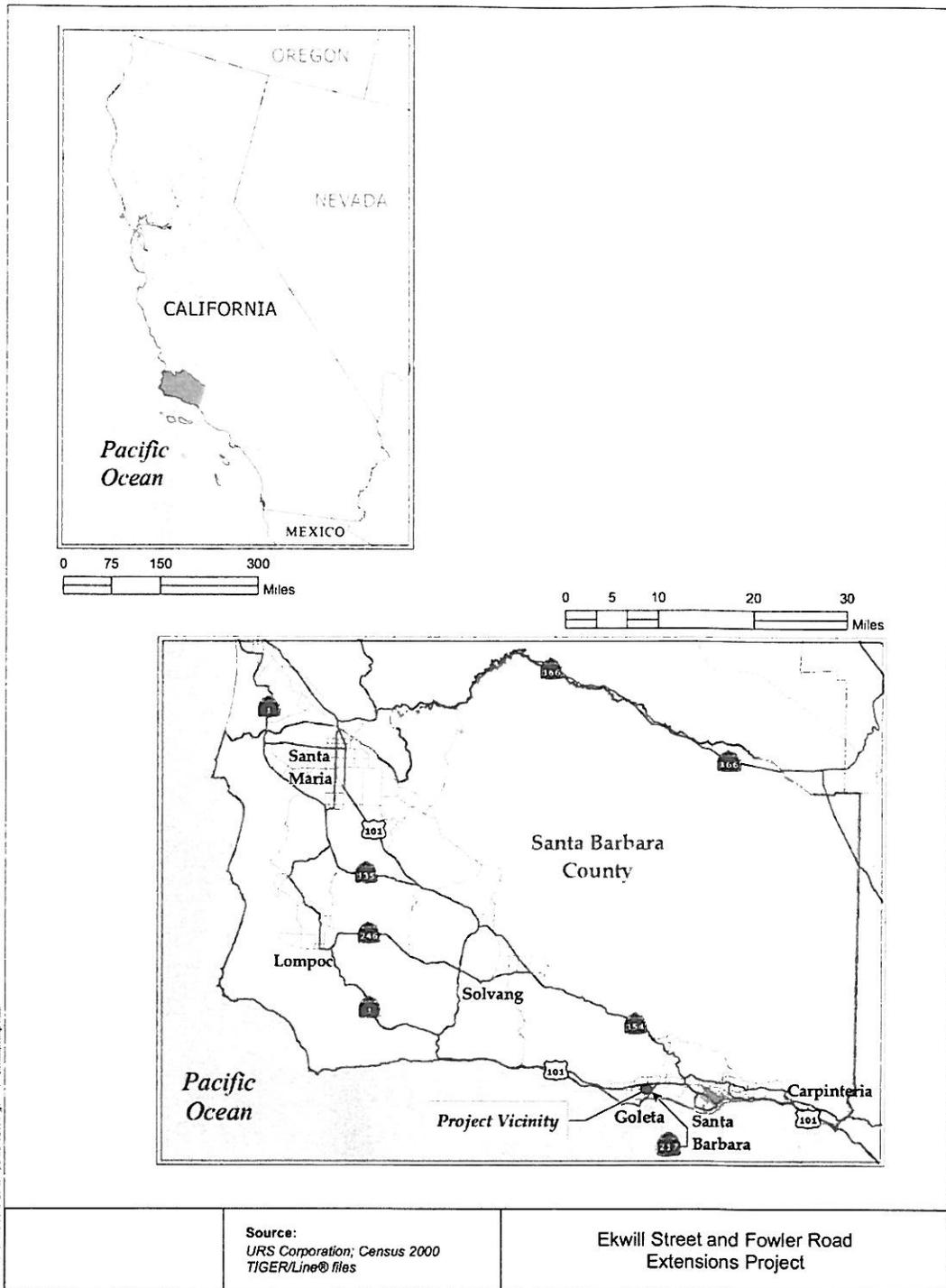


Figure 1-1 Site Location Map



OFFICE OF THE CITY CLERK
CERTIFIED DOCUMENT

CITY COUNCIL
Edward Easton
Mayor

Roger S. Aceves
Mayor Pro Tempore

Michael T. Bennett
Councilmember

Margaret Connell
Councilmember

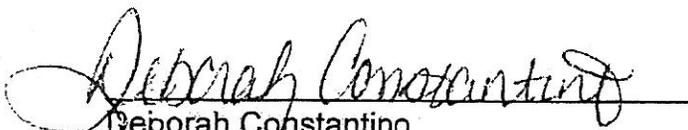
Paula Perotte
Councilmember

CITY MANAGER
Daniel Singer

State of California)
County of Santa Barbara)
City of Goleta)

I, Deborah Constantino, City Clerk of the City of Goleta, California, do hereby certify under penalty of perjury that the foregoing document **Resolution No.11-23** entitled **"A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF GOLETA, CALIFORNIA, ADOPTING FINDINGS AND CERTIFYING THE FINAL ENVIRONMENTAL IMPACT REPORT FOR THE EKWILL STREET AND FOWLER ROAD EXTENSIONS PROJECT (SCH#2004061072); CASE NO. 11-EIR-02; CITY AND CALIFORNIA DEPARTMENT OF TRANSPORTATION RIGHT-OF-WAY, INCLUDING SOUTH STREET, STATE ROUTE 217, FAIRVIEW AVENUE, FOWLER ROAD, EKWILL STREET, KELLOGG AVENUE AND HOLLISTER AVENUE, AND APNS 071-130-062, -051, 071-170-080, -082, -083, 071-130-040, -023, 071-151-011, 071-130-006, 071-140-067, 071-160-006, -011, -012, -013, 071-181-012, 071-190-018, -034, 071-170-079, 071-090-078, -037, -036, -007, 071-140-046, 071-330-009, AND 071-140-068"** is a full, true and correct copy of the original on file in the Office of the City Clerk, of which I am the legal custodian.

Dated this 16th day of December, 2011


Deborah Constantino
City Clerk

RESOLUTION NO. 11-23

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF GOLETA, CALIFORNIA, ADOPTING FINDINGS AND CERTIFYING THE FINAL ENVIRONMENTAL IMPACT REPORT FOR THE EKWILL STREET AND FOWLER ROAD EXTENSIONS PROJECT (SCH#2004061072); CASE NO. 11-EIR-02; CITY AND CALIFORNIA DEPARTMENT OF TRANSPORTATION RIGHT-OF-WAY, INCLUDING SOUTH STREET, STATE ROUTE 217, FAIRVIEW AVENUE, FOWLER ROAD, EKWILL STREET, KELLOGG AVENUE AND HOLLISTER AVENUE, AND APNS 071-130-062, -051, 071-170-080, -082, -083, 071-130-040, -023, 071-151-011, 071-130-006, 071-140-067, 071-160-006, -011, -012, -013, 071-181-012, 071-190-018, -034, 071-170-079, 071-090-078, -037, -036, -007, 071-140-046, 071-330-009, AND 071-140-068

WHEREAS, the City of Goleta ("City") is the applicant for the Ekwil Street and Fowler Road Extensions Project located within the City of Goleta and City of Santa Barbara, which consists of the construction of new roads at the extension of Ekwil Street from Fairview to Kellogg Avenue, the extension of Fowler Road westward from the terminus of South Street to Fairview Avenue, the construction of roundabouts at the intersections of Ekwil Street and Pine Avenue, Fowler Road and Fairview Avenue, and at the southbound off-ramp and northbound on-ramp to State Route 217 from Hollister Avenue ("Project"); and

WHEREAS, it was determined that the Project was subject to the California Environmental Quality Act, California Public Resources Code Sections 21000, *et seq.* ("CEQA"), and the State CEQA Guidelines, Title 14, Division 6, Chapter 3 of the California Code of Regulations, ("CEQA Guidelines"), that one or more significant effects on the environment may occur, and that preparation of an Environmental Impact Report ("EIR") would be required pursuant to Section 15081 of the CEQA Guidelines; and

WHEREAS, the Ekwil Street and Fowler Road Extensions Project Draft Environmental Impact Report ("Draft EIR") was prepared in full compliance with CEQA, CEQA Guidelines, and the City Environmental Review Guidelines and was released for public review on August 31, 2011 until October 17, 2011 as required by CEQA, the CEQA Guidelines and the City Environmental Review Guidelines; and

WHEREAS, the City held a public hearing on the Draft EIR on September 19, 2011 to receive public comments on the Draft EIR; and

WHEREAS, the Ekwil Street and Fowler Road Extensions Project Final Environmental Impact Report, SCH No. 2004061072 ("Final EIR") was prepared in full compliance with CEQA, CEQA Guidelines, and the City Environmental Review Guidelines and provides the environmental analysis for

- (1) The Project with an alignment of the Fowler Road extension between Technology Drive and Fairview Avenue that drops approximately 70 feet south; and
- (2) The Fowler Road Extension Alternative, which is identical to the Project, except for the alignment of the Fowler Road extension between

Technology Drive and Fairview Avenue being generally straighter and 70 feet north compared to the Project alignment; and

WHEREAS, the Final EIR was released on November 16, 2011, more than ten (10) days prior to certification of the Project by the Planning Commission; and

WHEREAS, the Planning Commission conducted a duly noticed public hearing on November 28, 2011, at which time all interested persons were given an opportunity to be heard; and

WHEREAS, the Planning Commission considered the entire administrative record, including the staff report, the Final EIR, including the Mitigation Monitoring and Reporting Program, and oral and written testimony from interested persons.

NOW, THEREFORE, BE IT RESOLVED BY THE PLANNING COMMISSION OF THE CITY OF GOLETA AS FOLLOWS:

SECTION 1. Recitals

The Planning Commission hereby finds and determines that the foregoing recitals, which are incorporated herein by reference, are true and correct.

SECTION 2. CEQA Findings

The Planning Commission certifies that, pursuant to CEQA and Section 15090 of the CEQA Guidelines, the Final EIR, available pursuant to Section 6 below and incorporated herein by reference, has been prepared in compliance with the requirements of CEQA and the CEQA Guidelines; the Planning Commission has been presented and has reviewed and considered the information contained in the Final EIR; and the Final EIR reflects the independent judgment and analysis of the City, as the lead agency.

The Planning Commission finds that, pursuant to CEQA and Section 15091 of the CEQA Guidelines, changes or alterations have been required in, or incorporated into, the Project and the Fowler Road Extension Alternative, which avoid or substantially lessen the following significant environmental effects to a level less than significant level as identified in the Final EIR:

(a) Noise

The Project and the Fowler Road Extension Alternative would pose a potentially significant but mitigable impact on noise receptors due to construction activities, including increased truck traffic, in the project area. Measures to reduce this potentially significant impact to less than significant levels are identified under Mitigation Measures Noise-1 and Noise-2. Noise-1 requires compliance with Caltrans Standard Specifications, Sound Control Requirements including compliance with all local sound and noise level rules and installation of appropriate mufflers on internal combustion engines used for the Project or the Fowler Road Extension Alternative. Noise-2 also requires implementation of additional measures such as changing the location of

stationary equipment, notifying residents in advance of scheduled construction work, and installation of temporary noise barriers to minimize noise-producing activities during construction.

(b) Natural Communities

The Project and the Fowler Road Extension Alternative would displace a mixture of native riparian vegetation and weedy non-native vegetation and will contribute to a slight increase in invasive plant species, bird species and feral cats along the culvert crossings and new road edges. Although these proposed crossings are open-bottomed culverts, temporary impacts of the Project to willow riparian woodland (a sensitive natural community) would total 1.72 acres while permanent impacts would total 1.36 acres. The Fowler Road Extension Alternative would affect a slightly greater area such that temporary impacts to willow riparian woodland would total 1.77 acres while permanent impacts would total 1.95 acres. Compared to the Project, the net increase in impacts to willow riparian woodland associated with the Fowler Road Extension Alternative would be 0.05 acres of temporary impacts and 0.59 acres of permanent impacts.

The Project and the Fowler Road Extension Alternative would also have less than significant impacts to habitat connectivity and wildlife movement.

The Fowler Road Extension Alternative would involve the filling of a small man-made drainage ditch near the intersection of Technology Drive and the proposed Fowler Road extension and, would, therefore, be permanently impacted, but this drainage ditch does not serve as a substantial wildlife linkage because the eastern end of this narrow 350-foot drainage ditch terminates in a developed area. The Project would not involve the filling of this drainage ditch and, therefore, there would be no impacts to this drainage ditch.

Mitigation Measures applicable to the Project and the Fowler Road Extension Alternative include NA-1, which requires protection and riparian habitat creation and/or restoration mitigation at a ratio of 2:1 for temporary impacts and mitigation at a ratio of 3:1 for permanent impacts, which would total approximately 9.4 acres of creation and/or restoration mitigation. NA-2 also requires implementation of a Native Tree Inventory and Protection Plan including mature tree replacement ratios on a 10:1 ratio (within the Coastal Zone, as this is the location of the impact), and review of the landscape plans by a biologist to minimize invasive plant species. NA-3 and NA-4 also require avoidance of invasive species and pesticides and excessive irrigation as part of landscape plans, to be approved by a City-approved biologist.

(c) Wetlands and Other Waters

The Project would have a total of 1.69 acres of temporary impacts and 1.43 acres of permanent impacts to jurisdictional streambeds are anticipated to occur. The Fowler Road Extension Alternative would have a total of 1.74 acres of temporary impacts and 2.03 acres of permanent impacts for a net increase of 0.05 acre of temporary impacts

and 0.60 acre of permanent impacts to jurisdictional streambeds as compared to the Project. The Fowler Road Extension Alternative's impacts on jurisdictional waters and streambeds would be slightly greater than those of the Project because the Fowler Road Extension Alternative would permanently fill the small man-made drainage ditch that conveys stormwater from Technology Drive to the channel of Old San Jose Creek. This drainage ditch is in a degraded condition and is subject to routine maintenance including vegetation and sediment removal. The Project would not involve the filling of this drainage ditch and, therefore, it is not included in the acreage of impacts for the Project.

The Project would result in 0.15 acre of permanent impacts and an additional 0.15 acre of temporary impacts to waters of the U.S. The Fowler Road Extension Alternative would result in 0.16 acre of permanent impacts and an additional 0.25 acre of temporary impacts to waters of the U.S.

Permanent and temporary impacts to coastal wetlands and California Department of Fish and Game jurisdictional streambeds are also identified.

As the project area does not support wetlands as defined by Corps of Engineers regulations, no direct impacts to federally protected wetlands are anticipated as a result of the Project or the Fowler Road Extension Alternative.

Mitigation Measures required to address wetland impacts to plant species include the following: WE-1, avoidance of excavation work within or near environmentally sensitive habitat areas, including native trees, 25-foot from the top of creek bank to 100-foot setbacks from the wetlands within the coastal zone and respect of these setbacks for construction and staging areas; WE-2, requiring wetland habitat creation and/or restoration; and WE-3, requiring prohibition of pesticide and herbicides.

(d) Plant Species

The Project and the Fowler Road Extension Alternative impacts to Candidate, Sensitive, or Special Status Species (black-flowered figwort, Plummer's baccharis, or southern tarweed) are remote due to degraded habitat values and the lack of such species during biological surveys. However, if individuals of these species are impacted by the Project or the Fowler Road Extension Alternative, those impacts would be permanent. Mitigation Measures PL-1 and PL-2 would require pre-construction plant surveys and the presence of a biologist during initial vegetation clearing, and restoration planting of impacted species.

(e) Animal Species

The Project and the Fowler Road Extension Alternative impacts to Candidate, Sensitive, or Special Status Species may include destruction of nests, loss of breeding and foraging habitat, and interruption of habitat connectivity during construction activity. Operational impacts from routine vegetation maintenance along new

roads and roundabouts near riparian areas could potentially impact breeding riparian birds and raptors and may also include noise and light disturbance from the roads. The Project and the Fowler Road Extension Alternative may cause the possibility of roadkill of unwary raptors and other wildlife (skunk, raccoon, opossum, coyote and red fox) due to the larger height and width of the Ekwil extension. Operational impacts to raptors associated with the Project and the Fowler Road Extension Alternative include the possibility of roadkill of unwary raptors and other wildlife. The operational speed limit is likely to be sufficiently low to minimize any potential impacts to raptors.

