

ESTIMATED TIMED AGENDA

CALIFORNIA TRANSPORTATION COMMISSION

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

December 5-6, 2012
Riverside, California

Wednesday, December 5, 2012

- 10:00 a.m.** **RCTC Transit Center Event Honoring Chair Tavaglione**
RCTC Transit Center
4066 Vine Street
Riverside, CA 92507
- 11:30 a.m.** **Commissioners' Retreat**
Security Bank of California
3403 10th Street - 8th Floor
Riverside, CA 92501
- 5:30 p.m.** **Reception**
Riverside County Administration Center
4080 Lemon Street
Atrium
Riverside, CA
- 7:00 p.m.** **Commissioners' Dinner**
Duane's at the Mission Inn
Santa Barbara Room
3649 Mission Inn Ave.
Riverside, CA

Thursday, December 6, 2012

- 9:00 a.m.** **Commission Meeting**
Riverside County Administration Center
4080 Lemon Street
Supervisors' Chambers
Riverside, CA

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

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

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

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

NEXT REGULARLY SCHEDULED CTC MEETING (Subject to Change):
CTC Meeting – Tuesday, January 8, 2012 in Sacramento

<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)

9:00 am	<u>GENERAL BUSINESS</u>				
1	Roll Call	1.1	Joseph Tavaglione	I	C
2	Approval of Minutes for October 24, 2012	1.2	Joseph Tavaglione	A	C
3	Executive Director's Report	1.3	Bimla Rhinehart	A	C
4	Commission Reports	1.4	Joseph Tavaglione	A	C
5	Commissioners' Meetings for Compensation	1.5	Joseph Tavaglione	A	C
	<u>BUSINESS, TRANSPORTATION & HOUSING AGENCY REPORT</u>				
6	Report by Agency Secretary and/or Deputy Secretary	1.6	Brian Kelly	I	B
	<u>CALTRANS REPORT</u>				
7	Report by Caltrans' Director and/or Deputy Director	1.7	Malcolm Dougherty	I	D
	<u>UNITED STATES DEPARTMENT OF TRANSPORTATION REPORT</u>				
8	Report by US Department of Transportation	1.11	Vincent Mammano	I	R
	<u>LOCAL REPORTS</u>				
9	Report by Regional Agencies Moderator	1.8	Wil Ridder	I	R
10	Report by Rural Counties Task Force Chair	1.9	Sharon Scherzinger	I	R
11	Report by Self-Help Counties Coalition Chair	1.10	Andy Chesley	I	R
	<u>POLICY MATTERS</u>				
12	Transportation California Action Plan Update	4.8	Mark Watts	I	R
	<u>INFORMATION CALENDAR</u>		Stephen Maller		
13	Informational Reports on Allocations Under Delegated Authority -- Emergency G-11 Allocations (2.5f.(1)): \$4,723,000 for seven projects. -- SHOPP Safety G-03-10 Allocations (2.5f.(3)): \$5,655,000 for six projects. -- Minor G-05-05 Allocations (2.5f.(4)): \$5,702,000 for nine District minor projects.	2.5f.		I	D
14	Monthly Report on Projects Amended into the SHOPP by Department Action	3.1		I	D
15	Monthly Status of Construction Contract Award for State Highway Projects, per Resolution G-06-08	3.2a		I	D
16	Monthly Status of Construction Contract Award for Local Assistance STIP Projects, Resolution G-06-08	3.2b		I	D
17	Update on Implementation of the Recovery Act of 2009	3.3		I	D
18	First Quarter FY 2012-13 – Rail Operations Report	3.7		I	D
19	First Quarter FY 2012-13 – Project Delivery Report	3.8		I	D
20	State and Federal Legislative Matters	4.1		I	C

<u>Tab # / Time</u>	<u>Item Description</u>	<u>Ref. #</u>	<u>Presenter</u>	<u>Status*</u>	
	<u>CONSENT CALENDAR</u>		Stephen Maller		
21	The Sacramento Regional Transit District proposes to amend TCRP Project 115 – South Light Rail Extension Meadowview-Calvine (PPNO 3L05) to transfer \$1,043,000 from PS&E and \$10,429,000 from Right of Way, to the construction phase in FY 2012-13. Resolution TAA-12-04, Amending Resolution TAA-09-05	2.1a.(1)		A	D
22	Sacramento County proposes to amend TCRP Project 126 – Watt Avenue at Route 50 Interchange Improvements (PPNO 0127A) to un-program \$5,112,000 TCRP from the construction phase. Resolution TAA-12-05, Amending Resolution TAA-11-07	2.1a.(2)		A	D
23	The San Bernardino Associated Governments proposes to amend the CMIA baseline agreement for the I-10 Tippecanoe Avenue Interchange Improvements (Phase 1) project (PPNO 0154F) to update the project funding plan to include additional local funds. Resolution CMIA-PA-1213-10, Amending Resolution CMIA-P-1112-14B	2.1c.(1a)		A	D
24	The Department and the Sonoma County Transportation Authority propose to amend the CMIA baseline agreement for the Sonoma-101 Airport Interchange Improvements (North Phase B) project (PPNO 0749D) in Sonoma County to update the project funding plan to include additional local funds. Resolution CMIA-PA-1213-11, Amending Resolution CMIA-PA-1112-028	2.1c.(1b)		A	D
25	The City of Fontana proposes to amend the CMIA baseline agreement for the I-15 Duncan Canyon Road Interchange project (PPNO 0168Q) to update the project funding plan to include additional local funds. Resolution CMIA-PA-1213-12, Amending Resolution CMIA-P-1112-22B	2.1c.(1c)		A	D
26	The Department proposes to amend the CMIA baseline agreement for the Freeway Performance Initiative (FPI) – TOS and Ramp Metering project (PPNO 0024) to update the funding plan. Resolution CMIA-PA-1213-13, Amending Resolution CMIA-PA-1112-025	2.1c.(1d)		A	D
27	The Department and the Los Angeles County Metropolitan Transportation Authority propose to amend the CMIA baseline agreement for the I-5 HOV/Empire Avenue and Burbank Boulevard project (PPNO 3985) to update the project funding plan and delivery schedule. Resolution CMIA-PA-1213-14, Amending Resolution CMIA-PA-1112-037 <i>(Related items under Tabs 50 & 81.)</i>	2.1c.(1e)		A	D