Mitigation Measures identified to address these potential impacts to animal species include AN-1 through AN-8, providing for construction restrictions for riparian birds and raptors, minimization of construction noise, implementation of construction housekeeping, completion of Monarch Butterfly surveys and avoidance of eucalyptus trees near the Ekwil Street extension, use of low level lighting near riparian habitats, minimization of impacts to Least Bell's Vireo potential habitat if construction occurs during nesting season (February 15 through August 31), conducting pre-construction Protocol Surveys for Least Bell's Vireo, scheduling of routine vegetation trimming along roads to avoid breeding season of birds and raptors, completion of breeding bird surveys within the area and 300-foot buffer zone, and implementation of a Stormwater Pollution Prevention Plan that includes efficient erosion control and spill control measures to prevent indirect impacts of the pedestrian bridge construction across San Jose Creek.

The City finds that, pursuant to CEQA and Section 15091 of the CEQA Guidelines, specific economic, social, environmental, technological, legal or other considerations make infeasible the ten alternatives to the Project considered and rejected as set forth in the Final EIR. The City hereby adopts the analysis and conclusions in the Final EIR regarding the alternatives previously considered but rejected.

SECTION 3. Certification of the Final EIR

The Planning Commission finds that the foregoing findings are supported by substantial evidence in the record and, pursuant to CEQA and the CEQA Guidelines, the Planning Commission hereby certifies the Final EIR.

SECTION 4. Mitigation Monitoring and Reporting Program

California Public Resources Code Section 21081.6 and CEQA Guidelines Section 15097, requires that the City adopt reporting or monitoring programs for the changes to the Project and the Fowler Road Extension Alternative which it has required or the measures it has imposed to mitigate or avoid significant effects on the environment. The procedures for mitigation monitoring and verification are described for each mitigation measure in the Final EIR. The mitigation measures as described in the Final EIR are hereby adopted as the Mitigation Monitoring and Reporting Program ("MMRP") and are incorporated herein by this reference. The MMRP is designed to ensure

compliance during implementation of the Project or the Fowler Road Extension Alternative.

SECTION 5. Notice of Determination

The Planning Commission hereby directs that the City's Director of Planning and Environmental Services, or his designee, shall file a Notice of Determination with the County Clerk of the County of Santa Barbara within five (5) days of the date of this Resolution in accordance with the provisions of California Public Resources Code Section 21152 and Section 15094 of the CEQA Guidelines.

SECTION 6. Documents

The documents and other materials which constitute the record of proceedings upon which this decision is based, are in the custody of the City Clerk, City of Goleta, 130 Cremona Drive, Suite B, Goleta, California, 93117.

SECTION 7. Certification

The City Clerk shall certify to the adoption of this Resolution.

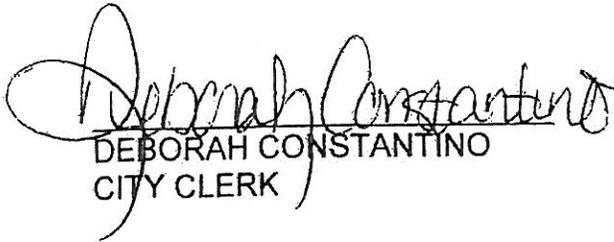
PASSED, APPROVED AND ADOPTED this 28th day of November, 2011.



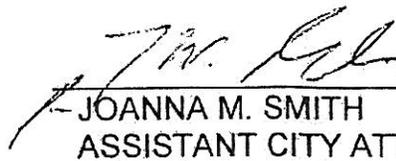
BILL SHELOR, CHAIR

ATTEST:

APPROVED AS TO FORM:



DEBORAH CONSTANTINO
CITY CLERK



- JOANNA M. SMITH
ASSISTANT CITY ATTORNEY

STATE OF CALIFORNIA)
COUNTY OF SANTA BARBARA) ss.
CITY OF GOLETA)

I, DEBORAH CONSTANTINO, City Clerk of the City of Goleta, California, DO HEREBY CERTIFY that the foregoing Planning Commission Resolution No. 11-23 was duly adopted by the Planning Commission of the City of Goleta at a regular meeting held on the 28th day of November, 2011, by the following vote of the Commission members:

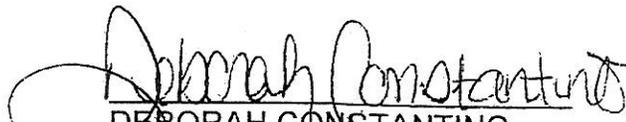
AYES: CHAIR SHELOR, VICE CHAIR WALLIS, AND COMMISSIONERS KESSLER-SOLOMON, STAPELMANN AND WEST

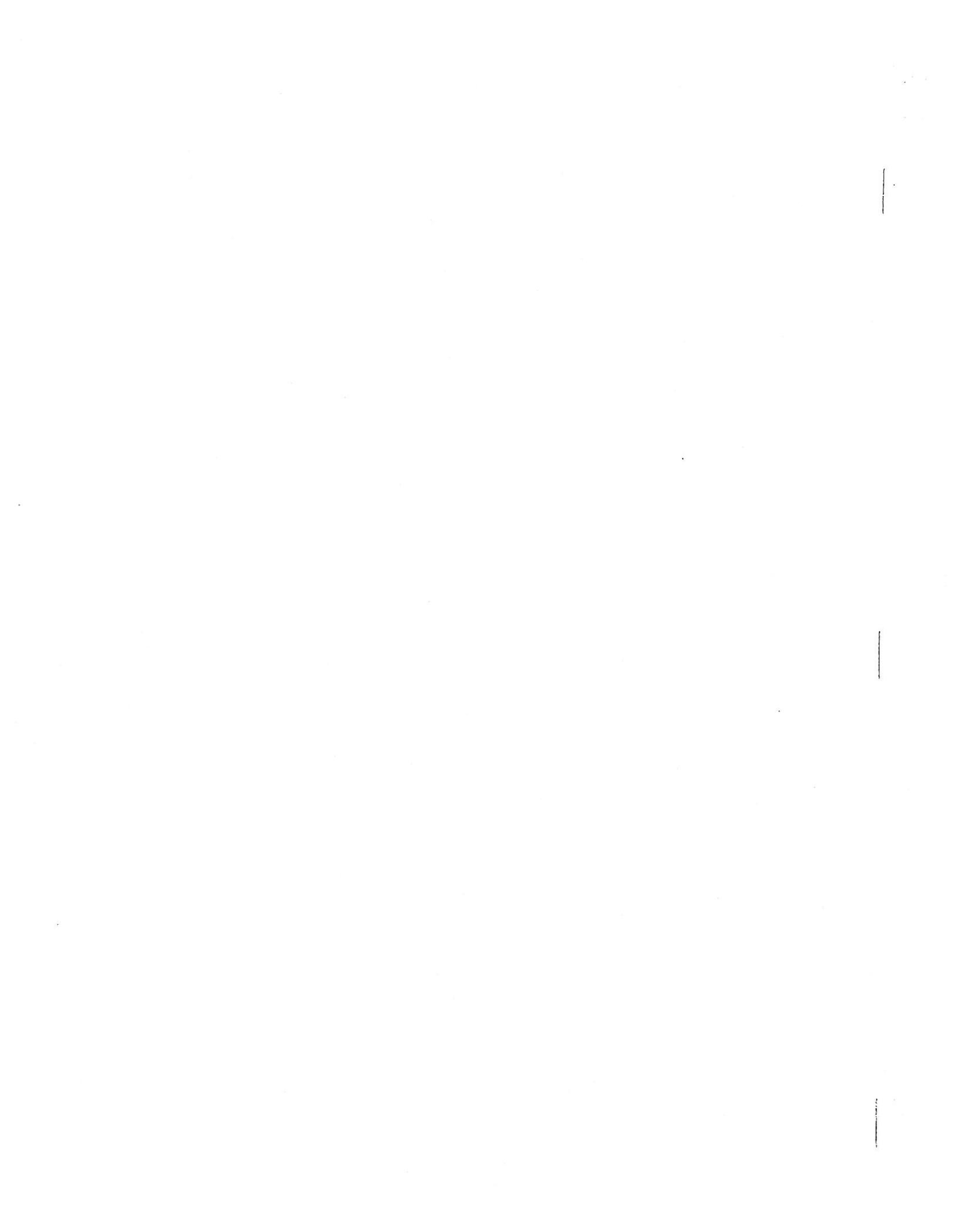
NOES: NONE

ABSENT: NONE

ABSTENTIONS: NONE

(SEAL)


DEBORAH CONSTANTINO
CITY CLERK



Memorandum

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: February 22-23, 2012

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

From: NORMA ORTEGA
Chief Financial Officer

Prepared by: Rachel Falsetti
Division Chief
Transportation Programming

Subject: **STATE ROUTE 99 CORRIDOR BOND PROGRAM PROJECT BASELINE AMENDMENT
RESOLUTION R99-PA-1112-003**

RECOMMENDATION:

The California Department of Transportation (Department) recommends that the California Transportation Commission (Commission) amend the State Route (SR) 99 Corridor Bond Program baseline agreement for the Freeway Upgrade & Plainsburg Road I/C project in Merced County.

ISSUE:

The Department and the Merced County Association of Governments (MCAG) propose to amend the State Route (SR) 99 Corridor Bond Program baseline agreement for the Freeway Upgrade & Plainsburg Road I/C project (PPNO 5401) in Merced County to revise the project funding plan and schedule.

BACKGROUND:

The Freeway Upgrade & Plainsburg Road I/C project (PPNO 5401) will widen 4.6 miles of SR 99 from four lanes to six lanes from the Madera/Merced County Line to Buchanan Hollow Road. It is programmed for construction in Fiscal Year (FY) 2010-11 with SR 99 Bond Program funding. Environmental, Design and Right of Way acquisition are programmed with Interregional Improvement Program (IIP) and Traffic Congestion Relief Program (TCRP) funds.

Revise Project Funding Plan

The Right of Way support cost has increased from \$700,000 to \$1,200,000. This project experienced an unexpectedly high level of condemnation-related activity. Of 11 parcels, ten required the initiation of condemnation activities. The parcel that did not require condemnation involved railroad negotiations, which took as much time to settle as the other parcels. Negotiation and condemnation activities were protracted and consumed more support effort than was planned. With the remaining parcels, it became necessary to obtain Resolutions of Necessity for all ten parcels. Condemnation suits were filed on five of the parcels. The appraisal staff encountered several parcels with unexpectedly complicated appraisal questions requiring unique solutions, and appraisal staff performed rework on several parcels as a result of required design changes. In addition, due to heavy workload demand in the Department's Stockton office, the appraisals and acquisition work was performed by Fresno Right of Way staff, which resulted in unanticipated travel costs.

The Right of Way capital cost has decreased from \$6,477,000 to \$5,977,000. The baseline agreement was based on a “worst case” estimate for potential right of way requirements. The final design of the preferred alternative resulted in a reduction of right of way requirements and lower capital costs.

Revise Project Schedule

The End Design milestone was delayed by ten months due to negotiations with the Army Corps of Engineers (ACOE) regarding a permit required by Section 404 of the Clean Water Act. Several mitigation options and parcels were investigated before ACOE approved the permit.

The End Right of Way milestone was delayed by eight months due to condemnation of several parcels as described above. The design was re-evaluated to minimize impacts, and the parcels were re-appraised.

The Begin Construction and End Construction milestones are being delayed by 17 months, ten months of which is a direct result of the End Design delay described above. The other seven months of delay was caused by the immediately adjacent and interrelated Arboleda Road Freeway project (PPNO 5414). The Arboleda Road Freeway project must begin eight months before the Freeway Upgrade & Plainsburg Road I/C project. The Arboleda Road Freeway project experienced several delays, which were described under Resolution R99-PA-1112-017 approved in December 2011 and resulted in an additional seven-month delay to the Freeway Upgrade & Plainsburg Road I/C project

The Begin Closeout milestone is being delayed by ten months because it is directly related to the End Construction milestone. The baseline schedule incorrectly showed closeout starting eight months after the End Construction milestone. Closeout will actually begin one month after the End Construction milestone, which explains why the delay is ten months instead of 17 months.

The End Closeout milestone is being delayed by 16 months, ten months of which is a direct result of the Begin Closeout delay described above. The other six months of delay is caused by a mistake in the baseline schedule, which showed a duration of six months for closeout. Closeout requires a duration of 12 months.

Project Delivery Schedule

The proposed project milestone dates are shown below:

Milestone	Existing	Proposed
Begin Design	3/1/07	No change
End Design	9/1/10	6/20/11
Begin Right of Way	9/1/07	No change
End Right of Way	9/1/10	5/5/11
Begin Construction	2/1/11	7/1/12
End Construction	2/1/14	7/1/15
Begin Closeout	10/1/14	8/1/15
End Closeout	4/1/15	8/1/16

The changes proposed above are reflected in the following table.

REVISED: FREEWAY UPGRADE & PLAINSBURG ROAD I/C (PPNO 5401)

County	District	PPNO	EA	Element	Const. Year	PMBack	PM Ahead	Route/Corridor					
Merced	10	5401	41580	CO	2010-11 2011-12	0.0	4.6	99					
Implementing Agency: (by component)		PA&ED	Caltrans			PS&E	Caltrans						
		R/W	Caltrans			CON	Caltrans						
RTPA/CTC:		Merced County Association of Governments											
Project Title:		Freeway Upgrade & Plainsburg Road I/C											
Location		Near the city of Merced, from north of the Madera County Line to Buchanan Hollow Road.											
Description:		Convert to 6 lane freeway and construct interchange at Plainsburg 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
IIP													
Existing	5,720	5,720						2,477		3,243			
Change	0	0						0		0			
Proposed	5,720	5,720						2,477		3,243			
State Bond (SR 99)													
Existing	108,000	5,000	103,000					2,300	94,700		2,500	200	8,300
Change	0	0	(103,000)	103,000				(500)	0		0	500	0
Proposed	108,000	5,000	0	103,000				1,800	94,700		2,500	700	8,300
TCRP (Committed)													
Existing	5,000	5,000						1,700			2,800	500	
Change	0	0						0			0	0	
Proposed	5,000	5,000						1,700			2,800	500	
Total													
Existing	118,720	15,720	103,000	0				6,477	94,700	3,243	5,300	700	8,300
Change	0	0	(103,000)	103,000				(500)	0	0	0	500	0
Proposed	118,720	15,720	0	103,000				5,977	94,700	3,243	5,300	1,200	8,300

RESOLUTION R99-PA-1112-003

Be it Resolved, that the California Transportation Commission does hereby amend the State Route 99 Corridor Bond Program baseline agreement for the Freeway Upgrade & Plainsburg Road I/C project (PPNO 5401) with the information described above.

Memorandum

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: February 22-23, 2012

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

From: NORMA ORTEGA
Chief Financial Officer

Prepared by: Rachel Falsetti
Division Chief
Transportation Programming

Subject: **ROUTE 99 PROJECT BASELINE AMENDMENT**
RESOLUTION R99-PA-1112-004, AMENDING RESOLUTION R99-PA-1011-008

RECOMMENDATION:

The California Department of Transportation (Department) recommends that the California Transportation Commission (Commission) amend the State Route 99 Bond (SR 99) corridor baseline agreement for the Elverta Road Interchange project (PPNO 0259D) in Sacramento County.

ISSUE:

The County of Sacramento (County) and the Sacramento Area Council of Governments (SACOG) propose to amend the Resolution R99-PA-1011-008 for the Elverta Road Interchange project (PPNO 0259D) to update the project schedule.

BACKGROUND:

At the November 2010 meeting, the Commission approved Resolution R99-PA-1011-008 for the Elverta Road Interchange project to add scope and SR 99 bond funding to the project but did not adjust the schedule. The County is the lead on this project and is also contributing \$5,290,000 in local funds. The remainder of the project is funded with \$23,110,000 of Proposition 1B SR 99 bond funding for construction. The County will fund the balance of preconstruction components with local funds. This amendment updates the project schedule for Design (PS&E), Right of Way (R/W) and construction.

Schedule Revisions:

Project delays are due to the need to enter into eminent domain proceedings on five properties. This process began in July 2011 and as of January 27, 2012, the county has obtained full possession for all of the project's Right of Way needs. However, negotiations took longer than expected for the needed utility relocation agreements which are now almost complete. The revised project baseline schedule is shown in the following tables:

Project Milestone	Baseline	Proposed
End Environmental Phase	July 2009	No Change
Begin Design Phase	July 2009	No Change
End Design Phase	Dec. 2010	Feb. 2012
Begin Right of Way Phase	July 2009	No Change
End Right of Way Phase	Dec. 2010	Feb. 2012
Begin Construction Phase	May 2011	June 2012
End Construction Phase	Jan. 2013	Feb. 2014
Begin Closeout Phase	Mar. 2013	Apr. 2014
End Closeout Phase	June 2013	July 2014

REVISES: ELVERTA ROAD INTERCHANGE PROJECT - PPNO 0259D

County	District	PPNO	EA	Element	Const. Year	PMBack	PMAhead	Route/Corridor					
Sacramento	3	0259D	37150	CO	2010-11 2011-12	35.0	36	99					
Implementing Agency: (by component)		PA&ED	Sacramento County			PS&E	Sacramento County						
		R/W	sacramento County			CON	Sacramento County						
RTPA/CTC:	Sacramento Area Council of Governments												
Project Title:	SR 99/Elverta Rd. Interchange												
Location:	In Sacramento County on SR 99 at Elverta Road.												
Description:	Construct a 4 - lane overcrossing Type -9 interchange including ramp meters, HOV lanes and traffic signals.												
(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
Proposition 1B - State Route 99 Bond													
Existing	23,110		23,110	0				23,110					
Change	0		(23,110)	23,110				0					
Proposed	23,110		0	23,110				23,110					
Local Funds													
Existing	11,090	5,800	5,290	0			3,000	5,290	1,000	1,800			
Change	0	0	(5,290)	5,290			0	0	0	0			
Proposed	11,090	5,800	0	5,290			3,000	5,290	1,000	1,800			
Total													
Existing	34,200	5,800	28,400	0			3,000	28,400	1,000	1,800			
Change	0	0	(28,400)	28,400			0	0	0	0			
Proposed	34,200	5,800	0	28,400			3,000	28,400	1,000	1,800			

RESOLUTION R99-PA-1112-004

Be it Resolved, that the California Transportation Commission does hereby amend the State Route 99 Bond corridor baseline agreement for the Elverta Road Interchange project (PPNO 0259D) in Sacramento County with the information described above.

Memorandum

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: February 22-23, 2012

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

From: NORMA ORTEGA
Chief Financial Officer

Prepared by: Shirley Choate
Interim Division Chief
Transportation Planning

Subject: **TRADE CORRIDORS IMPROVEMENT FUND-PROJECT BASELINE AMENDMENT
RESOLUTION TCIF-P-1112-18, AMENDING RESOLUTION TCIF-P-1112-07**

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 75, Southline Rail Improvements – Mainline Improvements (PPNO 1012) in San Diego County. The San Diego Border Region Consensus Group concurs with this amendment and the requested changes.

ISSUE:

The San Diego Association of Governments (SANDAG) proposes to amend the TCIF Project Baseline Agreement for Project 75, Southline Rail Improvements – Mainline Improvements (Southline) to update the schedule for Phase III, move a portion of Phase IV work to Phase III, and update the cost for both phases.

BACKGROUND:

The Southline project, located in the cities of San Diego, National City and Chula Vista, will increase freight capacity (goods movement) on the South Line. Demand for goods movement by rail, especially from northern Baja California, will soon surpass the existing capacity of the South Line. Regional consumption of bulk commodities, along with demand for these same commodities in northern Baja California, Mexico, has been and is expected to continue to increase. Increasing freight service will accommodate this capacity demand and prevent the diversion of much of this traffic to trucks, which would tax the already congested border crossings, regional freeways, and arterials.

The project was adopted in the TCIF Program by the Commission on April 10, 2008. A Baseline Agreement was executed between SANDAG, the Department, and the Commission, and approved on October 29, 2008, under Resolution TCIF-P-0809-04B. An amendment to the Baseline Agreement was approved on April 7, 2010, under Resolution TCIF-P-0910-08, to split the project into three phases and update the delivery schedule. Environmental approval for future consideration of funding was approved by the Commission on April 8, 2010 under Resolution E-10-30, and allocations were approved for Phases I and II on January 10, 2011, under Resolution TCIF-A-1011-02. A second amendment to the Baseline Agreement was approved on September 15, 2011, under Resolution TCIF-P-1112-07 to split Phase III, into Phases III and IV.

Refined Scope for Phase III and Phase IV

This proposed amendment will move a portion of the Phase IV work ahead into Phase III which will allow for more efficient construction efforts and lessen the impacts to the operators and community. The overall scope and benefits of the project remain as committed to by SANDAG in the original Baseline Agreement.

The following elements, which had been programmed for Phase IV, will now be included in Phase III:

- A portion of the siding track, approximately 1,750 feet, from the new turnout to just south of Anita Street.
- Improvements to an industry spur track including reconstruction of an existing turnout and approximately 150 feet of track.
- Replacement of the existing siding grade crossing at Anita Street. The grade crossing will now be completely reconstructed in Phase III, rather than in two parts across two phases.

Revised Schedule for Phase III

The proposed amendment will revise the Phase III “End Design Date” and the “End Closeout Date” to allow for the addition of the added scope elements from Phase IV. There are no changes to the Phase IV schedule.

Phase III – Palomar Siding and Mainline Track Improvements

Project Milestone	Current Approved	Proposed	Change
Begin Environmental Phase	Jul. 2008	Jul. 2008	No Change
End Environmental Phase	Apr. 2010	Apr. 2010	No Change
Begin Design Phase	Aug. 2009	Aug. 2009	No Change
End Design Phase	Nov. 2011	Mar. 2012	4 Months
Begin Right of Way Phase	N/A	N/A	N/A
End Right of Way Phase	N/A	N/A	N/A
Begin Construction Phase	Aug. 2012	Aug. 2012	No Change
End Construction Phase	Mar. 2014	Mar. 2014	No Change
Begin Closeout Phase	Mar. 2014	Mar. 2014	No Change
End Closeout Phase	Oct. 2014	Mar. 2015	5 Months

Revised Cost for Phase III and Phase IV

The overall TCIF funding remains as originally programmed at \$98,060,000. Additionally, there are no changes to the overall project cost at \$107,030,000. The revised funding breakdown for Phase III and Phase IV is due to the shift of scope elements and is shown in the following tables:

(DOLLARS IN THOUSANDS) Phase III										
FUND SOURCE	TOTAL	Totals by Fiscal Year					Totals by Project Phase			
		Prior	10/11	11/12	12/13	13/14	PA&ED	PS&E	R/W	CONST
State Funds (TCIF)										
Current Approved	4,000			4,000						4,000
Change	1,400			1,400						1,400
Proposed	5,400			5,400						5,400
TOTAL										
Current Approved	4,000			4,000						4,000
Change	1,400			1,400						1,400
Proposed	5,400			5,400						5,400

(DOLLARS IN THOUSANDS) Phase IV										
FUND SOURCE	TOTAL	Totals by Fiscal Year					Totals by Project Phase			
		Prior	10/11	11/12	12/13	13/14	PA&ED	PS&E	R/W	CONST
State Funds (TCIF)										
Current Approved	68,060					68,060				68,060
Change	(1,400)					(1,400)				(1,400)
Proposed	66,660					66,660				66,660
Local Funds (Port Funds)										
Current Approved	8,970*	8,970					220	8,750		
Change	0	0					0	0		
Proposed	8,970*	8,970					220	8,750		
TOTAL										
Current Approved	77,030	8,970				68,060	220	8,750		
Change	(1,400)	0				(1,400)	0	0		
Proposed	75,630	8,970				66,660	220	8,750		

*\$8,970 in PAED and PSE costs covers all four phases.

RESOLUTION TCIF-P-1112-18

Be it Resolved, that the California Transportation Commission does hereby amend the Trade Corridors Improvement Fund Baseline Agreement for Project 75, Southline Rail Improvements – Mainline Improvements (PPNO 1012), in accordance with the changes as described and illustrated.

Attachment



401 B Street, Suite 800
San Diego, CA 92101-4231
(619) 699-1900
Fax (619) 699-1905
www.sandag.org

December 21, 2011

Ms. Lauren Clauson, Chief
Railroad Crossing Safety Branch
Division of Rail
California Department of Transportation
1120 N Street
Sacramento, CA 95814

Dear Ms. Clauson:

SUBJECT: South Line/Mainline Baseline Agreement Amendment and \$5.4M Allocation Request

Please accept this letter of support for the attached documents outlining Baseline Agreement adjustments and a \$5.4M budget allocation for the South Line/Mainline Rail (South Line) Project at the February 2012 California Transportation Commission (CTC) meeting.

In September 2011, the CTC approved a Baseline Agreement Amendment for the Trade Corridors Improvement Fund (TCIF) Program South Line Project, which allowed the San Diego Association of Governments (SANDAG) to divide the Project into 4 phases. The attached materials outline how Phases 1 and 2 of the Project are currently in construction and have received an allocation of TCIF Program funds. This proposed amendment to the 2011 Amended Baseline Agreement would move a portion of the Phase 4 scope ahead into Phase 3 scope and update the 'End Design Phase (RTL)' date for Phase 3. The proposed changes included in this Amendment will allow for more efficient construction efforts and lessen the impacts to the operators and community. The \$5.4M allocation request will support this work, which we are advancing into Phase 3 of the overall Project.

The overall South Line project scope remains within the parameters of the original CTC-approved project and, as such, will deliver the benefits (outcomes) committed to by SANDAG as part of the original Baseline Agreement; the overall TCIF amount would remain \$98.06M; and the total project cost of \$107.3M also remains the same.

Approval of this request will ensure that the construction schedules for this Project can move forward. Thank you for your attention to this request and our TCIF team is available to address any questions you may have.

Sincerely,

CHRISTINA CASGAR
Goods Movement Policy Manager
San Diego Border Region Gateway Coordinator

CCA/dsn

Attachments

cc: Maura Twomey, CTC
Dawn Cheser, Jan Bolivarm, Caltrans

MEMBER AGENCIES

- Cities of
Carlsbad
Chula Vista
Coronado
Del Mar
El Cajon
Encinitas
Escondido
Imperial Beach
La Mesa
Lemon Grove
National City
Oceanside
Poway
San Diego
San Marcos
Santee
Solana Beach
Vista
and
County of San Diego

ADVISORY MEMBERS

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California Department
of Transportation
Metropolitan
Transit System
North County
Transit District
United States
Department of Defense
San Diego
Unified Port District
San Diego County
Water Authority
Southern California
Tribal Chairmen's Association
Mexico

Memorandum

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: February 22-23, 2012

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

From: NORMA ORTEGA
Chief Financial Officer

Prepared by: Shirley Choate
Interim Division Chief
Transportation Planning

Subject: **TRADE CORRIDORS IMPROVEMENT FUND-PROJECT BASELINE AMENDMENT
RESOLUTION TCIF-P-1112-19, AMENDING RESOLUTIONS TCIF-P-0708-01 AND
TCIF-P-1011-23**

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 32, Ports Rail System – Tier 1 (West Basin Road Rail Access Improvements) (PPNO TC32). The Southern California Consensus Group concurs with this amendment and the requested changes.

ISSUE:

The City of Los Angeles Harbor Department - Port of Los Angeles (Port) proposes to amend the TCIF Project Baseline Agreement for Project 32, Ports Rail System – Tier 1 (West Basin Road Rail Access Improvements), to split the project into two separate segments for staged construction, to revise the scope of the project, and update the schedule, cost, and funding plan for the entire project.

BACKGROUND:

The Ports Rail System – Tier 1 (West Basin Road Rail Access Improvements) project was programmed with \$47,560,000 of TCIF funds, under the TCIF Program of Projects, adopted by the Commission on April 10, 2008, under Resolution TCIF-P-0708-01. A Project Baseline Agreement executed by the Department, the Commission, and the Port was approved on October 29, 2008, under Resolution TCIF-P-0809-04B, which increased the TCIF funds for the project to \$51,230,000. An amendment to the Baseline Agreement was approved on June 22, 2011, under Resolution TCIF-P-1011-23 to revise the project cost and schedule.

The project is located in the West Basin district of the Port and accessed via Alameda Street, which is the eastern boundary of the Wilmington community (Alameda Street/Harry Bridges Boulevard is also a federally designated National Highway System Intermodal Connector Route). The project includes the following elements: receiving/departures, storage, and repair

tracks; removal of two at-grade rail-highway crossings, which have been an impediment between the community and the waterfront; relocation of the Pier A Railyard; and a 3,200 foot long - 25 foot wide landscaped public access area that consists of a 16 foot wide bike/pedestrian path along a portion of the California Coastal Trail.

Revised Scope

The City of Los Angeles (City) Bureau of Engineering (BOE) has required the Port to dedicate a 10 foot wide section of right of way along the south side of Alameda Street to widen the roadway and bring it into conformance with the City’s current General Plan Mobility Element. This requirement was not anticipated when the Port commenced final design a few years ago. The Port cannot commence the widening project until the dedication is approved and Design is completed. Consequently, in order to maintain the overall project schedule, the landscaping improvements and bike/pedestrian path (approximately \$560,000) will be removed from the overall project scope. The Port is committed to completing this work and will do so as a future, non-TCIF funded project.

Revised Schedule/Segmenting

This amendment proposes to revise the schedule due to unexpected delays in obtaining City B-Permits for construction within existing City right of way (ROW). The primary reason for the delay in obtaining the permits is due to recently discovered errors in the City’s survey maps and deed recordings, which the City requires correction of, prior to issuing the permit. The City has recently completed the ROW corrective research and has determined a dedication of Port property to the City is now required along the west side of Henry Ford Avenue. In addition, the Port will also be required to obtain an additional railroad easement for property owned by the Port of Long Beach along the east side of Henry Ford Avenue.

The Port has determined that these delays will affect a portion of the overall project, so they are proposing to segment the project in order to advance construction as soon as possible.

Segment I – Berth 200 Rail Yard Improvements			
Project Milestone	Current Approved	Proposed	Change
Begin Environmental Phase	07/01/05	07/01/05	No Change
End Environmental Phase	03/01/08	03/01/08	No Change (Complete)
Begin Design Phase	04/01/08	04/01/08	No Change
End Design Phase	08/01/11	02/01/12	6 Months
Begin Right of Way Phase	N/A	11/01/10	
End Right of Way Phase	N/A	11/01/11	
Begin Construction Phase	01/01/12	06/01/12	5 Months
End Construction Phase	07/01/14	07/01/14	No Change
Begin Closeout Phase	07/01/14	08/01/14	1 Month
End Closeout Phase	07/01/15	07/01/15	No Change

Segment II – Berth 200 Rail Yard Track Connections			
Project Milestone	Current Approved	Proposed	Change
Begin Environmental Phase	N/A	07/01/05	N/A
End Environmental Phase	N/A	03/01/08	N/A
Begin Design Phase	N/A	04/01/08	N/A
End Design Phase	N/A	06/01/12	N/A
Begin Right of Way Phase	N/A	04/01/08	N/A
End Right of Way Phase	N/A	04/01/12	N/A
Begin Construction Phase	N/A	12/01/12	N/A
End Construction Phase	N/A	12/01/13	N/A
Begin Closeout Phase	N/A	01/01/14	N/A
End Closeout Phase	N/A	01/01/15	N/A

Revised Project Costs

The total project cost of \$130,231 has increased to \$130,252, even though a portion of the original scope has been removed. The increase is due to the unanticipated ROW permitting issues and dedication, and splitting the project to accelerate construction. The total TCIF funding remains unchanged at \$51,230,000.

Segment I – Berth 200 Rail Yard Improvements

Ports Rail System – West Basin Road Rail Access Improvements: Segment I – Berth 200 Rail Yard Improvements (DOLLARS IN THOUSANDS)											
FUND SOURCE	TOTAL	Totals by Fiscal Year						Totals by Project Phase			
		Prior	10/11	11/12	12/13	13/14	14/15	PA&ED	PS&E	R/W	CONST
State Funds (TCIF)											
Existing	51,230			51,230							51,230
Change	(10,512)			(10,512)							(10,512)
Proposed	40,718			40,718							40,718
Local Funds (POLA Harbor Revenue Funds)											
Existing	54,417	6,132	1,176	1,127	23,735	19,985	2,262	6	8,429		45,982
Change	(28,720)	0	(422)	637	(16,262)	(11,660)	(1,013)	0	(449)		(28,271)
Proposed	25,697	6,132	754	1,764	7,473	8,325	1,249	6	7,980		17,711
Local Funds (Metro USDOT RSTP)											
Existing	8,584				2,417	6,167					8,584
Change	0				6,167	(6,167)					0
Proposed	8,584				8,584	0					8,584
Federal Funds (USDOT TIGER II)											
Existing	16,000			0	8,000	8,000					16,000
Change	0			250	0	(250)					0
Proposed	16,000			250	8,000	7,750					16,000
Local Funds (Metro USDOT CMAQ)											
Existing	0			0		0					0
Change	13,553			7,050		6,503					13,553
Proposed	13,553			7,050		6,503					13,553
TOTAL											
Existing	130,231	6,132	1,176	52,357	34,152	34,152	2,262	6	8,429		121,796
Change	(25,679)	0	(422)	(2,575)	(10,095)	(11,574)	(1,013)	0	(449)		(25,230)
Proposed	104,552	6,132	754	49,782	24,057	22,578	1,249	6	7,980		96,566

Segment II – Berth 200 Rail Yard Track Connections

Ports Rail System – West Basin Road Rail Access Improvements: Segment II – Berth 200 Rail Yard Track Connections (DOLLARS IN THOUSANDS)											
FUND SOURCE	TOTAL	Totals by Fiscal Year						Totals by Project Phase			
		Prior	10/11	11/12	12/13	13/14	14/15	PA&ED	PS&E	R/W	CONST
State Funds (TCIF)											
Existing	0			0							0
Change	10,512			10,512							10,512
Proposed	10,512			10,512							10,512
Local Funds (POLA Harbor Revenue Funds)											
Existing	0			0	0	0			0		0
Change	15,188			1,000	7,094	7,094			1,000		14,188
Proposed	15,188			1,000	7,094	7,094			1,000		14,188
TOTAL											
Existing	0			0	0	0			0		0
Change	25,700			11,512	7,094	7,094			1,000		24,700
Proposed	25,700			11,512	7,094	7,094			1,000		24,700

RESOLUTION TCIF-P-1112-19

Be it Resolved, that the California Transportation Commission does hereby amend the Trade Corridors Improvement Fund baseline agreement for Project 32, Ports Rail System – Tier 1 (West Basin Road Rail Access Improvements) project (PPNO TC32), in accordance with the changes described and illustrated above.