<u>Tab # / Time</u>	<u>Item Description</u>	<u>Ref. #</u>	<u>Presenter</u>	<u>Status*</u>	
28	Financial Allocation Amendment: Reduce the original SR 99 Corridor allocation for construction by \$1,248,000, from \$5,000,000 to \$3,752,000, for the Goshen to Kingsburg Landscape project (PPNO 6480Y) in Tulare and Fresno Counties, and revise the project funding plan. Resolution R99-AA-1213-04, Amending Resolution R99-A-1112-016 Resolution R99-PA-1213-02 Amending Resolution R99-PA-1112-008	2.1c.(2a)/ 2.5g.(2a)		A	D
29	Financial Allocation Amendment: Reduce the original SR 99 Corridor allocation for construction by \$1,846,000, from \$17,610,000 to \$15,764,000, for the SR 99/Riego Road Interchange project (PPNO 3L44) in Sutter and Sacramento Counties, and revise the project funding plan. Resolution R99-AA-1213-05, Amending Resolution R99-A-1112-007 Resolution R99-PA-1213-03 Amending Resolution R99-PA-1112-006	2.1c.(2b)/ 2.5g.(2b)		A	D
30	Financial Allocation Amendment: Reduce the original SR 99 Corridor allocation for construction by \$195,000, from \$2,566,000 to \$2,371,000, for the Los Molinos project (PPNO 3326) in Tehama County, and revise the project funding plan. Resolution R99-AA-1213-06, Amending Resolution R99-A-1112-004 Resolution R99-PA-1213-04, Amending Resolution R99-PA-1011-006	2.1c.(2c)/ 2.5g.(2c)		A	D
31	Financial Allocation Amendment: Reduce the original SR 99 Corridor allocation for construction by \$2,987,000, from \$50,600,000 to \$47,613,000, for the Island Park 6-Lane project (PPNO 6274) in Fresno and Madera Counties, and revise the project funding plan. Resolution R99-AA-1213-07, Amending Resolution R99-A-1112-008 Resolution R99-PA-1213-05, Amending Resolution R99-PA-1112-007	2.1c.(2d)/ 2.5g.(2d)		A	D
32	Financial Allocation Amendment: Reduce the original SR 99 Corridor allocation for construction by \$2,357,000, from \$6,010,000 to \$3,653,000, for the multi-funded SR99 Widening in Manteca and San Joaquin Phase 3 project (PPNO 7634C) in San Joaquin County, and revise the project funding plan. Resolution R99-AA-1213-08, Amending Resolution R99-A-1112-014, Resolution STIP1B-AA-1213-05, Amending Resolution STIP1B-A-1112-019 Resolution R99-PA-1213-06, Amending Resolution R99-PA-1112-010	2.1c.(2e)/ 2.5g.(2e)		A	D
33	Financial Allocation Amendment: Reduce the original SR 99 Corridor allocation for construction by \$1,417,000, from \$15,250,000 to \$13,833,000, for the State 99/113 Interchange project (PPNO 8373) in Sutter County, and revise the project funding plan. Resolution R99-AA-1213-09, Amending Resolution R99-A-1112-011 Resolution R99-PA-1213-07, Amending Resolution R99-P-1011-002	2.1c.(2f)/ 2.5g.(2f)		A	D

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34	Financial Allocation Amendment: Reduce the original SR 99 Corridor allocation for construction by \$4,478,000, from \$27,300,000 to \$22,822,000, for the South Bakersfield 8-Lane Widening project (PPNO 6268) in Kern County, and revise the project funding plan. Resolution R99-AA-1213-10, Amending Resolution R99-A-1112-010 Resolution R99-PA-1213-08, Amending Resolution R99-P-1112-003	2.1c.(2g)/ 2.5g.(2g)		A	D
35	The San Francisco Municipal Transportation Authority proposes to amend the TLSP baseline agreement for the Franklin, Gough and Polk Streets project to update the project schedule. Resolution TLSP-PA-1213-02	2.1c.(6a)		A	D
36	The City of San Jose proposes to amend the TLSP baseline agreement for the TLSP project to update the project scope and schedule. Resolution TLSP-PA-1213-03	2.1c.(6b)		A	D
37	Draft Environmental Impact Reports: Redwood Parkway – Fairgrounds Drive Improvement Project – Interchange improvements on Interstate 80 at Fairgrounds Drive in the City of Vallejo (DEIR) 197/199 Safe STAA Access Project – Roadway improvements to a portion of State Route 197 in Del Norte County (DEIR) Tulare Expressway Project – Construct a two-lane expressway on new alignment on State Route 245 in Tulare County (DEIR)	2.2b.(1)		A	D
38	Approval of Project for Future Consideration of Funding: 02 – Tehama County Evergreen Road at SF Cottonwood Creek Bridge Construction of a new bridge over Cottonwood Creek, removal of the existing bridge, and realignment of Evergreen Road in Tehama County. (MND) (STIP) (PPNO 2379) Resolution E-12-71	2.2c.(3)		A	C
39	Approval of Project for Future Consideration of Funding 03 – Sacramento County Grant Line Road Widening Widen Grant Line Road 2.0 miles from two to four lanes, replace existing at-grade UPRR crossing with a grade separated overhead crossing in the City of Elk Grove. (MND) (HRCSA) Resolution E-12-72	2.2c.(4)		A	C
40	Approval of Project for Future Consideration of Funding 10 – Calaveras County Arnold Rim Trail Cedar Center Bike-way Connection Project Construction of a bicycle path between Oak Circle and Pine Drive in Calaveras County. (MND) (STIP) (PPNO 16D) Resolution E-12-73	2.2c.(5)		A	C
41	One Route Adoption as Freeway -- 11-SD-11-PM 0.0/2.8 From near the junction of SR 905/125 to the Otay Mesa East Port of Entry Resolution HRA 12-07	2.3a.		A	D