Attachment



Metro

December 6, 2011

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 Port of Los Angeles is requesting approval of an amendment of their Baseline Agreement for TCIF project #32, West Basin Railyard. The amendment requested impacts the project schedule and total cost, and does not modify \$51.23 million in TCIF funds for the project. The port is also requesting allocation and Letter of No Prejudice for this project.

Please see the attached letter from POLA 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
Andre Boutros
Maura Twomey

Memorandum

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: February 22-23, 2012

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

From: NORMA ORTEGA
Chief Financial Officer

Prepared by: Rachel Falsetti
Division Chief
Transportation Programming

Subject: **TRADE CORRIDOR IMPROVEMENT FUND PROJECT BASELINE AMENDMENT
RESOLUTION TCIF-P-1112-20**

RECOMMENDATION:

The Department of Transportation (Department) recommends that the California Transportation Commission (Commission) amend the Trade Corridor Improvement Fund (TCIF) baseline agreement for Project 66 – Route 101/Rice Avenue Interchange Reconstruction project (PPNO 3430) in Ventura County.

ISSUE:

The Department and the City of Oxnard (City) proposes to amend the TCIF baseline agreement for Project 66 - Route 101/Rice Avenue Interchange Reconstruction project (PPNO 3430) in Ventura County to revise the funding plan and delivery schedule.

BACKGROUND:

The Route 101/Rice Avenue Interchange Reconstruction project consists of reconstructing an overcrossing and on/off ramps and realigning Ventura Boulevard. This project is programmed in the TCIF for \$30,449,000. The Commission approved an allocation in May 2009, and the contract was awarded in October 2009. The City requests to amend the baseline agreement to revise the local and federal funding for the project. Additional costs were identified for environmental mitigation and hazardous materials cleanup from leaking underground fuel storage tanks at a gas station acquired for the project. The project received an additional \$5,000,000 from the American Recovery and Reinvestment Act (Recovery Act) of 2009 to cover the additional costs.

A concurrent TCIF allocation amendment is on this month's agenda to de-allocate \$16,255,000 in TCIF funding due to award savings.

The changes proposed above are reflected in the following table.

REVISE: Route 101 Rice Avenue Interchange Reconstruction (PPNO 3430)

County	District	PPNO	EA	Element	Const. Year	PM Back	PM Ahead	Route/Corridor									
Ventura	7	3430	00343	CO	2008-09	31.2	33.2	101									
Implementing Agency: (by component)		PA&ED	Oxnard, City of			PS&E	Oxnard, City of										
		R/W	Oxnard, City of			CON	Oxnard, City of										
RTPA/CTC:		Ventura County Transportation Commission															
Project Title:		US 101 Rice Avenue Interchange Reconstruction															
Location		In Oxnard, at the Rice Avenue/Santa Clara Avenue interchange.															
Description:		Reconstruct new overcrossing and new on and off ramps, realign Ventura Blvd, add bike lanes, sidewalks, landscaping and lighting. (TCIF #66)															
(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 - Trade Corridor Improvement Fund																	
Existing	30,449	30,449						30,449									
Change	(16,255)	(16,255)						(16,255)									
Proposed	14,194	14,194						14,194									
Demo - ISTE A (DEMISTE)																	
Existing	1,500	1,500							983	517							
Change									0	0							
Proposed	1,500	1,500							983	517							
Demo - TEA21 (DEMOT21)																	
Existing	14,924	14,924	2,802					4,231	10,087		606						
Change	837		(1,965)					2,623	(1,965)		179						
Proposed	15,761	14,924	837					6,854	8,122		785						
Demo - High Priority Projects Program (DEMO-ST)																	
Existing	6,246	6,246						616	5,630								
Change																	
Proposed	6,246	6,246						616	5,630								
RSTP - STP Local Regional (STPL-R)																	
Existing	354	354						354									
Change																	
Proposed	354	354						354									
Local Funds - Ventura																	
Existing	33,426	33,426						16,321	14,732	243	2,130						
Change	(3,722)		(3,722)					2,449	(7,899)	1,394	334						
Proposed	29,704	33,426	(3,722)					18,770	6,833	1,637	2,464						
ARRA																	
Existing																	
Change	5,000		5,000						5,000								
Proposed	5,000		5,000						5,000								
Underground Storage Tank Cleanup Fund																	
Existing	0	0								0							
Change	838	838								838							
Proposed	838	838								838							
Total																	
Existing	86,899	86,899						21,522	60,898	1,226	3,253						
Change	(13,302)	(15,417)	2,115					5,072	(21,119)	2,232	513						
Proposed	73,597	71,482	2,115					26,594	39,779	3,458	3,766						

Schedule

The schedule for the End of Right of Way phase has been revised from August 2008 to May 2009 due to the lengthy acquisition process of several properties on the project. The Begin Construction phase has been revised from March 2009 to October 2009. The project received a construction allocation in May 2009, three months behind schedule due to financial constraints of the State. After allocation, there were delays in processing the federal authorization to proceed with award and construction. The construction completion date has been extended one year due to unanticipated delays regarding utility relocations, ground settlement and the relocation of a 45-inch water line. As of December 2011, the project is 74 percent complete and the city is working with the contractor to accelerate work whenever possible. The revised schedule is as follows:

Milestone	Existing	Proposed
Begin Environmental (PA&ED) Phase	June 1999	No change
End Environmental (PA&ED) Phase	February 2002	No change
Begin Design (PS&E) Phase	April 2002	No change
End Design Phase	September 2008	No change
Begin Right of Way Phase	February 2002	No change
End Right of Way Phase	August 2008	May 2009 (A)
Begin Construction Phase	March 2009	October 2009 (A)
End Construction Phase	September 2011	September 2012
Begin Closeout Phase	October 2011	October 2012
End Closeout Phase	December 2011	December 2012

A= Actual

RESOLUTION TCIF-P-1112-20

Be it Resolved, that the California Transportation Commission does hereby amend the Trade Corridor Improvement Fund baseline agreement for Project 66 - Route 101/Rice Avenue Interchange Reconstruction project (PPNO 3430) in Ventura County, in accordance with the information described above.

Memorandum

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: February 22-23, 2012

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

From: NORMA ORTEGA
Chief Financial Officer

Prepared by: Shirley Choate
Interim Division Chief
Transportation Planning

Subject: **TRADE CORRIDORS IMPROVEMENT FUND-PROJECT BASELINE AMENDMENT
RESOLUTION TCIF-P-1112-20, AMENDING RESOLUTIONS TCIF-P-0809-09 AND
TCIF-P-1011-06**

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 9, Sacramento Intermodal Track Relocation (PPNO TC09). The Northern California Trade Corridor Coalition concurs with this amendment and the requested changes.

ISSUE:

The City of Sacramento (City) proposes to amend the TCIF Project Baseline Agreement for Project 9, Sacramento Intermodal Track Relocation, to provide notification that the installation of access ramps for the West Pedestrian/Bicycle tunnel was deferred so the project could be awarded by the March 2011 deadline. The deferred work will be advertised under a separate contract and phase. This amendment will split the project into two phases and update the project schedule, cost, and funding plan for each phase.

BACKGROUND:

The Sacramento Intermodal Track Relocation project was originally programmed with \$20,000,000 of TCIF funds, under the TCIF Program of Projects, adopted by the Commission on April 10, 2008 under Resolution TCIF-P-0708-01. 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 Program amendment, as well as a Baseline Agreement amendment, was approved on March 12, 2009 under Resolution TCIF-P-0809-09 to program an additional \$5,266,000 in TCIF (totaling \$25,666,000 in TCIF funds) to support expanding the scope of work to include a new pedestrian tunnel and associated ramps. A second Baseline Agreement amendment was approved September 22, 2010 under Resolution TCIF-P-10-11-06 to revise the project milestone dates for design and construction.

On December 10, 2009, the Commission approved the allocation of \$25,266,000 in TCIF funds to the project under Resolution TCIF-A-0910-01. On March 22, 2011 the City officially awarded Phase I of the project.

The proposed amendment does not impact the overall benefits of the full project.

After securing federal funding and allocation of TCIF in December 2009, the City advertised the project. All construction bids received were substantially higher than the engineer's estimate and available budget; therefore, the City rejected all bids in April 2010. The City re-examined the project to determine how to achieve the scope and decided to defer a portion of the work in order to ensure that bids were within the available budget and to meet the March 2011 construction begin date deadline.

Deferral of Work

Due to the funding deadlines and total project cost, the City's initial construction contract deferred the construction of access ramps to the West Pedestrian/Bicycle Tunnel while the City secured additional federal funding for this item, which was secured and obligated in September 2011. Given the timing of these additional funds, the project was divided into two construction contract phases: Phase I, which included the majority of the work, and Phase II, which included the West Pedestrian/Bicycle Tunnel access ramps.

Schedule Changes

The City is proposing to extend the end construction and begin close-out date by one month to allow for any unforeseen delays during construction and extend the closeout date by four months to allow time to close-out the project given its complexity and the number of funding sources.

Phase I – Sacramento Intermodal Track Relocation – Initial Project

Project Milestone	Current Approved	Proposed	Change
Begin Environmental Phase	01/23/08	01/23/08	No Change
End Environmental Phase	08/31/09	08/31/09	No Change (Complete)
Begin Design Phase	05/01/09	05/01/09	No Change
End Design Phase	12/01/10	12/01/10	No Change (Complete)
Begin Right of Way Phase	05/01/09	05/01/09	No Change
End Right of Way Phase	08/31/09	11/30/09	3 Months (Complete)
Begin Construction Phase	03/31/11	03/31/11	No Change
End Construction Phase	12/31/12	01/31/13	1 Month
Begin Closeout Phase	01/01/13	01/31/13	1 Month
End Closeout Phase	06/30/13	10/31/13	4 Months

Phase II – West Pedestrian/Bicycle Tunnel Ramps

Project Milestone	Current Approved	Proposed	Change
Begin Environmental Phase	N/A	01/23/08	N/A
End Environmental Phase	N/A	08/31/09	N/A (Complete)
Begin Design Phase	N/A	05/01/09	N/A
End Design Phase	N/A	01/31/12	N/A (Complete)
Begin Right of Way Phase	N/A	05/01/09	N/A
End Right of Way Phase	N/A	08/31/11	N/A (Complete)
Begin Construction Phase	N/A	05/01/12	N/A
End Construction Phase	N/A	01/31/13	N/A
Begin Closeout Phase	N/A	01/31/13	N/A
End Closeout Phase	N/A	10/31/13	N/A

Funding Plan

Changes proposed to the funding plan reflect additional funds secured for Phase I prior to being awarded in March 2010, along with additional local funds to upgrade the electrical systems as requested by the rail operators. The additional federal funds secured for Phase II are also reflected.

Phase I – Sacramento Intermodal Track Relocation – Initial Project

Sacramento Intermodal Track Relocation – Phase I (Initial Project)										
(DOLLARS IN THOUSANDS)										
FUND SOURCE	TOTAL	Totals by Fiscal Year				Totals by Project Phase				
		Prior	10/11	11/12	12/13	13/14	PA&ED	PS&E	R/W	CONST
State Funds (TCIF)										
Existing	25,266	25,266								25,266
Change	0	0								0
Proposed	25,266	25,266								25,266
Local Funds (Sacramento County Measure A, Development Funds, Reinvestment Bonds, Water Fund, AMTRAK)										
Existing	11,767	11,767	0				1,500	515		9,752
Change	236	(371)	607				1,755	956		(2,475)
Proposed	12,003	11,396	607				3,255	1,471		7,277
Federal Funds (CMAQ)										
Existing	5,084	5,084					500	4,584		0
Change	400	400					(500)	(4,584)		5,484
Proposed	5,484	5,484					0	0		5,484
Federal Funds (FRA 9002 Rail Relocation Program)										
Existing	20,000	20,000						400		19,600
Change	(17,908)	(17,908)						(400)		(17,508)
Proposed	2,092	2,092								2,092
Federal Funds (ARRA)										
Existing	0	0	0							0
Change	21,047	20,610	437							21,047
Proposed	21,047	20,610	437							21,047
High Speed Intercity Passenger Rail										
Existing	0	0								0
Change	6,000	6,000								6,000
Proposed	6,000	6,000								6,000
Prop 1B Local Streets and Roads										
Existing	0	0	0					0		0
Change	2,800	2,193	607					2,677		123
Change	2,800	2,193	607					2,677		123
Federal Funds (Section 1301)										
Existing	0	0						0		
Change	2,717	2,717						2,717		
Proposed	2,717	2,717						2,717		
Local Funds (Sac AQMD and Capital Corridor)										
Existing	0	0								0
Change	400	400								400
Proposed	400	400								400
TOTAL										
Existing	62,117	62,117	0				2,000	5,499		54,618
Change	1,244	14,855	2,051				1,255	1,366		13,071
Proposed	77,809	75,758	2,051				3,255	6,865		67,689

Sacramento Intermodal Track Relocation – Phase II (West Pedestrian/Bicycle Tunnel Ramps)										
(DOLLARS IN THOUSANDS)										
FUND SOURCE	TOTAL	Totals by Fiscal Year					Totals by Project Phase			
		Prior	10/11	11/12	12/13	13/14	PA&ED	PS&E	R/W	CONST
Federal Funds (High Priority-DEMO)										
Existing	0		0							0
Change	2,783		2,783							2,783
Proposed	2,783		2,783							2,783
Local Funds (Prop 1B Local Streets and Roads)										
Existing	0	0								0
Change	700	700								700
Proposed	700	700								700
TOTAL										
Existing	0	0	0							0
Change	3,483	700	2,783							3,483
Proposed	3,483	700	2,783							3,483

RESOLUTION TCIF-P-1112-20

Be it Resolved, that the California Transportation Commission does hereby amend the Trade Corridors Improvement Fund baseline agreement for Project 9, Sacramento Intermodal Track Relocation (PPNO TC09), in accordance with the changes described and illustrated above.

Attachment



DEC 27 2011

METROPOLITAN
TRANSPORTATION
COMMISSION

Joseph P. Bort MetroCenter
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Adrienne J. Tissier, Chair
San Mateo County

December 20, 2011

Amy Rein Würth, Vice Chair
Cities of Contra Costa County

Ms. Bimla Rhinehart, Executive Director
California Transportation Commission
1120 N Street, MS-52
Sacramento, CA 95814

Tom Azunbrado
U.S. Department of Housing
and Urban Development

Tom Bates
Cities of Alameda County

Dear Ms. Rhinehart:

David Campos
City and County of San Francisco

The Northern California Trade Corridors Coalition (Coalition) is in support of the City of Sacramento's baseline agreement amendments submitted to the Trade Corridor Improvement Fund (TCIF) program for the Sacramento Intermodal Track Relocation project.

Dave Cortese
Santa Clara County

Bill Dodd
Napa County and Cities

Sacramento Intermodal Track Relocation Project ("Project"):

Dorene M. Giucopini
U.S. Department of Transportation

The Project received \$25.6 million in TCIF programming in 2008. In the revised baseline agreement adopted in September 2010, the total project cost was listed as \$77.3 million.

Federal D. Glover
Contra Costa County

Due to project cost increases, some project elements were deferred from the construction contract, including construction of access ramps to the West Pedestrian/Bicycle Tunnel. The City was able to secure federal funds for this deferred element. The City requests a TCIF baseline agreement amendment to reflect the re-addition of the West Tunnel as a new subproject to be delivered without TCIF funds.

Mark Green
Association of Bay Area Governments

Scott Haggerty
Alameda County

Anne W. Halsted
San Francisco Bay Conservation
and Development Commission

The Coalition supports the proposed baseline agreement amendments to update the total project cost to \$81.3 million, update the funding plan to include additional federal funds and split the project into two subprojects, and update the project schedule to reflect the latest construction estimates. All cost increases are funded with federal funds, and the TCIF amount remains unchanged. We respectfully request your concurrence with this change.

Steve Kinsey
Marin County and Cities

Sam Liccardo
Cities of Santa Clara County

Jake Mackenzie
Sonoma County and Cities

Should you have any questions or comments, please contact Kenneth Kao of my staff at (510) 817-5768 or kkao@mtc.ca.gov.

Kevin Mullin
Cities of San Mateo County

Sincerely,

Bijan Sartipi
State Business, Transportation
and Housing Agency

Alix A. Bockelman
Director, Programming and Allocations

James P. Spering
Solano County and Cities

Scott Wiener
San Francisco Mayor's Appointee

cc: Northern California Coalition agencies
Maura Twomey, CTC
Dawn Cheser, Caltrans HQ

Steve Heminger
Executive Director

AAB:KK

Ann Hemen
Deputy Executive Director, Policy

Andrew B. Fremier
Deputy Executive Director, Operations

Memorandum

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: February 22-23, 2012

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

From: NORMA ORTEGA
Chief Financial Officer

Prepared by: Rachel Falsetti
Division Chief
Transportation Programming

Subject: **TRADE CORRIDORS IMPROVEMENT FUND - PROJECT BASELINE AMENDMENT
RESOLUTION TCIF-P-1112-22, AMENDING RESOLUTION TCIF-P-1011-07**

RECOMMENDATION:

The California Department of Transportation (Department) recommends that the California Transportation Commission (Commission) amend the Trade Corridors Improvement Fund (TCIF) Project Baseline Agreement for TCIF Project 23, Gerald Desmond Bridge (PPNO 3037) in Los Angeles County.

ISSUE:

The Department and the Port of Long Beach (Port) propose to amend the Proposition 1B TCIF Project Baseline Agreement for TCIF Project 23, Gerald Desmond Bridge, to update the project delivery schedule and components.

BACKGROUND:

During TCIF program development, the Commission approved adding approximately \$500 million from the State Highway Account (SHA) to fund state-level priorities that are critical to goods movement, bringing the total funding available to \$2.5 billion. As part of the \$500 million, funding for the Gerald Desmond Bridge Project in the amount of \$250 million from the SHA was programmed in March 2008 when the Commission approved the 2008 State Highway Operations and Protection Program (SHOPP).

Subsequently, the Commission approved an increase of \$49.795 million in Gerald Desmond TCIF SHA funding in February 2010 as part of the 2010 SHOPP, bringing the total Gerald Desmond TCIF SHA funding to \$299.795 million.

In addition, \$200 million of regular SHOPP was also programmed for this project, making the total SHOPP funding for the Gerald Desmond Bridge \$500 million.

The Project Baseline Agreement for TCIF Project 23, Gerald Desmond Bridge (PPNO 3037) was approved by the Commission on October 29, 2008 and amended by the Commission on November 3, 2010. This is a Design-Build project. The project Request for Proposals (RFP) was released to prequalified proposers on September 2, 2011.

Subsequent to the release of the RFP, the Port, in coordination with Department, determined an extension to the schedule is needed:

- To provide the Design-Build Proposers with additional time due to the complexity of the project and to evaluate the potential impacts to utility companies
- To support the requests made by several proposers that indicated an extension of the proposal due date would be beneficial to their bids
- To allow proposers time to react to recent Owner responses
- To allow time for additional site visits
- To allow time for substitution requests from three of the proposers

The revised baseline schedules for End Right of Way and Begin Construction are revised as shown in the table with no change to the anticipated End Construction date.

PROJECT SCHEDULE

Project Milestone	Baseline	Revised
Begin Environmental Phase	03/29/03	No change
End Environmental Phase	08/09/10	No change
Begin Design Phase	01/01/12	No change
End Design Phase	09/01/10	N/A
Begin Right of Way Phase	08/01/10	No change
End Right of Way Phase	12/01/11	03/30/12
Begin Construction Phase	01/01/12	12/31/12
End Construction Phase	12/30/16	No change
Begin Closeout Phase	01/30/17	No change
End Closeout Phase	06/30/17	No change

On June 20, 2011, a cooperative agreement between the Port and Department outlined the responsibilities of each partner and agreed that the Department will retain an amount up to \$30 million to perform project construction support activities required by the agreement. On June 22-23, 2011, the Commission approved a construction capital allocation of \$470 million of the \$500 million programmed in the SHOPP for the Gerald Desmond Bridge project. The realignment of the remaining \$30 million into construction support is consistent with the cooperative agreement negotiated between the Port and Department and results in no net change to the total estimated cost of the project.

PROJECT COMPONENTS

Component	Current Baseline Agreement Cost (\$1000)	Revised Cost (\$1000)	Change (\$1000)
Environmental	\$ 9,782	No Change	\$ -
Design	\$ 28,880	No Change	\$ -
Right of Way Support	\$ -	No Change	\$ -
Construction Support	\$ -	\$ 30,000	\$ 30,000
Right of Way Capital	\$ 100,589	No Change	\$ -
Construction Capital	\$ 811,589	\$ 781,589	\$ (30,000)
TOTAL	\$ 950,840	\$ 950,840	\$ -

RESOLUTION TCIF-P-1112-22

Be it Resolved, that the California Transportation Commission does hereby amend the Trade Corridors Improvement Fund baseline agreement for the Gerald Desmond Bridge (PPNO 3037) project in accordance with the information described above.

Memorandum

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: February 22-23, 2012

Reference No.: 2.1c.(7a)
Action Item

From: NORMA ORTEGA
Chief Financial Officer

Prepared by: William D. Bronte, Chief
Division of Rail

Subject: **HIGHWAY-RAILROAD CROSSING SAFETY ACCOUNT PROJECT BASELINE
AMENDMENT
RESOLUTION GS1B-P-1112-08, AMENDING RESOLUTION GS1B-P-0809-03B,
RESOLUTION GS1B-P-1011-01 AND RESOLUTION GS1B-P-1011-08B**

RECOMMENDATION:

The California Department of Transportation recommends the California Transportation Commission (Commission) approve a baseline agreement amendment for the Proposition 1B Highway-Railroad Crossing Safety Account (HRCSA) Broadway Brazil Grade Crossing Improvement project to update project cost, funding, scope and schedule.

ISSUE:

At its meeting in November 2010, the Commission programmed \$4,005,000 in the 2010 HRCSA program for the Broadway Brazil Grade Crossing Improvement project. The Southern California Regional Rail Authority (SCRRA) is requesting an amendment to the original baseline agreement, which was approved by the Commission at its March 2011 meeting. There are changes in project funding, scope and schedule for the project. The project is located in Los Angeles County on the Pacific Surfliner Corridor.

The approved project was to construct rail-highway grade crossing improvements for the Broadway-Brazil Street crossing of the Pacific Surfliner/Antelope Valley Line. The majority of the original project is located within the city of Glendale, with a small portion in the city of Los Angeles. SCRRA, however, owns the right of way to the railroad tracks throughout the entire project area. SCRRA was unable to come to an agreement with the City of Los Angeles on indemnification provisions, as required. As a result, all parts of the project located within the city of Los Angeles have been removed from the project scope, including signalization of the existing stop-controlled intersection.

The project benefits of safety and train service reliability remain unchanged. However, it is possible that the emission reductions and the capacity increases may be reduced in magnitude since the existing stop-controlled intersection within the city of Los Angeles will not be signalized.

Because the portions of the project that lie within the city of Los Angeles will not be constructed, design changes were necessary that further delayed the project. The start of construction is now scheduled for March 2012, instead of July 2011. The decreased project scope has resulted in an overall reduction in project costs of \$596,000. HRCSA project funding has been reduced proportionally by \$266,633. Revised funding for the project is shown in the following table.

Funding Source	Original Amt	Revised Amt
HRCSA	\$4,005,000	\$3,738,367
SCRRA Federal Earmark	\$729,401	\$729,401
Glendale Local Funds	\$2,104,000	\$1,831,000
Section 130	\$800,000	\$954,784
STIP	\$51,952	\$51,952
Glendale Federal Earmark	\$640,000	0
PTA	\$770,000	\$670,000
California TSGP	0	\$267,647
LACMTA	0	\$261,633
Total Project Cost	\$9,100,353	\$8,504,784

RESOLUTION GS1B-P-1112-03B:

Be it Resolved, that the California Transportation Commission does hereby amend the Proposition 1B Highway-Railroad Crossing Safety Account Program baseline agreement for the Broadway Brazil Grade Crossing Improvement project, in accordance with the changes described above and illustrated below.

BASELINE (numbers in thousands)						
Dst	Cnty	Nominator	Project Title	Con Start	Proj Cost	HRCSA Aproved
07	LA	SCRRA	Broadway Brazil Grade Crossing Improvement	July-11	9,100	4,005
07	LA	SCRRA	Broadway Brazil Grade Crossing Improvement	Mar-12	8,504	3,738

Memorandum

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: February 22-23, 2012

Reference No.: 2.5a.
Action Item

From: NORMA ORTEGA
Chief Financial Officer

Prepared by: Steven Keck
Division Chief
Budgets

Subject: **FINANCIAL ALLOCATION FOR MINOR PROJECTS**
RESOLUTION FP-11-33

RECOMMENDATION:

The California Department of Transportation (Department) recommends the California Transportation Commission allocate \$3,067,000 for four State Highway Operation and Protection Program (SHOPP) Minor projects.

ISSUE:

The attached vote list describes four SHOPP projects for \$3,067,000. The Department is ready to proceed with these projects and is requesting an allocation at this time.

FINANCIAL RESOLUTION:

Resolved, that \$3,067,000 be allocated from the Budget Act of 2011, Budget Act Item 2660-302-0042 and 2660- 302-0890 for four SHOPP Minor projects described on the attached vote list.

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

Attachment

2.5 Highway Financial Matters

Project # Allocation Amount County Dist-Co-Rte Postmile	Location Project Description	EA Program ID Program	Budget Year Item # Fund Type Program Code	Amount by Fund Type
2.5a. Minor Projects		Resolution FP-11-33		
1 \$939,000 Santa Barbara 05-SB-101 78.4/82.2	Near Santa Maria from 0.3 mile south of Solomon Summit Undercrossing to Clark Avenue Overcrossing. <u>Outcome/Outputs:</u> Widen shoulder of the southbound lane, improve pavement condition and install rumble strip on the new southbound shoulder to prevent run off roadway collisions. (This is a substitute project for EA 05-0C330)	1A2204 0500020303 SHOPP	2011-12 302-0042 SHA 302-0890 FTF 20.20.201.120	\$19,000 \$920,000
2 \$981,000 Los Angeles 07-LA-001 27.4/28.0	In the City of Los Angeles, from Sepulveda Boulevard to 0.3 mile south of Westchester Parkway Overcrossing. <u>Outcome/Outputs:</u> Repair damaged pavement in both directions to improve ride quality and upgrade curb ramps to comply with Americans With Disabilities Act. (This is a substitute project for EA 07-4T350)	4T4504 0700021045 SHOPP	2011-12 302-0042 SHA 20.20.201.121	\$981,000
3 \$818,000 Los Angeles 07-LA-710 6.1/6.8	In the City of Long Beach, from Shoemaker Bridge to Route 1 (Pacific Coast Highway). <u>Outcome/Outputs:</u> Plant grass, shrubs and trees and install new irrigation system to prevent soil erosion and minimize storm water run-off (This is a substitute project for EA 07-4T470)	4T4804 0700021222 SHOPP	2011-12 302-0042 SHA 20.20.201.210	\$818,000
4 \$329,000 Tuolumne 10-Tuo-108 R11.7	At the intersection of Route 108 and Twain Harte/Tuolumne Road. <u>Outcome/Outputs:</u> Upgrade guardrail and replace dike to reduce collisions and run off road collisions. (This is a substitute project for EA (10-0Q800)	0T4704 1012000013 SHOPP	2011-12 302-0042 SHA 302-0890 FTF 20.20.201.015	\$7,000 \$322,000

Memorandum

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: February 22-23, 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-11-34

RECOMMENDATION:

The California Department of Transportation (Department) recommends the California Transportation Commission allocate \$3,199,000 for two projects programmed in the 2010 State Highway Operation and Protection Program (SHOPP) and \$1,605,000 for one additional project amended into the SHOPP by Department action.

ISSUE:

The attached vote list describes three SHOPP projects totaling \$4,804,000. The Department is ready to proceed with these projects and is requesting an allocation at this time.

FINANCIAL RESOLUTION:

Resolved, that \$4,804,000 be allocated from the Budget Act of 2011, Budget Act Items 2660-302-0042 and 2660-302-0890 for three SHOPP projects described on the attached vote list.

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

Attachment

2.5 Highway Financial Matters

Project # Allocation Amount County Dist-Co-Rte Postmile	Location Project Description	PPNO Program/Year Prgm'd Amount Project ID Adv Phase EA	Budget Year Item # Fund Type Program Code	Amount by Fund Type
2.5b.(1) SHOPP Projects				Resolution FP-11-34
1 \$2,999,000 Sonoma 04-Son-116 41.8/44.7	Near Petaluma, from Adobe Road to west of Arnold Drive. <u>Outcome/Output:</u> Provide Environmental Mitigation for the Stage Gulch Road Curve Correction and Realignment project EA 04-28381, PPNO 0832 to meet the requirements of permits issued by the regulatory agencies.	04-0832A SHOPP/11-12 \$4,738,000 0400000772 4 283824	2011-12 302-0042 SHA 302-0890 FTF 20.20.201.010	\$60,000 \$2,939,000
2 \$200,000 San Bernardino 08-SBd-10 12.0/19.8	On Route 10--Follow-up Landscape project. In Fontana, at Cherry, Citrus and Cedar Avenue interchanges. <u>Outcome/Outputs:</u> Landscape mitigation plant establishment for PPNO 0137M. Three year plant establishment follow-up on plantings done under parent project. Work includes water application, weeding, replacement of plants that die, and other activities to ensure long-term plant survival.	08-0133L SHOPP/11-12 \$200,000 0800020300 4 497514	2011-12 302-0042 SHA 20.20.201.310	\$200,000
3 \$1,605,000 Madera 06-Mad-99 23.8/28.2	Near Chowchilla, from Avenue 24 to Le Grand Avenue. <u>Outcome/Output:</u> Construct two single thrie beam median barriers along 4.4 centerline miles to reduce cross median collisions and improve traffic safety.	06-6458 SHOPP/11-12 \$1,635,000 0600000294 4 0L2004	2011-12 302-0042 SHA 302-0890 FTF 20.20.201.010	\$32,000 \$1,573,000

Memorandum

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: February 22-23, 2012

Reference No.: 2.5c.(1)
Action Item

From: NORMA ORTEGA
Chief Financial Officer

Prepared by: Steven Keck
Division Chief
Budgets

Subject: **FINANCIAL ALLOCATION FOR STATE ADMINISTERED STIP PROJECTS ON THE STATE HIGHWAY SYSTEM RESOLUTION FP-11-35**

RECOMMENDATION:

The California Department of Transportation (Department) recommends the California Transportation Commission allocate \$24,798,000 for two State administered State Transportation Improvement Program (STIP) projects, on the State Highway System.

ISSUE:

The attached vote list describes two State administered STIP projects on the State Highway System totaling \$24,798,000. The Department is ready to proceed with these projects and is requesting an allocation at this time.

FINANCIAL RESOLUTION:

Resolved, that \$24,798,000 be allocated from the Budget Act of 2011, Budget Act Items 2660-301-0042, and 2660-301-0890 for two State administered STIP projects described on the attached vote list.