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42	Two Relinquishment Resolutions -- 08-SBd-15-PM 33.63/34.11 Right of Way along Route 15 on Mariposa Road, in the city of Hesperia. Resolution R-3861 -- 10-Mer-165-PM 12.1 Right of Way along Route 165 at Santa Fe Grade, in the county of Merced. Resolution R-3862	2.3c.		A	D
43	One Vacation Resolution – -- 10-Mer-99-PM R30.8 Right of way along Route 99 at North Pacific Avenue, in the county of Merced. Resolution A-890	2.3d.		A	D
44 8 Ayes	8 Resolutions of Necessity Resolutions C-20981 through C-20988	2.4b.		A	D
45	Director's Deeds Items 1 through 13 Excess Lands - Return to State: \$497,374.30 Return to Others: \$0	2.4d.		A	D
46	Financial Allocation Amendment: Reduce the original CMIA allocation for construction by \$1,539,000, from \$9,426,000 to \$7,887,000, for the CMIA I-80 ICM Adaptive Ramp Metering project (PPNO 0062J) in Alameda County. Resolution CMIA-AA-1213-15, Amending Resolution CMIA-A-1112-043	2.5g.(1b)		A	D
47	Financial Allocation Amendment: Reduce the original CMIA allocation for construction by \$6,713,000, from \$25,294,000 to \$18,581,000, for the CMIA I-80 ICM Active Traffic Management project (PPNO 0062E) in Alameda County. Resolution CMIA-AA-1213-16, Amending Resolution CMIA-A-1112-044	2.5g.(1c)		A	D
48	Financial Allocation Amendment: Reduce the original CMIA allocation for construction by \$371,000, from \$1,532,000 to \$1,161,000, for Contract 3 of the Freeway Performance Initiative-TOS and Ramp Metering CMIA project (PPNO 0024) in Alameda, Santa Clara, and Solano Counties. Resolution CMIA-AA-1213-17, Amending Resolution CMIA-A-1112-029	2.5g.(1d)		A	D
49	Financial Allocation Amendment: Reduce the original CMIA allocation for construction by \$5,432,000, from \$21,000,000 to \$15,568,000, for Contract 5 of the Freeway Performance Initiative-TOS and Ramp Metering CMIA project (PPNO 0024) in Alameda, Santa Clara, and Solano Counties. Resolution CMIA-AA-1213-18, Amending Resolution CMIA-A-1112-047	2.5g.(1e)		A	D

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50	Financial Allocation Amendment: Reduce the original CMIA construction allocation by \$34,997,000, from \$99,100,000 to \$64,103,000; reduce the original SLPP construction allocation by \$7,062,000, from \$20,000,000 to \$12,938,000; and reduce the original STIP allocation, per AB 608, of \$105,098,000 (\$102,913,000 RIP and \$2,185,000 IIP) to \$67,984,000 (\$66,570,000 RIP and \$1,414,000 IIP) for the multi-funded I-5 HOV/Empire Avenue and Burbank Boulevard project (PPNO 3985) in Los Angeles County. Resolution CMIA-AA-1213-19, Amending Resolution CMIA-A-1112-052 Resolution SLP1B-AA-1213-06, Amending Resolution SLP1B-A-1112-029 Resolution FP-12-26, Amending Resolution FP-11-61 (Related item under Tab 27.)	2.5g.(1f)		A	D
51	Financial Allocation Amendment: Reduce the original CMIA allocation for construction by \$1,163,000, from \$19,028,000 to \$17,865,000, for the CMIA Eastbound I-580 HOV Lane Segment 3 project (PPNO 0112E) in Alameda County. Resolution CMIA-AA-1213-20, Amending Resolution CMIA-A-1112-049	2.5g.(1g)		A	D
52	Financial Allocation Amendment: Reduce the original CMIA allocation for construction by \$110,000, from \$4,237,000 to \$4,127,000, for the CMIA I-215 HOV Bi-County HOV Gap Closure project (PPNO 0041G) in San Bernardino and Riverside Counties. Resolution CMIA-AA-1213-21, Amending Resolution CMIA-A-1112-071 Resolution STIP1B-AA-1213-04, Amending Resolution STIP1B-A-1112-018	2.5g.(1h)		A	D
53	Financial Allocation Amendment: Reduce the original CMIA allocation for construction by \$6,235,000, from \$32,000,000 to \$25,765,000, for the CMIA I-880 Southbound HOV Lane Extension – North Segment (Davis to Hagenberger) project (PPNO 0036J) in Alameda County. Resolution CMIA-AA-1213-22, Amending Resolution CMIA-A-1112-041	2.5g.(1i)		A	D
54	Financial Allocation Amendment: Reduce the original CMIA allocation for construction by \$386,000, from \$2,375,000 to \$1,989,000, for Contract 3 of the Freeway Performance Initiative – TOS and Ramp Metering project (PPNO 0024) in Alameda, Santa Clara, and Solano Counties. Resolution CMIA-AA-1213-23, Amending Resolution CMIA-A-1112-045	2.5g.(1j)		A	D
55	Financial Allocation Amendment: Reduce the original CMIA allocation for construction by \$1,212,000, from \$6,245,000 to \$5,033,000, for Contract 4 of the Freeway Performance Initiative – TOS and Ramp Metering project (PPNO 0024) in Alameda, Santa Clara, and Solano Counties. Resolution CMIA-AA-1213-24, Amending Resolution CMIA-A-1112-046	2.5g.(1k)		A	D