Attachment

2.5 Highway Financial Matters

Project # Allocation Amount Recipient <u>RTPA/CTC</u> County Dist-Co-Rte Postmile	Project Title Location Project Description Project Support Expenditures	PPNO Program/Year Prgm'd Amount Project ID Adv Phase EA	Budget Year Item # Fund Type Program Code	Amount by Fund Type
2.5c.(1) State Administered STIP Projects on the State Highway System				Resolution FP-11-35
1 \$21,226,000 Department of Transportation <u>KCAG</u> Kings 06N-Kin-198 8.6/9.7	19th Avenue Interchange. In Lemoore, on Route 198 at 19th Avenue. Construct interchange. Final Project Development Support Estimate: \$6,027,000 Programmed Amount: <u>\$3,101,000</u> Adjustment: \$2,926,000 (Debit) Final Right of Way Right of Way Estimate: \$7,296,000 Programmed Amount: <u>\$6,255,000</u> Adjustment: \$ 0 (<20%) The 19 th Avenue Interchange Landscaping project (PPNO 6589) will be split off as follows, funded from Kings County regional shares: Const Support \$ 102,000 FY 2013-14 <u>Const</u> <u>\$1,022,000</u> FY 2013-14 Total: \$1,024,000 (Construction savings of \$3,950,000 to be returned to Kings County regional shares after accounting for the landscaping project as described above.) <u>Outcome/Output:</u> Project will provide access to and link developing areas currently split by SR 198 and improve safety.	06-4330 RIP / 11-12 CON ENG \$2,770,000 CONST \$26,300,000 \$21,226,000 0600000367 4 325504	2011-12 301-0042 SHA 301-0890 FTF 20.20.075.600	\$425,000 \$20,801,000
2 \$3,572,000 Department of Transportation <u>KCAG</u> Kings 06N-Kin-198 T21.5/T28.3	Hanford Expressway Tree Planting. Near Hanford, from 0.5 mile east of Route 43 to 0.4 mile west of Route 99. Tree planting. Final Project Development Support Estimate: \$330,000 Programmed Amount: <u>\$395,000</u> Adjustment: \$ 0 (Debit) Final Right of Way Right of Way Estimate: \$ 2,000 Programmed Amount: <u>\$ 5,000</u> Adjustment: \$ 3,000 (Credit) (Construction savings of \$28,000 to be returned to interregional shares.) <u>Outcome/Output:</u> Project will provide 43.3 acres of tree planting.	06-A4360Y IIP / 11-12 CON ENG \$500,000 CONST \$3,600,000 \$3,572,000 0600000936 4 0L0504	2011-12 301-0042 SHA 301-0890 FTF 20.20.025.700	\$71,000 \$3,501,000

Memorandum

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: February 22-23, 2012

Reference No.: 2.5c.(2)
Action Item

From: NORMA ORTEGA
Chief Financial Officer

Prepared by: Steven Keck
Division Chief
Budgets

Subject: **FINANCIAL ALLOCATION FOR LOCALLY ADMINISTERED STIP TRANSPORTATION PROJECTS ON THE STATE HIGHWAY SYSTEM RESOLUTION FP-11-36**

RECOMMENDATION:

The California Department of Transportation (Department) recommends the California Transportation Commission allocate \$9,707,000 for two locally administered State Transportation Improvement Program (STIP) projects, on the State Highway System.

ISSUE:

The attached vote list describes two locally administered STIP projects on the State Highway System for \$9,709,000, plus \$1,006,000 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 \$9,709,000 be allocated from the Budget Act of 2011, Budget Act Items 2660-301-0042 and 2660-301-0890 for two locally administered STIP projects described on the attached vote list.

Attachment

Memorandum

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: February 22-23, 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-11-37**

RECOMMENDATION:

The California Department of Transportation (Department) recommends the California Transportation Commission allocate \$13,276,000 for seven locally administered State Transportation Improvement Program (STIP) projects off the State Highway System, as follows:

- \$13,196,000 for six STIP Transportation Enhancement projects; and
- \$80,000 for one STIP Programming, Planning, and Monitoring project.

ISSUE:

The attached vote list describes seven locally administered STIP projects off the State Highway System totaling \$13,276,000, plus \$10,610,302 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 \$13,276,000 be allocated from the Budget Act of 2011, Budget Act Items 2660-101-0042 and 2660-101-0890 for the seven locally administered STIP projects described on the attached vote list.

Attachment

2.5 Highway Financial Matters

Project # Allocation Amount Recipient RTPA/CTC District-County	Project Title Location Project Description	PPNO Program/Year Phase Prgm'd Amount Project ID	Budget Year Item # Fund Type Program Code	Amount by Fund Type
2.5c.(3) Locally Administered STIP Transportation Enhancement Projects off the State Highway System				
Resolution FP-11-37				
1 \$370,000 City of Clearlake LAPC 01-Lake	Austin Park Sidewalk/ Bikeway Project. From Lakeview Way to State Route 53; install bike lanes. On Olympic Drive and Austin Road; install sidewalks and ADA curbs. From Burns Valley Elementary School to Lakeshore Drive; American with Disabilities Act (ADA) curbs, bike lanes, gutters and sidewalks.	01-3036D RIP TE / 11-12 CON \$370,000 0100020312	2011-12 101-0890 FTF 20.30.600.731	\$370,000
<u>Outcome/Output:</u> This project will improve safety for pedestrians and cyclists using the City of Clearlake's streets.				
2 \$600,000 City of Rohnert Park MTC 04-Sonoma	Copeland Creek Bike Path Reconstruction. In Rohnert Park, between Commerce Boulevard and the eastern city limits at Sonoma State University. Reconstruct deteriorated sections of Copeland Creek Bike Path. (Contributions from other sources: \$115,302.)	04-5156J RIP TE / 11-12 CON \$600,000 0400020772	2011-12 101-0890 FTF 20.30.600.731	\$600,000
<u>Outcome/Output:</u> The reconstruction of the bike path on Copeland Creek will restore utility and safety to the Copeland Creek Bike Path and provide a non-motorized Class I facility as an alternative to the east-west arterials of Rohnert Park Expressway, Southwest Boulevard and East Cotati Avenue.				
3 \$202,000 City of Bakersfield KCOG 06-Kern	Landscape Improvements on Stockdale Highway. In Bakersfield, on Stockdale Highway, from McDonald Way to North Stine Road. Landscaping improvements. (Contributions from other sources: \$27,000.)	06-6560 RIP TE / 11-12 CON \$202,000 0612000102	2011-12 101-0890 FTF 20.30.600.731	\$202,000
<u>Outcome/Output:</u> The city will improve the landscaping and sidewalk on the north side of Stockdale Highway enhancing the scenery of the parkway area.				
4 \$11,228,000 Los Angeles County Metropolitan Transportation Authority LACMTA 07-Los Angeles	Exposition Boulevard R/W Bike Path-Westside Extension. In the city of Los Angeles, on the Exposition Rail right-of-way from Venice/Robertson Boulevards to Sepulveda Boulevard. Design and construct 2.5 miles of Class I bike and pedestrian paths. (CEQA – NE, 08/17/2010.) (NEPA – CE, 11/21/2011.) (Contributions from other sources: \$10,305,000.)	07-3184 RIP TE / 11-12 CON \$11,228,000 0700001070	2011-12 101-0890 FTF 20.30.600.731	\$11,228,000
<u>Outcome/Output:</u> These funds will be used for construction of a 10.2-mile bikeway. The project includes a portion of a Class I bike path, Class II bike lanes and lighting, railings, landscaping and irrigation. The project also includes traffic signals to accommodate bike path crossing at all street crossings.				
5 \$331,000 City of Turlock StanCOG 10-Stanislaus	Golden State Boulevard Landscaping. In Turlock, on Golden State Boulevard from Roberts Road to Monte Vista Avenue. Landscape median. (Contributions from other sources: \$43,000.)	10-0019D RIP TE / 11-12 CONST \$331,000 1000000770	2011-12 101-0890 FTF 20.30.600.731	\$331,000
<u>Outcome/Output:</u> This project will improve traffic safety through greater separation between opposing lanes, improve aesthetics, and improve environmental conditions through landscaping.				
6 \$465,000 City of Turlock StanCOG 10-Stanislaus	Landscape Median on Golden State Boulevard. In Turlock, on Golden State Boulevard from Christoffersen Parkway to Roberts Road. Landscape median. (Contributions from other sources: \$120,000.)	10-0222 RIP TE / 11-12 CONST \$465,000 1000000486	2011-12 101-0890 FTF 20.30.600.731	\$465,000
<u>Outcome/Output:</u> This project will improve traffic safety through greater separation between opposing lanes, improve aesthetics, and improve environmental conditions through landscaping.				

2.5 Highway Financial Matters

Project #	Allocation Amount	Recipient	Project Title	PPNO	Budget Year	Amount by
RTPA/CTC	District-County	Location	Project Description	Program/Year Phase Prgm'd Amount Project ID	Item # Fund Type Program Code	Fund Type
2.5c.(3)			Local STIP Planning, Programming and Monitoring Projects	Resolution FP-11-37		
7	\$80,000	Trinity County	Planning, Programming and Monitoring	02-2066 RIP/11-12 CONST \$80,000 0212000078	2011-12 101-0042 SHA 20.30.600.670	\$80,000
		Trinity County Transportation Commission <u>Trinity LTC</u> 02-Trinity				

Memorandum

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: February 22-23, 2012

Reference No.: 2.5c.(4)
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 OFF THE STATE HIGHWAY SYSTEM (ADVANCEMENT) RESOLUTION FP-11-**

RECOMMENDATION:

The California Department of Transportation recommends the California Transportation Commission (Commission) defer an allocation of \$500,000 for the locally administered State Transportation Improvement Program (STIP) Transportation Enhancement (TE) El Toro Road/Aliso Creek Road Phase II Bicycle and Pedestrian Enhancement (PPNO 2135W) project off the State Highway System, because this project is advanced from future program years.

ISSUE:

The attached vote list describes one locally administered STIP TE project off the State Highway System programmed in Fiscal Year (FY) 2012-13 totaling \$500,000 plus \$593,000 from other sources. Although the local agency is ready to proceed with this project, it is recommended that the Commission defer this allocation until it is known that sufficient allocation capacity is available once all the projects programmed and delivered in FY 2011-12 are funded.

Attachment

2.5 Highway Financial Matters

Project #	Allocation Amount	Recipient	Project Title	PPNO	Budget Year	Amount by
RTPA/CTC	District-County	Location	Project Description	Program/Year Phase Prgm'd Amount Project ID	Item # Fund Type Program Code	Fund Type
2.5c.(4) Locally Administered STIP Transportation Enhancement Projects off the State Highway System (ADVANCEMENT)						Resolution FP-11-__
1	\$500,000	City of Laguna Woods OCTA 12-Orange	El Toro Road/Aliso Creek Road Phase II Bicycle and Pedestrian Enhancement. On El Toro Road from Aliso Creek Road to Canyon Hills Drive. Construct sidewalk, retaining wall, drainage structures, and the relocation of the existing Class II bike lane. (Allocation funded from FY 2012-13 TE Reserve PPNO 2134.) (Contributions from other sources: \$593,000.) <u>Outcome/Output</u> : Provide 0.4 mile of Class I pedestrian and bicycle trail.	12-2135W RIP TE / 12-13 CONST \$500,000 1200020333	2011-12 101-0890 FTF 20.30.600.731	\$500,000
THE DEPARTMENT RECOMMENDS THIS ITEM BE DEFERRED AT THIS TIME.						

Memorandum

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: February 22-23, 2012

Reference No.: 2.5d.
Action Item

From: NORMA ORTEGA
Chief Financial Officer

Prepared by: Rachel Falsetti
Division Chief
Transportation Programming

Subject: **FINANCIAL ALLOCATION FOR PROJECTS WITH COSTS GREATER THAN 120 PERCENT OF THE PROGRAMMED AMOUNT RESOLUTION FP-11-38**

RECOMMENDATION:

The California Department of Transportation (Department) recommends the California Transportation Commission (Commission) allocate \$509,000 for one State Highway Operation and Protection Program (SHOPP) identified below.

ISSUE:

Additional funds are needed for one programmed project in order to advertise the construction contract.

RESOLUTION:

Resolved, that \$509,000 be allocated from the Budget Act of 2011, Budget Act Items 2660-302-0042 and 2660-302-0890, to provide additional funds for the project identified below.

<u>Project</u>	<u>Dist-Co-Rte</u>	<u>Original 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	06-Ker-58	\$296,000	\$296,000	\$213,000	\$509,000	71.9%

Project # Allocation Amount County Dist-Co-Rte Postmile	Location Project Description	PPNO Program/Year Prgm'd Amount Project ID Adv Phase EA	Budget Year Item # Fund Type Program Code	Amount by Fund Type
2.5d. Allocations for Projects with Cost Increases Greater than 120 Percent			Resolution FP-11-38	
1 \$509,000	Near Edison, at Neumarkle Road. <u>Outcomes/Outputs:</u> Repair drainage channel.	06-6568 SHOPP/11-12 \$296,000	2011-12 302-0042 SHA	\$58,000
Kern 06-Ker-58 67.9		0600020651 4 0N4004	302-0890 FTF 20.20.201.131	\$451,000

RECOMMENDATION:

The Department recommends that this request for \$509,000 be approved to allow this project to be advertised.



PROJECT DESCRIPTION:

This project is located in Kern County near Edison at Neumarkle Road. This project will construct scour protection at the Neumarkle Road Undercrossing (Bridge #0229L/R) using rock slope protection, reinforcing fabric, sheet piling, and channel armoring.

FUNDING STATUS:

This project was amended and programmed in the 2010 SHOPP on May 26, 2011, for a capital construction cost of \$296,000.

REASONS FOR COST INCREASE:

This project was initiated and programmed in the SHOPP following early 2011 severe rain storms that caused damage to the drainage channel under the highway structure. The heavy runoffs damaged the rock slope protection and undermined the armor protecting the channel and the highway substructure. The extent of this damage was not fully realized until after the Department's Hydraulics and Geotechnical staff evaluated the condition of the site after channel flows subsided. The extent of the repairs was increased to include the use of larger and heavier rock slope protection and steel sheet piling. This resulted in the increase of the project estimated construction cost from the currently programmed \$296,000 to \$509,000.

FUNDING OPTIONS:

OPTION A: Approve this request, as presented above, for \$509,000 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. This option also runs the risk of structural damage in case of heavy runoffs that may result in intense scour to the substructure of the highway Undercrossing.

RECOMMENDED OPTION:

The Department recommends that this request for \$509,000 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: February 22-23, 2012

Reference No.: 2.5e.(1)
Action Item

From: NORMA ORTEGA
Chief Financial Officer

Prepared by: Rachel Falsetti
Division Chief
Transportation Programming

Subject: **ALLOCATION FOR SUPPLEMENTAL FUNDS FOR PROJECT PREVIOUSLY VOTED
RESOLUTION FA-11-16**

RECOMMENDATION:

The California Department of Transportation (Department) recommends that the California Transportation Commission (Commission) allocates an additional \$2,758,000 for one State Highway Operation and Protection Program (SHOPP) project identified below.

ISSUE:

Additional funds are needed for one previously approved project in order to award the construction contract.

RESOLUTION:

Resolved, that \$2,758,000 be allocated from the Budget Act of 2011, Budget Act Item 2660-302-042 and 2660-302-0890 to provide additional funds for the project identified below.

<u>Project</u>	<u>Dist-Co-Rte</u>	<u>Original Allocated Amount</u>	<u>Current Allocation</u>	<u>Allocation Adjustment</u>	<u>Revised Allocation</u>	<u>% Increase Above Current Allocation</u>
1	09-Mno-395	\$9,091,000	\$9,091,000	\$2,758,000	\$11,849,000	30.3%

Project # Allocation Amount Recipient County Dist-Co-Rte Postmile	Location Project Description Reason for Supplemental Funds	PPNO Program Funding Year Item # Fund Type Program Codes Project ID Adv Phase EA	State Federal Current Amount by Fund Type	State Federal Additional Amount by Fund Type	State Federal Revised Amount by Fund Type
2.5e.(1) Supplemental Funds for Previously Voted Projects		Resolution FA-11-16			
1 \$2,758,000 Department of Transportation Mono 09-Mno-395 118.7/119.6	Near Topaz Lake, from 1.7 miles north of Route 89 to 0.9 mile south of the Nevada State border. <u>Outcome/Output:</u> Realign highway curves and widen shoulders to increase sight distances and improve safety along 0.9 roadway centerline miles. Supplemental funds needed to award construction contract. Total Revised Amount: \$11,849,000	09-0601 SHOPP 2011-12 302-0042 SHA 302-0890 FTF 20.20.201.010 0900000038 4 237704	\$182,000 \$8,909,000	\$55,000 \$2,703,000	\$237,000 \$11,612,000

RECOMMENDATION:

The Department recommends that this request for \$2,758,000 be approved to allow this project to be awarded.