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56	Financial Allocation Amendment: Reduce the original CMIA allocation for construction by \$327,000, from \$6,000,000 to \$5,673,000, for the Freeway Performance Initiative – TOS and Ramp Metering Elements project (PPNO 0521J) in Alameda County. Resolution CMIA-AA-1213-25, Amending Resolution CMIA-A-1112-063	2.5g.(1l)		A	D
57	Financial Allocation Amendment: Reduce the original CMIA allocation for construction by \$7,476,000, from \$42,821,000 to \$35,345,000, for the I-580 Westbound HOV Lane (Segment 1) – Greenville to Isabel – project (PPNO 0112B) in Alameda County. Resolution CMIA-AA-1213-26, Amending Resolution CMIA-A-1112-048	2.5g.(1m)		A	D
58	Financial Allocation Amendment: Reduce the original CMIA allocation for construction by \$11,883,000, from \$45,614,000 to \$33,731,000, for the I-580 Westbound HOV Lane (Segment 2) – Isabel to Foothill project (PPNO 0112F) in Alameda County. Resolution CMIA-AA-1213-27, Amending Resolution CMIA-A-1112-029	2.5g.(1n)		A	D
59	Financial Allocation Amendment: Reduce the original CMIA allocation for construction by \$608,000, from \$4,000,000 to \$3,392,000, for the Marin-Sonoma Narrows-Contract A2 (Novato Creek Bridge [PPNO 0360M]) in Marin County. Resolution CMIA-AA-1213-28, Amending Resolution CMIA-A-1112-064	2.5g.(1o)		A	D
60	Financial Allocation Amendment: Reduce the original CMIA allocation for construction by \$2,071,000, from \$28,000,000 to \$25,929,000, for the CMIA Marin-Sonoma Narrows Contract C3 – Modify Route 101/116 Interchange project (PPNO 0360R) in Sonoma County. Resolution CMIA-AA-1213-29, Amending Resolution CMIA-A-1112-066	2.5g.(1q)		A	D
61	Financial Allocation Amendment: Reduce the original CMIA allocation for construction by \$80,000, from \$3,088,000 to \$3,008,000, for the I-215 Newport Avenue Overcrossing project (PPNO 0243E) in the San Bernardino County. Resolution CMIA-AA-1213-30, Amending Resolution CMIA-A-1112-067	2.5g.(1r)		A	D
62	Financial Allocation Amendment: Reduce the original CMIA allocation for construction by \$350,000, from \$21,135,000 to \$20,785,000, for the I-15 Rancho Road Interchange (PPNO 0172I) project in San Bernardino County. Resolution CMIA-AA-1213-31, Amending Resolution CMIA-A-1112-059 Resolution STIP1B-AA-1213-016, Amending Resolution STIP1B-A-1112-016 Resolution SLP1B-AA-1213-10, Amending Resolution SLP1B-A-1112-025	2.5g.(1s)		A	D

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63	Financial Allocation Amendment: Reduce the original SLPP allocation for the Bear Valley Road/Deep Creek Road Intersection project, originally approved for \$92,000 on October 26, 2011, by \$4,000 to \$88,000 to reflect contract award savings. Resolution SLP1B-AA-1213-07, Amending Resolution SLP1B-A-1112-08	2.5g.(10e)		A	D
64	Financial Allocation Amendment: Reduce the original SLPP allocation for the Silva Valley Parkway Widening project, originally approved for \$993,000 on April 7, 2010, by \$628,000 to \$365,000 to reflect contract award savings. Resolution SLP1B-AA-1213-08, Amending Resolution SLP1B-A-0910-03	2.5g.(10f)		A	D
65	Technical correction to Resolution SLP1B-A-1213-01, originally approved on August 22, 2012 for two locally administered SLPP projects totaling \$3,920,000. A technical correction is needed for Project 1 – Peyton Drive Widening project in San Bernardino, to correctly show the project location beginning at “Peyton Drive from Chino Hills Parkway (State Route 142) to Eucalyptus Avenue”.	2.9a.		A	D
66	Technical correction to Resolution MFP-12-01, originally approved August 22, 2012 for \$439,000 for the Modoc Transportation STIP Transit project (PPNO 2249) in Modoc County. A technical correction is needed to correct the project description. There is no change the amount originally allocated for the project.	2.9b.		A	D
67	Technical correction to Resolution FP-11-48, originally approved on April 26, 2012 for \$39,117,000 for 11 SHOPP projects. A technical correction is needed for Project 10 (PPNO 0106B) in Alameda County to revised the Project ID and EA for the project.	2.9c.		A	D
68	Technical correction to Resolution FP-11-62, originally approved on May 23, 2012 for \$65,622,000 for 18 SHOPP projects. A technical correction is needed for Project 12 (PPNO 0045H) in Alameda County to revise the Project ID and EA for the project.	2.9d.		A	D
69	Technical correction to Resolution SHOP1B-A-1112-004, originally approved May 3, 2012 for \$5,000,000 for the Eastbound I-580 HOV Lane (Segment 3) (PPNO 0832M) project in Alameda County to revise the Project ID and EA for the project.	2.9e.		A	D
70	Technical correction to Resolution TLSP1B-A-1213-01, originally approved September 27, 2012 for \$7,500,000 for the San Mateo County Smart Corridor – Segment 2 TLSP project. A technical correction is needed to correct the Budget Item Number and Program Code for the project which were listed incorrectly at the time of allocation.	2.9f.		A	D
<u>END OF CONSENT CALENDAR</u>					
<u>PROGRAM STATUS</u>					
71	2012 Third Quarter Bay Area Toll Bridge Progress and Financial Update	3.10	Stephen Maller	I	C
72	Status Update on the Trade Corridor Investment Fund (TCIF) Projects	3.5	Stephen Maller Kenneth Kao Patricia Chen Jose Nuncio	A	D/R

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73	Proposition 1B – Quarterly Reports --Corridor Mobility Improvement Account (3.9a.) --Route 99 Corridor (3.9b.) --Local Bridge Seismic Retrofit Program (3.9c.) --State-Local Partnership Program (3.9d.) --Traffic Light Synchronization Program (3.9e.) --Highway-Rail Crossing Safety Account (3.9f.) --Intercity Rail Improvement Program (3.9g.) --Trade Corridor Improvement Fund (3.9h.)	3.9	Stephen Maller Rachel Falsetti	I	D
74	First Quarter FY 2012-13 – Finance Report	3.6	Mitchell Weiss Steven Keck	I	D
<u>POLICY MATTERS</u>					
75	Budget and Allocation Capacity Update	4.2	Mitchell Weiss Steven Keck	I	D
76	Status of 2004-06 Appropriation Act Federal Earmark Projects	4.3	Mitchell Weiss Denix Anbiah	I	D
77	State-Local Partnership Program - 2012-13 Competitive Program Amendment Resolution SLP1B-P-1213-06	4.9	Laurel Janssen	A	C
78	State-Local Partnership Program - Formula Program Amendment Resolution SLP1B-P-1213-07	4.10	Laurel Janssen	A	C
79	Adoption of Highway Railroad Crossing Safety Account Program Baseline Agreements Resolution GS1B-P-1213-03	4.7	Teresa Favila	A	C
80	Adoption of the Amendment to the Trade Corridors Improvement Fund Program – Port of West Sacramento Resolution TCIF-P-1213-18	4.5	Stephen Maller	A	C
81	Adoption of the Amendment to the Corridor Mobility Improvement Account Program - Devore Interchange & I-405 HOV Lane Project Resolution CMIA-P-1213-03 (Related Items under Tabs 82, 83, & 84.)	4.6	Stephen Maller	A	C
<u>Proposition 1B CMIA Project Amendments for Action – Design/Build</u>					
82	Adoption of the Corridor Mobility Improvement Account Baseline Agreement - Devore Resolution CMIA-P-1213-04B	4.11	Stephen Maller	A	C
<u>Financial Allocation Amendment for a Design/Build SHOPP Project</u>					
83	Financial Allocation Amendment: Reduce the original SHOPP allocation for construction by up to \$137,608,000 for the I-15 Widening and Devore Interchange Reconstruction project (PPNO 0170M), in San Bernardino County. Resolution FA-12-15, Amending Resolution FP-12-03 (Related Items under Tabs 81, 82, & 84.)	2.5b.(2)	Stephen Maller Rachel Falsetti	A	D
<u>Financial Allocations for Proposition 1B CMIA Projects – Design/Build</u>					
84	Financial Allocation: Up to \$137,608,000 for the multi-funded I-15 Widening and Devore Interchange Reconstruction project (PPNO 0170M) in San Bernardino County, on the State Highway System. Contributions from other sources: \$45,293,000. Resolution CMIA-A-1213-03 (Related Items under Tabs 81, 82, & 83.)	2.5g.(1a)	Stephen Maller Rachel Falsetti	A	D

<u>Tab # / Time</u>	<u>Item Description</u>	<u>Ref. #</u>	<u>Presenter</u>	<u>Status*</u>	
<u>Environmental Matters – Approval of Projects for Future Consideration of Funding, Route Adoption or New Public Road Connection (Final Negative Declaration or EIR)</u>					
85	Approval of Project for Future Consideration of Funding: 12 – Orange County La Pata Avenue Gap Closure and Camino Del Rio Extension Extend La Pata Avenue and Camino Del Rio in the City of San Clemente, Orange County. (FEIR) (SLPP) Resolution E-12-69	2.2c.(1)	Susan Bransen	A	C
86	Approval of Project for Future Consideration of Funding: 08 – Riverside County Foothill Parkway Extension Extend Foothill Parkway as a four lane roadway for approximately 2 miles in the City of Corona and unincorporated Riverside County. (FEIR) (SLPP) Resolution E-12-70	2.2c.(2)	Susan Bransen	A	C
<u>STIP Program/Project Amendments/Approvals for Notice</u>					
87	The Modoc County Transportation Commission and the Plumas County Transportation Commission propose to amend the 2012 STIP to program \$30,000 in Plumas County RIP TE from Modoc County (PPNO 2437) to R/W Support for the Greenville SR 89 Rehabilitation project (PPNO 3355) in Plumas County. STIP Amendment 12S-011	2.1b.(1)	Mitchell Weiss Rachel Falsetti	I	D
88	The Department and Modoc County Transportation Commission propose to amend the 2012 STIP to delete two projects in Modoc County: the Alturas Route 299 Widening project (PPNO 3368) and the Route 299/139 Canby Highway Advisory Radio project (PPNO 3382). STIP Amendment 12S-012	2.1b.(2)	Mitchell Weiss Rachel Falsetti	I	D
<u>Proposition 1B CMIA Project Amendments for Action</u>					
89	The Department and the Los Angeles County Metropolitan Transportation Authority propose to amend the CMIA baseline agreement for the Route 405 Northbound HOV Lane project (PPNO 0851G) in Los Angeles County to update the project funding plan, per AB 3x 20, and delivery schedule. Resolution CMIA-PA-1213-15, Amending Resolutions CMIA-PA-0910-029 and CMIA-AA-1112-016. <i>(Related item under Tab 81.)</i>	2.1c.(1f)	Stephen Maller Rachel Falsetti	A	D
<u>Proposition 1B TCIF Project Amendments for Action</u>					
90	The Port of Los Angeles proposes to amend the TCIF baseline agreement for Project 32- Segment 2 (West Basin Road Rail Access Improvements, Segment 2 - Berth 200 Rail Yard Track Connections [PPNO TC32A]) to update the delivery schedule. Resolution TCIF-P-1213-20, Amending Resolution TCIF-P-1213-08	2.1c.(5b)	Stephen Maller William Mosby	A	D
91	The City of Banning proposes to amend the TCIF baseline agreement for Project 46 (Sunset Avenue Grade Separation [PPNO 1122]) to update the delivery schedule, cost, and funding plan. Resolution TCIF-P-1213-21, Amending Resolution TCIF-P-0809-04B	2.1c.(5c)	Stephen Maller William Mosby	A	D