PROJECT DESCRIPTION:

This project is located on Route 395 in Mono County near Topaz Lake from 1.7 miles north of Route 89 to 0.9 miles south of the Nevada State line. The project is necessary to reduce the number of collisions and improve safety along 0.9 centerline miles by:

- Constructing two retaining walls to realign non-standard roadway curves to increase sight distance
- Cutting side slopes and installing anchored mesh to stabilize slopes, reduce rockfall, and reduce icing by allowing more sunlight to reach the roadway
- Widening roadway shoulders to eight feet
- Constructing centerline and shoulder rumble strips

FUNDING STATUS:

The safety project is programmed in the 2010 SHOPP for \$18,300,000 and was sub-allocated by the Department for \$9,901,000 on September 7, 2011 under the delegated authority for safety projects and reported to the Commission at the October 26-27, 2011 Commission meeting. Bids were opened on December 14, 2011. There were four bids. The lowest bidder was 8.22 percent over the Engineer's Estimate. However, the lowest bidder was non-responsive and was disqualified. The next lowest bidder who was also the second bidder came in at \$11,072,679, or 37.8 percent over the Engineer's Estimate. The amount needed to award, based on the apparent lowest responsible bidder, is \$2,758,000. This request for \$2,758,000 in supplemental funds results in an overall increase of 30.3 percent over the original vote amount. The project will be awarded upon approval of this supplemental funds request.

REASONS FOR COST INCREASE:

The reasons for the cost increase are summarized as follows:

- Two retaining walls will be constructed in a confined working space with steep slopes on one side of the roadway and a lake on the other. These physical constraints are compounded with both a limited work window and remote location. Although the Department utilized available bid data from other projects and current bidding trends, the Engineer's Estimate did not fully account for the difficulties and constraints.
- Time Related Overhead bids ranged from \$1,500 per working day to \$5,500 per working day. The large variability can be attributed to the differences in operating costs among bidders. The contract time is 130 working days and the Engineer's Estimate is \$2,000 per day. The Department's estimate of \$2,000 per day was developed based on typical expected overhead costs.

- Mobilization costs were bid at 10 percent. This project has a limited work window and it is assumed that the contractor likely anticipated risks associated with this project. The Engineer’s Estimate used 7.5 percent for mobilization.
- Earthwork items (Roadway Excavation and Rock Excavation) were estimated by the Department based on current bidding trends and geotechnical information contained in the log of test borings. Bidders priced the earthwork items higher, likely to account for unknowns that may be encountered during excavation.

Rebidding this project will likely not result in cost reductions. The remaining bids reflect competitive bidding and a fair price for this project.

SPECIFIC BID ITEM INCREASES

Description	Engineer’s Estimate	Bid Amount	Increase
Retaining Walls	\$ 3,265,395	\$ 4,515,780	\$ 1,250,385
Time Related Overhead	260,000	715,000	455,000
Earthwork (Roadway Ex and Rock Ex)	644,920	1,076,600	431,680
Mobilization	602,000	1,000,000	398,000
Other item increases			222,935
Total Increase			\$ 2,758,000

FUNDING OPTIONS:

OPTION A: Approve this request for supplemental funds, as presented above, for \$2,758,000 to allow this project to be awarded.

OPTION B: Deny this request and direct the Department to revise the project to remain within the allocated amount and re-advertise the project. The Department has considered this option and determined that reducing the scope of work on this project, and executing another project to complete the deleted work later would result in greater cost and more disruption to the traveling public.

RECOMMENDED OPTION:

The Department recommends that this request for \$2,758,000, as presented in Option A, above, be approved to allow this project to be awarded.

Memorandum

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: February 22-23, 2012

Reference No.: 2.5e.(2)
Action Item

From: NORMA ORTEGA
Chief Financial Officer

Prepared by: Rachel Falsetti
Division Chief
Transportation Programming

Subject: **ALLOCATION FOR SUPPLEMENTAL FUNDS FOR PREVIOUSLY VOTED PROJECTS
RESOLUTION FA-11-18**

RECOMMENDATION:

The Department of Transportation (Department) recommends that the California Transportation Commission (Commission) allocate an additional \$6,200,000 for the State Route 87 HOV Lane (from State Route 85 to I-280) project (PPNO 0443S) in Santa Clara 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 \$6,200,000 be allocated from the Budget Act Items 2660-301-0042 and 2660-301-0890 to provide additional funds for the project identified below.

Project	Dist-Co-Rte	Current Budget (GARVEE)	Budget Adjustment (RIP)	Revised Budget (GARVEE & RIP)	% Increase Above Current Budget
1	04-SCI-87	\$41,195,000	\$6,200,000	\$47,395,000	15.0%

Project # Allocation Amount Recipient <u>RTPA/CTC</u> County Dist-Co-Rte Postmile	Location Project Description Reason for Supplemental Funds	PPNO Program Funding Year Item # Fund Type Program Codes Project ID Adv Phase EA	State Federal Current Amount by Fund Type	State Federal Additional Amount by Fund Type	State Federal Revised Amount by Fund Type
2.5e.(2) Supplemental Funds for Previously Voted Project					Resolution FA-11-18
1 \$6,200,000 Department of Transportation MTC Santa Clara 04N-SCI-87 0.0/5.1	In San Jose, from 0.3 mile north of Branham Lane to 0.3 mile north of Virginia Street. Construct high occupancy vehicle (HOV) lane and auxiliary lanes in each direction, construct 13 retaining walls and widen six bridges. Outcome/Output: Widen freeway from four to six lanes, construct auxiliary lanes, and widen six bridge structures Supplemental funds needed to pay for an Arbitration Agreement. Total Revised Amount: \$47,395,000	04-0443S GARVEE 2003-04 801-6801 20.20.075.600 RIP 2011-12 301-0042 SHA 301-0890 FTF 20.20.075.600 0400001059	\$41,195,000	\$712,000 \$5,488,000	\$41,195,000 \$712,000 \$5,488,000

RECOMMENDATION:

The Department recommends that this request for \$6,200,000 in Regional Improvement Program (RIP) funds be approved to allow the Department to close-out construction contract for the State Route 87 HOV Lane (from State Route 85 to I-280) project in Santa Clara County.

PROJECT DESCRIPTION:

This project is located on State Route 87, in the city of San Jose, from SR 85 to I-280. The project scope includes construction of a High Occupancy Vehicle (HOV) lane in each direction, auxiliary lanes within the project limits, 13 retaining walls and the widening of six bridges. The Santa Clara Valley Transportation Authority (VTA) prepared the contract plans and the Department administered the construction contract for the project.

FUNDING STATUS:

This STIP project was allocated \$41,195,000 in Grant Anticipation Revenue Vehicles (GARVEE) funds in January 2004. For construction purposes, this project was combined with a State Highway Operations and Protection Program (SHOPP)-funded pavement rehabilitation project (PPNO 0442E). The construction contract was awarded in December 2004. The construction started in March 2005 and was completed in May 2007.

REASONS FOR ADDITIONAL FUNDS:

After construction was completed, the Department issued the Proposed Final Estimate in August 2007. In its Exceptions to the Proposed Final Estimate, the Contractor claimed damages caused by unexpected naturally occurring asbestos (NOA) and 116 days of time related overhead (TRO) expenses. The Contractor claimed that, even though the soils containing high levels of NOA were shown on the plans, they were shown only in specific locations. The high levels of NOA were encountered in almost all the excavation locations for the roadway and the retaining walls. It should be noted that the Department paid over \$6 million in Contract Change Orders (CCOs) to compensate the Contractor for the direct cost of handling, stockpiling and reusing the NOA materials.

The Contractor submitted a claim of \$4,895,000 to the Board of Review (Board). In March 2008, the Board concluded that the Contractor is only entitled to \$6,056 which was for one day of administrative delay. The Contractor rejected the Board conclusions. In February 2009, the Contractor filed for arbitration for an amount of \$6,842,000. That amount was later amended to \$12,640,000.

On October 31, 2011, the Arbitrator awarded the Contractor compensable damages of \$4,745,724 plus attorney fees and interest. Since all the existing project contingencies have been exhausted, \$6,200,000 in addition Regional Improvement Program (RIP) funds is needed to fully settle this claim.

FUNDING OPTIONS:

OPTION A: Approve this request for supplemental funds, as presented above, for \$6,200,000 to close-out construction contract.

OPTION B: Deny this request. The Department does not believe that it would be in the best interest of the public to appeal the final award as it will result in further litigation and the Department liability will increase.

RECOMMENDED OPTION:

The Department recommends that this request of \$6,200,000, as presented in Option A above, be approved to close-out construction contract for the State Route 87 HOV Lane (from State Route 85 to I-280) project (PPNO 0443S) in Santa Clara County.

Memorandum

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: February 22-23, 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 LOCALLY ADMINISTERED CORRIDOR MOBILITY IMPROVEMENT ACCOUNT PROJECTS OFF THE STATE HIGHWAY SYSTEM RESOLUTION CMIA-A-1112-023**

RECOMMENDATION:

The California Department of Transportation (Department) recommends the California Transportation Commission (Commission) allocate \$19,100,000 for the locally administered Proposition 1B Corridor Mobility Improvement Account (CMIA) Program White Rock Road Widening (PPNO 3161) project in Sacramento County, off the State Highway System.

ISSUE:

The attached vote list describes one locally administered CMIA project for \$19,100,000, plus \$3,065,000 from other sources. The local agency is ready to proceed with this project and is requesting an allocation at this time.

FINANCIAL RESOLUTION:

Resolved, that \$19,100,000 be allocated from the Budget Act of 2011, Budget Act Item 2660-104-6055 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 District-County	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.(1a) Proposition 1B – Locally Administered CMIA Project off the State Highway System			Resolution CMIA-A-1112-023	
1 \$19,100,000 Sacramento County SACOG 03-Sacramento	White Rock Road Widening. In Sacramento, on White Rock Road from Grant Line Road to Prairie City Road. Widen from 2 to 4 lanes. (Future Consideration of Funding – Resolution E-09-54, July 2009.) (Contributions from other sources: \$3,065,000.) (January 2012 - CMIA baseline amendment approved under Resolution CMIA-PA-1112-018.) <u>Outcome/Outputs:</u> Estimated Daily Vehicle Hours of Delay Saved of 2,679. Estimated Daily Peak Hour Person-Minutes Saved of 181,319.	03-3161 CMIA/10-11 CONST \$19,100,000 0300000885	2011-12 104-6055 CMIA 20.30.210.100	\$19,100,000

Memorandum

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: February 22-23, 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 STATE ADMINISTERED CORRIDOR MOBILITY IMPROVEMENT ACCOUNT PROJECTS ON THE STATE HIGHWAY SYSTEM RESOLUTION CMIA-A-1112-024**

RECOMMENDATION:

The California Department of Transportation (Department) recommends the California Transportation Commission (Commission) allocate \$47,000,000 for the State administered Proposition 1B Corridor Mobility Improvement Account (CMIA) Program Route 46 Corridor Improvements (PPNO 0226G) project in San Luis Obispo County, on the State Highway System.

ISSUE:

The attached vote list describes one State administered CMIA project for \$47,000,000. The Department is ready to proceed with this project and is requesting an allocation at this time.

FINANCIAL RESOLUTION:

Resolved, that \$47,000,000 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: February 22-23, 2012

Reference No.: 2.5g.(2a)
Action Item

From: NORMA ORTEGA
Chief Financial Officer

Prepared by: Steven Keck
Division Chief
Budgets

Subject: **FINANCIAL ALLOCATION FOR LOCALLY ADMINISTERED STATE ROUTE 99
PROJECTS ON THE STATE HIGHWAY SYSTEM
RESOLUTION R99-A-1112-005**

RECOMMENDATION:

The California Department of Transportation (Department) recommends the California Transportation Commission (Commission) allocate \$23,110,000 for the locally administered Proposition 1B State Route 99 (SR99) Program State Route 99/Elverta Road Interchange (PPNO 0259D) project in Sacramento County, on the State Highway System.

ISSUE:

The attached vote list describes one locally administered SR99 project for \$23,110,000, plus \$5,290,000 from other sources. The Department is ready to proceed with this project and is requesting an allocation at this time.

FINANCIAL RESOLUTION:

Resolved, that \$23,110,000 be allocated from the Budget Act of 2011, Budget Act Item 2660-304-6072 for one locally administered Proposition 1B State Route 99 Program project described in the attached vote box.

Be it further resolved, that as a condition of allocation of these funds and to perform its administrative role established by Senate Bill 88, the Commission requests that the Department perform the functions necessary to ensure proper accountability measures are employed and reporting requirements are met for the Proposition 1B State Route 99 Program.

Attachment

2.5 Highway Financial Matters

Project # Allocation Amount Recipient RTPA/CTC County Dist-Co-Rte Postmile	Project Title Location Project Description	PPNO Program/Year Phase Prgm'd Amount Project ID Adv Phase EA	Item # Fund Type	Amount by Fund Type
2.5g.(2a) Proposition 1B –Locally Administered Route 99 Projects on the State Highway System			Resolution R99-A-1112-005	
1 \$23,110,000 Sacramento County SACOG Sacramento 03N-Sac-99 35.0/36.0	State Route 99/Elverta Road Interchange. In Sacramento County on State Route 99 at Elverta Road. Construct a four- lane overcrossing including a Type -9 interchange, ramp meters, HOV lanes and traffic signals (November 2010 - Project scope is consistent with baseline agreement approved under Resolution R99-PA-1011-008.) (Concurrent State Route 99 Corridor Program Amendment under Resolution R99-PA-1112-004; February 2012.) (Contributions from other sources: \$5,290,000) (Future Consideration of Funding – Resolution E-09-84, 10/15/2009.) <u>Outcome/Output:</u> The daily vehicle hours of delay saved are 81 hours and the peak person minutes saved are 6,420 minutes.	03-0259D SR-99/10-11 CONST \$23,110,000 0300000426 4CONL 371504	2011-12 304-6072 SR-99 20.20.722.000	\$23,110,000

Memorandum

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: February 22-23, 2012

Reference No.: 2.5g.(2b)
Action Item

From: NORMA ORTEGA
Chief Financial Officer

Prepared by: Steven Keck
Division Chief
Budgets

Subject: **FINANCIAL ALLOCATION FOR STATE ADMINISTERED STATE ROUTE 99 PROJECTS
ON THE STATE HIGHWAY SYSTEM
RESOLUTION R99-A-1112-006**

RECOMMENDATION:

The California Department of Transportation (Department) recommends the California Transportation Commission (Commission) allocate \$103,000,000 for the State administered Proposition 1B State Route 99 (SR99) Program Freeway Upgrade & Plainsburg Road Interchange (PPNO 5401) project in Merced County, on the State Highway System.

ISSUE:

The attached vote list describes one State administered SR99 project for \$103,000,000. The Department is ready to proceed with this project and is requesting an allocation at this time.

FINANCIAL RESOLUTION:

Resolved, that \$103,000,000 be allocated from the Budget Act of 2011, Budget Act Items 2660-004-6072 and 2660-304-6072 for one State administered Proposition 1B State Route 99 Program project described in the attached vote box.

Be it further resolved, that as a condition of allocation of these funds and to perform its administrative role established by Senate Bill 88, the Commission requests that the Department perform the functions necessary to ensure proper accountability measures are employed and reporting requirements are met for the Proposition 1B State Route 99 Program.

Attachment

Memorandum

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: February 22-23, 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 STATE ADMINISTERED TRADE CORRIDOR
IMPROVEMENT FUND PROJECTS OFF THE STATE HIGHWAY SYSTEM
RESOLUTION TCIF-A-1112-07**

RECOMMENDATION:

The California Department of Transportation (Department) recommends the California Transportation Commission (Commission) allocate \$5,400,000 for the State administered Proposition 1B Trade Corridor Improvement Fund (TCIF) Program Southline – Mainline Phase 3 Project 75 (PPNO 1013) project in San Diego County, off the State Highway System.

ISSUE:

The attached vote list describes one State administered TCIF project for \$5,400,000. The Department is ready to proceed with this project and is requesting an allocation at this time.

FINANCIAL RESOLUTION:

Resolved, that \$5,400,000 be allocated from the Budget Act of 2011, Budget Act Item 2660-304-6056 for one State administered Proposition 1B Trade Corridors Improvement Fund project described in the attached vote box.

Be it further resolved that as a condition of allocation of these funds and to perform its administrative role established by Senate Bill 88, the Commission requests that the Department perform the functions necessary to ensure proper accountability measures are employed and reporting requirements are met for the Proposition 1B Trade Corridor Improvement Fund.