<u>Tab # / Time</u>	<u>Item Description</u>	<u>Ref. #</u>	<u>Presenter</u>	<u>Status*</u>	
92	Riverside County proposes to amend the TCIF baseline agreement for Project 48 (Avenue 56 Grade Separation on Yuma Subdivision of UPR Mainline [PPNO 1124]) to update the delivery schedule, cost, and funding plan. Resolution TCIF-P-1213-22, Amending Resolution TCIF-P-0809-04B	2.1c.(5d)	Stephen Maller William Mosby	A	D
93	Riverside County proposes to amend the TCIF baseline agreement for Project 50 (Clay Street Railroad Grade Separation [PPNO 1126]) to update the delivery schedule, cost, and funding plan. Resolution TCIF-P-1213-23, Amending Resolution TCIF-P-0809-04B	2.1c.(5e)	Stephen Maller William Mosby	A	D
94	The City of Riverside proposes to amend the TCIF baseline agreement for Project 51 (Riverside Avenue Grade Separation [PPNO 1127]) to update the delivery schedule, cost, and funding plan. Resolution TCIF-P-1213-24, Amending Resolution TCIF-P-0809-04B	2.1c.(5f)	Stephen Maller William Mosby	A	D
95	The City of Riverside proposes to amend the TCIF baseline agreement for Project 53 (Magnolia Avenue Railroad Grade Separation [PPNO 1129]) to update the delivery schedule, cost, and funding plan. Resolution TCIF-P-1213-25, Amending Resolution TCIF-P-0809-04B	2.1c.(5g)	Stephen Maller William Mosby	A	D
96	The Riverside County Transportation Commission and the City of Coachella propose to amend the TCIF baseline agreement for Project 85 (Avenue 52 Grade Separation [PPNO 1142]) to update the delivery schedule. Resolution TCIF-P-1213-30, Amending Resolution TCIF-P-1112-08B	2.1c.(5l)	Stephen Maller William Mosby	A	D
97	The Department proposes to amend the TCIF baseline agreement for Project 68 – Segment 1 (SR11/SR 905 Freeway Connectors [PPNO 0999A]) in San Diego County, to update the post mile limits and project description. Resolution TCIF-P-1213-31, Amending Resolution TCIF-P-1112-40	2.1c.(5m)	Stephen Maller Rachel Falsetti	A	D
Proposition 1B HRCSA Project Amendments for Action					
98	The Alameda Corridor-East Construction Authority proposes to amend the HRCSA baseline agreement for the Nogales Street Grade Separation project in the City of Industry, to update the project cost and schedule. Resolution GS1B-P-1213-04, Amending Resolution GS1B-P-1112-06	2.1c.(7a)	Teresa Favila Bill Bronte	A	D
99	The Orange County Transportation Authority proposes to amend the HRCSA baseline agreement for the San Clemente Beach Trail Crossings Safety Enhancement project to update the project schedule. Resolution GS1B-P-1213-05, Amending Resolution GS1B-P-1112-11	2.1c.(7b)	Teresa Favila Bill Bronte	A	D
Financial Allocations for District Projects					
100	Financial Allocation: \$2,383,000 for three District Minor Projects. Resolution FP-12-27	2.5a.	Mitchell Weiss Rachel Falsetti	A	D

<u>Tab # / Time</u>	<u>Item Description</u>	<u>Ref. #</u>	<u>Presenter</u>	<u>Status*</u>	
Financial Allocations for SHOPP Projects					
101	Financial Allocation: \$65,056,000 for 11 SHOPP projects, as follows: --\$15,855,000 for seven SHOPP projects. --\$49,201,000 for four projects amended into the SHOPP by Departmental action. Resolution FP-12-28	2.5b.(1)	Mitchell Weiss Rachel Falsetti	A	D
Financial Allocations for STIP Projects					
102	Financial Allocation: \$4,300,000 for the State administered Estrella River Bridge Replacement (PPNO 0226E) STIP project in San Luis Obispo, on the State Highway System. Resolution FP-12-29	2.5c.(1)	Mitchell Weiss Rachel Falsetti	A	D
103	Financial Allocations: \$1,341,000 for 11 locally administered STIP projects off the State Highway System, as follows: --\$145,000 for two STIP projects. --\$1,134,000 for seven STIP Transportation Enhancement projects. --\$62,000 for two STIP Planning, Programming and Monitoring projects. Contributions from other sources: \$101,000 Resolution FP-12-30	2.5c.(3)	Mitchell Weiss Rachel Falsetti	A	D
Financial Allocations for Supplemental Funds					
104	Financial Allocation: \$26,100,000 for the locally administered I-405 Carpool Lane I-10 to US 101 (Northbound) CMIA project (PPNO 0851G) in Los Angeles County, on the State Highway System. Resolution CMIA-A-1213-04 <i>(Related Items under Tabs 81 & 89.)</i>	2.5g.(1p)	Stephen Maller Rachel Falsetti	A	D
105	The Department is requesting an additional allocation of \$1,402,000 from the SR 99 Corridor Bond Program Reserve and an amendment to the SR 99 Corridor Bond Program Baseline Agreement for the SR 99/Avenue 12 Interchange project (PPNO 5346) in Madera County, and to revise the project funding plan. Resolution R99-A-1213-03 Resolution R99-PA-1213-09, Amending Resolution R99-PA-1112-011	2.1c.(2h)/ 2.5g.(2h)	Stephen Maller Rachel Falsetti	A	D
106	The Department is requesting an additional allocation of \$3,500,000 from the SR 99 Corridor Bond Program Reserve and an amendment to the SR 99 Corridor Bond Program Baseline Agreement for the Tulare to Goshen 6-Lane North Segment project (PPNO 6400A) in Tulare County to revise the project funding plan. Resolution R99-A-1213-04 Resolution R99-PA-1213-10, Amending Resolution R99-P-1112-001	2.1c.(2i)/ 2.5g.(2i)	Stephen Maller Rachel Falsetti	A	D
Financial Allocations for Proposition 1B LBSRA Projects					
107	Financial Allocation: \$4,040,741 for Proposition 1B Local Bridge Seismic Retrofit Program Bond Lump Sum for Federal Fiscal Year 2012-13. Resolution LSB1B-A-1213-01	2.5g.(4)	Stephen Maller Denix Anbiah	A	D

<u>Tab # / Time</u>	<u>Item Description</u>	<u>Ref. #</u>	<u>Presenter</u>	<u>Status*</u>	
Financial Allocations for Proposition 1B TCIF Projects					
108	Financial Allocation: \$12,705,000 for TCIF Project 87 - Cargo Transportation Improvements Emission Reduction Program – Phase 1 (PPNO TC87A) a locally administered TCIF Rail project in Los Angeles County. Contributions from other sources: \$13,990,000. Resolution TCIF-A-1213-03	2.5g.(5)	Stephen Maller Rachel Falsetti	A	D
Financial Allocations for Proposition 1B SLPP Projects					
109	Financial Allocation: \$6,612,000 for nine locally administered SLPP projects, off the State Highway System. Contributions from other sources: \$6,844,000. Resolution SLP1B-A-1213-10	2.5g.(10a)	Laurel Janssen Denix Anbiah	A	D
110	Financial Allocation: \$5,505,000 for the locally administered Replacement of 1998 Gillig Buses SLPP Transit project in San Mateo County. Contributions from other sources: \$7,750,000. Resolution SLP1B-A-1213-11	2.5g.(10b)	Laurel Janssen Denix Anbiah	A	D
111	Financial Allocation: \$1,000,000 for the locally administered Silva Valley Parkway/US 50 Interchange (PPNO 3302) SLPP project in El Dorado County, on the State Highway System. Contributions from other sources: \$35,000,000. Resolution SLP1B-A-1213-12	2.5g.(10c)	Laurel Janssen Denix Anbiah	A	D
112	Financial Allocation: \$18,191,000 for the locally administered I-5/Cosumnes River Boulevard Interchange (PPNO 03-3L42) SLPP/STIP project in Sacramento County, on the State Highway System. Contributions from other sources: \$64,255,000. Resolution SLP1B-A-1213-13 Resolution FP-12-31	2.5g.(10d)	Laurel Janssen Denix Anbiah	A	D
Financial Allocations for STIP Transit Projects					
113	Financial Allocation: \$108,768,000 for three locally administered STIP transit projects. Contributions from other sources: \$259,416,152. Resolution MFP-12-04	2.6a.	Laurel Janssen Jane Perez	A	D
Request to Extend the Period of Contract Award					
114	Request to extend the period of contract award for five SHOPP projects for \$20,047,000, per Resolution G-06-08. Waiver 12-66	2.8b.(1)	Laurel Janssen Rachel Falsetti	A	D
115	Request to extend the period of contract award for three locally administered STIP TE projects for \$3,541,000, per Resolution G-06-08. Waiver 12-67	2.8b.(2)	Laurel Janssen Rachel Falsetti	A	D
116	Request to extend the period of contract award for 12 locally-administered STIP projects for \$22,635,000, per Resolution G 06-08. Waiver 12-68	2.8b.(3)	Laurel Janssen Denix Anbiah	A	D
117	Request to extend the period of contract award for \$750,000 for the 10 th Avenue Widening and Reconstruction project in the city of Hanford, per SLPP Guidelines. Waiver 12-69	2.8b.(4)	Laurel Janssen Denix Anbiah	A	D
OTHER MATTERS / PUBLIC COMMENT					
1:00 pm	Adjourn				

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

\$ 57,539,000	Total SHOPP/Minor Requested for Allocation
\$ 5,641,000	Total STIP Requested for Allocation
\$ 137,608,000	Total Proposition 1B Bond Requested for Re-Allocation for Design-Build
\$ 26,100,000	Total Proposition 1B Bond Requested for Re-Allocation per AB 3x 20
\$ 4,902,000	Total Proposition 1B State Route 99 Reserve Requested for Allocation
<u>\$ 44,013,000</u>	Total Proposition 1B Requested for Allocation
\$ 275,803,000	Sub-Total Project Funds Requested for Allocation
<u>\$ 16,080,000</u>	Delegated Allocations
\$ 291,883,000	Sub-Total, Highway Project Allocations
<u>\$ 173,233,000</u>	Contributions from Other Sources
\$ 465,116,000	Total Value

Total Jobs Created: 8,370 *(Includes Direct, Indirect, and Induced)*

(\$ 138,172,000) Total Proposition 1B Bond De-Allocations Requested.
 (\$ 137,608,000) Total SHOPP Requested for De-Allocation

Mass Transportation Financial Matters

\$ 108,768,000	Total STIP Requested for Allocation
\$ 108,768,000	Total State Allocations