Attachment

2.5 Highway Financial Matters

Project # Allocation Amount Recipient RTPA/CTC District-County	Project Title Project Description	PPNO Program/Year Phase Prgm'd Amount Project ID Adv Phase EA	Budget Year Item # Fund Type Program Code	Amount by Fund Type
2.5g.(5a) Proposition 1B – State Administered Rail TCIF Projects			Resolution TCIF-A-1112-07	
1 \$5,400,000 San Diego Association of Governments SANDAG 11-San Diego	<p>Southline – Mainline Phase 3 TCIF Project 75. Modifications to Palomar Siding and mainline track resulting in movement of increased quantities of freight by rail in the vicinity of the Palomar Street Trolley Station. Project includes the removal, realignment and reconstruction of mainline and siding track, as well as signal modifications.</p> <p>(Concurrent TCIF baseline amendment under Resolution TCIF-P-1112-18; February 2012)</p> <p><u>Outcome/Output:</u> This project will increase rail capacity and discourage the diversion of freight to trucks using already congested regional roads due to growing demands for rail freight service, which are anticipated to exceed the capacity of the Southline.</p>	11-2013 TCIF/11-12 CONST \$5,400,000 0012000179 S FA11BA	2011-12 304-6056 TCIF 30.20.723.000	\$5,400,000

Memorandum

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: February 22-23, 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-1112-002**

RECOMMENDATION:

The California Department of Transportation recommends the California Transportation Commission (Commission) allocate \$3,738,367 for the locally administered Proposition 1B Highway-Railroad Crossing Safety Account (HRCSA) Program Broadway Brazil Grade Crossing project in Los Angeles County.

ISSUE:

The attached vote list describes one locally administered HRCSA project for \$3,738,367, plus \$2,092,633 from other sources. The local agency is ready to proceed with this project and is requesting an allocation at this time.

FINANCIAL RESOLUTION:

Resolved, that \$3,738,367 be allocated from the Budget Act of 2010, Budget Act Item 2660-104-6063 for the one local Proposition 1B Highway-Railroad Crossing Safety Account Program project described in the attached vote box.

Be it further resolved, that as a condition of allocation of these funds and to perform its administrative role established by Senate Bill 88, the Commission requests that the Department perform the functions necessary to ensure proper accountability measures are employed and reporting requirements are met for the Proposition 1B Highway-Railroad Crossing Safety Account Program.

Attachment

2.5 Highway Financial Matters

Project # Allocation Amount Recipient RTPA/CTC District-County	Project Title Location Project Description	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-1011-002	
1 \$3,738,367 Southern California Regional Rail Authority SCRRA 07-Los Angeles	Broadway Brazil Grade Crossing Improvements. Construct highway-rail grade crossing improvements to West Broadway in the city of Glendale at the Broadway-Brazil Street crossing of the Pacific Surfliner corridor and the Antelope Valley Lane. (CEQA – Exempt – 21080(b) (11) and 21080(b) (12).) (NEPA – Exempt – Section 23 CFR 77.117(d) (9).) (Contributions from other sources: \$2,092,633.) (Concurrent HRCSA baseline amendment under Resolution GS1B-P-1112-09; February 2012) <u>Outcome/Output:</u> This project will reduce train/vehicle collisions, reduce property damage associated with collisions, potential injuries and loss of life and travel time delays. This project will also improve safety and reliability for 66 daily passenger trains (operated by Amtrak and Metrolink), 17 Union Pacific Railroad freight trains, and over 5,500 vehicles that use the crossing each day.	HRCSA/10-11 CONST \$3,738,367 0075120062 S H011BA	2010-11 104-6063 HRCSA 20.30.010.400	\$3,738,367

Memorandum

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: February 22-23, 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-1112-15**

RECOMMENDATION:

The California Department of Transportation (Department) recommends the California Transportation Commission (Commission) allocate \$4,561,000 for the locally administered State-Local Partnership Program (SLPP) Bus Procurement project in Los Angeles County, off the State Highway System.

ISSUE:

The attached vote list describes one locally administered SLPP project for \$4,561,000 plus \$14,291,000 from other sources. The local agency is ready to proceed with this project and is requesting an allocation at this time.

FINANCIAL RESOLUTION:

Resolved, that \$4,561,000 be allocated from the Budget Act of 2011, Budget Act Item 2660-104-6060 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 RTPA/CTC District-County	Project Title Location Project Description	Program/Year Phase Prgm'd Amount Project ID Adv Phase EA	Budget Year Item # Fund Type Program Code	Amount by Fund Type
2.5g.(10a) Proposition 1B – Locally Administered SLPP Transit Projects			Resolution SLP1B-A-1112-15	
1 \$4,561,000 Los Angeles County Metropolitan Transportation Authority LACTMA 07-Los Angeles	Bus Procurement. Acquisition of 150 - 45-foot, 46-passenger seat, CNG fueled with four wheelchair tie-down high capacity composite buses. (CEQA – CE: 15302 (c)) (Contributions from other sources: \$14,291,000.) <u>Outcome/Output:</u> Improve service quality, fleet reliability, customer appeal and meet service demand.	SLPP/11-12 CONST \$4,561,000 0712000248 S T269GB	2011-12 104-6060 SLPP 30.10.724.000	\$4,561,000

Memorandum

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: February 22-23, 2012

Reference No.: 2.6a.(1)
Action Item

From: NORMA ORTEGA
Chief Financial Officer

Prepared by: Steven Keck
Division Chief
Budgets

Subject: **FINANCIAL ALLOCATION FOR LOCALLY ADMINISTERED TRANSIT PROGRAM
PROJECTS OFF THE STATE HIGHWAY SYSTEM
RESOLUTION MFP-11-06**

RECOMMENDATION:

The California Department of Transportation recommends the California Transportation Commission (Commission) allocate \$7,394,000 for three locally administered State Transportation Improvement Program (STIP) Transit projects off the State Highway System.

ISSUE:

The attached vote list describes three locally administered STIP Transit projects totaling \$7,394,000, plus \$18,229,000 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 \$7,394,000 be allocated from the Budget Act of 2010, Budget Act Item 2660-101-0046 for the three locally administered STIP Transit projects 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.(1) Locally Administered STIP Transit Projects				Resolution MFP-11-06
1 \$425,000 Humboldt Transit Authority Humboldt CAG 01-Humboldt	Vehicle Acquisition Purchase one low floor 40-foot, diesel/electric powered, 44-passenger seat with two wheelchair tie-down bus. (CEQA – CE: 15301) (Contributions from other sources: \$200,000.) <u>Outcome/Output:</u> Increase bus service and reliability.	01-2263 RIP/11-12 CONST \$425,000 0112000192 S T309TA	2010-11 101-0046 PTA 30.10.070.626	\$425,000
2 \$849,000 Los Angeles County Metropolitan Transportation Authority LACMTA 07-Los Angeles	78 Light Rail Vehicles Acquisition Acquisition of 78 light rail vehicles for fleet expansion. (CEQA – CE: 15301) (Contributions from other sources: \$18,029,000.) (June 2011- Time extension approved on under Waiver 11-31.) <u>Outcome/Output:</u> Increase light rail fleet, relieve traffic congestion and improve regional air quality.	07-4025 RIP/10-11 CONST \$849,000 0700021065 S R241TA	2010-11 101-0046 PTA 30.10.070.626	\$849,000
3 \$6,120,000 Los Angeles County Metropolitan Transportation Authority LACMTA 07-Los Angeles	78 Light Rail Vehicles Acquisition Acquisition of 78 light rail vehicles for fleet expansion. (CEQA – CE: 15301) <u>Outcome/Output:</u> Increase light rail fleet, relieve traffic congestion and improve regional air quality.	07-4025 RIP/11-12 CONST \$6,120,000 0712000247 S R241TB	2010-11 101-0046 PTA 30.10.070.626	\$6,120,000

Memorandum

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: February 22-23, 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 RAIL PROGRAM
PROJECTS
RESOLUTION MFP-11-07**

RECOMMENDATION:

The California Department of Transportation recommends the California Transportation Commission (Commission) allocate \$4,200,000 for the locally administered State Transportation Improvement Program (STIP) Rail Emeryville Intermodal Transfer Station Parking (PPNO 2020) project in Alameda County.

ISSUE:

The attached vote list describes one locally administered STIP Rail project totaling \$4,200,000, plus \$15,414,000 from other sources. The local agency is ready to proceed with this project and is requesting an allocation at this time.

FINANCIAL RESOLUTION:

Resolved, that \$4,200,000 be allocated from the Budget Act of 2011, Budget Act Item 2660-301-0046 for the one locally administered STIP Rail project described on the attached vote list.

Attachment

2.6 Mass Transportation Financial Matters

Project # Allocation Amount Recipient RTPA/CTC District-County	Project Title Project Description	Dist-PPNO Program/Year Programmed: Phase Prgm'd Amount Project ID Adv Phase EA	Budget Year Item # Fund Type Program Code	Amount by Fund Type
2.6a.(2) Locally Administered STIP Rail Project		Resolution MFP-11-07		
1 \$4,200,000 Department of Transportation MTC 75-Alameda	<p>Emeryville Intermodal Transfer Station Parking Construction of four bus bays and 125 public parking spaces within a covered parking structure located next to the Emeryville Amtrak station platforms.</p> <p>(CEQA – Statutorily Exempt - 15275.) (NEPA – CE – 23 CFR 771.117 (c) (18).)</p> <p>(Future Consideration of Funding – Resolution E-12-05, January 2012.)</p> <p>(Contributions from other sources: \$15,414,000.)</p> <p><u>Outcome/Output:</u> This project will make bus transfers between Amtrak intercity trains, local buses and feeder bus services more convenient and increase the number of parking spaces available for rail patrons. This will improve the overall quality and reliability of train service along the Capitol and San Joaquin Corridors by enhancing ridership and revenues.</p>	75-2020 IIP/11-12 CONST \$4,200,000 0012000180 S RA10BA	2011-12 301-0046 PTA 30.20.020.720	\$4,200,000

Memorandum

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: February 22-23, 2012

Reference No.: 2.8b.(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 CONTRACT AWARD FOR LOCALLY-ADMINISTERED STIP PROJECTS, PER RESOLUTION G-06-08 WAIVER-12-07**

RECOMMENDATION:

The California Department of Transportation recommends the California Transportation Commission (Commission) extend the period of contract award for the time periods identified for each project on the attached document.

ISSUE:

The Commission allocated \$16,566,000 for the construction of two locally-administered State Transportation Improvement Program (STIP) projects identified on the attachment. The responsible agencies will not be able to award the contracts within six months of allocation. The attachment describes the details of the projects and the explanations for the delays. The respective agencies request extensions, and the planning agencies concur.

BACKGROUND:

In June 2006, the Commission adopted Resolution G-06-08, which requires the agency implementing a project to request a time extension if the project will not be awarded within six months of the allocation. STIP Guidelines stipulate that the Commission may approve a waiver to the contract award deadline one time only for up to 20 months in accordance with Section 14529.8 of the Government Code.

Attachment

Time Extension/Waiver – Project Contract Award Deadline
 Local Streets and Roads Projects

Project #	Applicant County PPNO Project Description Reason for Project Delay	Extension Amount <i>Construction Only</i>	Allocation Date Resolution Number Number of Months Requested Extended Deadline CT Recommendation
1	County of Tulare Tulare PPNO 06-6414A Road 80 Widening – Phase 3	\$16,280,000	08/10/2011 FP-11-12 3 Months 05/31/2012 Approve
<p>The County of Tulare (County) is requesting a three-month extension to the period of contract award for the Road 80 Widening – Phase 3 project. The County has experienced delays in obtaining approval of the Authorization to Proceed with Construction (E-76) and contract advertisement issues.</p> <p>The County had anticipated obtaining the E-76 by early September 2011; allowing for a four month advertising and contract approval process and award by the February 2012 deadline. The County received the E-76 approval in October 2011, which was two months behind schedule. However, it initiated the contract plans and advertising approval process immediately. It takes four months to obtain project advertising approval through the County Council, County Risk Management Office and the County Board of Supervisors. The project was advertised on January 9, 2012 with bid opening scheduled for February 8, 2012. The County anticipates awarding a contract by March 2012. However, if no bids are received or if bids must be rejected, additional time will be required to re-advertise the project and receive new bids. This process will require a minimum of eight weeks. Therefore, the City is requesting a three-month time extension to May 31, 2012, to allow time for unforeseen bidding issues.</p>			
2	City of Santa Ana Orange PPNO 12-2135T Pacific Electric Bicycle Trail, TE	\$286,000	08/10/2011 FP-11-05 2 Months 04/30/2012 Approve
<p>The City of Santa Ana (City) is requesting a two-month extension to the period of contract award for the Pacific Electric Bicycle Trail, TE project. The City has experienced unanticipated delays in obtaining approval of the Authorization to Proceed with Construction (E-76) and contract advertisement issues.</p> <p>The City encountered difficulties in implementing the federal Disadvantage Business Enterprise (DBE) program plan, which delayed the E-76 approval. The City obtained the Department's approval in October 2011, which was two months behind schedule. The City advertised the project in late December 2011 and anticipates opening bids and awarding the contract by late February 2012. However, if no bids are received or if bids must be rejected, additional time will be required to re-advertise the project and receive new bids. This process will require a minimum of eight weeks. Therefore, the City is requesting a two-month time extension to April 30, 2012, to allow time for unforeseen bidding issues.</p>			

Memorandum

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: February 22-23, 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-12-08**

RECOMMENDATION:

The California Department of Transportation recommends the California Transportation Commission (Commission) approve the request by the Town of Truckee (Town) to extend the period of contract award for the Proposition 1B State-Local Partnership Program (SLPP) 2012 Slurry Seal project for four months from April 30, 2012 to August 31, 2012, per SLPP Guidelines.

ISSUE:

On October 27, 2011, the Commission allocated \$144,000 in Proposition 1B SLPP funds to the Town for construction of the 2012 Slurry Seal project. The Town will be unable to award the contract by the award deadline of April 30, 2012. The Town is requesting a four-month time extension to August 31, 2012.

BACKGROUND:

The 2012 Slurry Seal project is part of the Town's Pavement Maintenance Program, which evaluates the conditions of Town roadways, forecasts the deterioration of those roadways, and develops a cost-effective method for maintaining acceptable roadway service levels. Based upon the recommendations of the Pavement Maintenance Program, the Town plans to slurry seal roughly 40 miles of town-maintained roadways in 2012.

The Town originally expected the Commission to allocate the project in January 2012 due to delays in bond fund availability, but the project was allocated in October 2011. Since the site will likely be covered in snow during the months of February through April, the Town is requesting a time extension as bidders cannot effectively evaluate the site.

The Town endeavors to achieve the following milestones related to the 2012 Slurry Seal project:

- May 1, 2012 – Advertise project
- June 29, 2012 – Award project
- August 31, 2012 – Slurry Seal project completed

If there is snow covering the site in May, or if bids must be rejected, or if no bids are received, additional time will be required to delay the bid and award process, receive new bids, and re-advertise the project. Therefore, the Town is requesting an additional eight week extension to award the Slurry Seal project by August 31, 2012, due to unforeseen circumstances.

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 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: February 22-23, 2012

Reference No.: 2.8c.
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-12-09**

RECOMMENDATION:

The California Department of Transportation (Department) recommends the California Transportation Commission (Commission) approve the request by the County of Los Angeles (County) to extend the period of project completion for the Proposition 1B Local Bridge Seismic Retrofit Queensway South Bound Ramp over Harbor Scenic Drive Project for 20 months, from March 31, 2012 to November 30, 2013.

ISSUE:

In July 2007, the Commission approved Resolution LBS1B-A-0708-001, allocating \$13.5 million of Proposition 1B Local Bridge Seismic Retrofit Account (LBSRA) bond funds, and delegated authority to the Department to sub-allocate funds to projects. The Department sub-allocated \$550,634 to the County for the Queensway South Bound Ramp over Harbor Scenic Drive Project. The County is unable to complete project construction by the deadline of March 31, 2012, therefore, it is requesting a 20-month time extension to November 30, 2013.

The construction phase of the project was advertised in December 2008 and awarded on March 17, 2009. Construction work began in April 2010. In November 2010, the contractor stopped work after completing only 35 percent of the pile installation on three of seven piers. Construction on the bridge was delayed nine months due to a dispute between the contractor and County; work on the project did not resume until August 2011. This work progressed on the pier installation until December 1, 2011, at which time, the contractor requested termination of the contract.

The work still remaining on the project involves completion of pile driving on the three piers that were started, driving the piles for the remaining four piers, pouring the pier caps for all seven piers, and installing the column casings for all seven piers. The County is anticipating that the Surety will take over the remainder of the project; however there is a chance the County will have to go out to bid for a new contractor. In order to account for either situation, and any additional delays that may occur, the County requests a 20-month extension to November 30, 2013.

BACKGROUND:

In May 2008, the Commission adopted the LBSRA Guidelines (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.