Total Jobs Created: 1,944 *(Includes Direct, Indirect, and Induced)*

2.5 Highway Financial Matters

Project # Allocation Amount County Dist-Co-Rte Postmile	Location Project Description	Program Project ID EA	Budget Year Item # Fund Type Program Code	Amount by Fund Type
2.5a. Minor Projects		Resolution FP-12-27		
1 \$650,000 Nevada 03-Nev-49 31.3/R32.6	Near North San Juan, from 1.3 miles south of the Middle Yuba River Bridge to the Middle Yuba River Bridge. <u>Outcome/Outputs:</u> Reconstruct embankment at four locations, install new and upgraded drainage facilities, stabilize a severely eroded culvert and install downdrain to prevent further slumping of the embankment due to water infiltration. Additional work includes pavement digouts and shoulder widening. (This is a substitute project for EA 03-4E5404)	SHOPP 0300020557 1F6204	2012-13 302-0042 SHA 20.20.201.150	\$650,000
2 \$783,000 Riverside 08-Riv-10 R135.0	Near Blythe at Wiley's Well Safety Roadside Rest Area. <u>Outcome/Outputs:</u> Replace mechanical, electrical, plumbing fixtures, floor, windows, wall tiles and roof. Additional work includes upgrading the restrooms, sidewalks, curb ramps, drinking fountains, picnic tables, benches and parking areas to comply with ADA. (This is a substitute project for EA 08-0L5904)	SHOPP 0800000129 0F3604	2012-13 302-0042 SHA 20.20.201.250	\$783,000
3 \$950,000 Orange 12-Ora-405 6.4/7.4	In Irvine, from San Diego Creek to Von Karman Avenue Overcrossing. <u>Outcome/Outputs:</u> Construct maintenance vehicle pullout and access road for the maintenance workers; install irrigation system and plant trees, shrubs and groundcover. The City of Irvine is contributing \$90,000 to the project. (Project will be funded from projected savings in the Minor A program)	SHOPP 1200020272 0F5504	2012-13 302-0042 SHA 20.20.201.210	\$950,000

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-12-28		
1 \$5,997,000 Del Norte 01-DN-101 R4.0	Near Klamath, at the Klamath River Bridge #01-0028. <u>Outcome/Output:</u> Remove and replace three failing bridge hinges at spans 2, 8, and 11 to prevent complete hinge failure and bridge closure.	01-1039 SHOPP/12-13 \$6,700,000 0100000353 4 476904	2012-13 302-0042 SHA 302-0890 FTF 20.20.201.110	\$120,000 \$5,877,000
2 \$1,617,000 Solano 04-Sol-80 R24.8/R25.2	In Vacaville, west of Alamo Creek Bridge to Alamo west-bound on-ramp. <u>Outcome/Output:</u> Lengthen acceleration lane of west-bound Alamo Creek on-ramp to allow for sufficient traffic merge distance and improve traffic safety.	04-5302C SHOPP/12-13 \$2,500,000 0400000133 4 0A0904	2012-13 302-0042 SHA 302-0890 FTF 20.20.201.310	\$32,000 \$1,585,000
3 \$1,900,000 Los Angeles 07-LA-5 Var	In the city of Los Angeles, at various locations. <u>Outcome/Output:</u> Provide erosion control measures including abutment slope regrading, concrete slope paving, channel lining and other drainage element repairs to treat 2.5 acres for soil stabilization.	07-3866 SHOPP/12-13 \$2,600,000 0700020195 4 258804	2012-13 302-0042 SHA 302-0890 FTF 20.20.201.335	\$38,000 \$1,862,000
4 \$350,000 Los Angeles 07-LA-47 0.8	In the city of Los Angeles (San Pedro), at Harbor Boulevard. <u>Outcome/Output:</u> Rebuild storm damaged slope and drainage system at one location.	07-4417 SHOPP/12-13 \$450,000 0700021097 4 3X1804	2012-13 302-0042 SHA 302-0890 FTF 20.20.201.131	\$40,000 \$310,000

2.5 Highway Financial Matters

Project # Allocation Amount County Dist-Co-Rte Postmile	Location Project Description	PPNO Program/Year Prgm'd Amount Project ID Adv Phase EA	Budget Year Item # Fund Type Program Code	Amount by Fund Type
2.5b.(1) SHOPP Projects		Resolution FP-12-28		
5 \$176,000 San Bernardino 08-SBd-15 43.2	In Victorville, at D Street. <u>Outcome/Output:</u> Replace damaged overhead sign structure.	08-0175U SHOPP/12-13 \$176,000 0800020562 4 0Q8604	2012-13 302-0042 SHA 20.20.201.131	\$176,000
6 \$4,118,000 Imperial 11-Imp-98 21.8/31.3	Near Calexico, from west of West Main Canal Bridge to Kloke Road. <u>Outcome/Output:</u> Grind and overlay 19.0 lane miles of pavement to improve safety and ride quality.	11-0552 SHOPP/12-13 \$5,440,000 1100020349 4 275204	2012-13 302-0042 SHA 302-0890 FTF 20.20.201.120	\$82,000 \$4,036,000
7 \$1,697,000 San Diego 11-SD-8 17.4/R18.7	In El Cajon, from Second Street to Greenfield Drive. <u>Outcome/Output:</u> Required landscaping and irrigation system mitigation covering 18 acres for parent roadway widening project (EA 063804, PPNO 0187P).	11-0187Y SHOPP/12-13 \$1,697,000 1100000026 4 063814	2012-13 302-0042 SHA 302-0890 FTF 20.20.201.310	\$34,000 \$1,663,000

Project # Allocation Amount County Dist-Co-Rte Postmile	Location Project Description	PPNO Program/Year Prgm'd Amount Project ID Adv Phase EA	Budget Year Item # Fund Type Program Code	Amount by Fund Type
2.5b.(1) Projects Amended into the SHOPP by Department Action		Resolution FP-12-28		
8 \$9,900,000 Butte 03-But-99 28.1/29.6	Near Chico, from Estates Drive to 0.4 mile north of Butte Creek Bridge #12-0126R. <u>Outcome/Output:</u> Remove and replace bridge due to severe channel scour and continued deck deterioration. Project includes reconstruction of existing approach shoulders, and temporary median cross-over for stage construction and traffic handling.	03-2421 SHOPP/12-13 \$10,807,000 0300000509 4 3E6204	2012-13 302-0042 SHA 302-0890 FTF 20.20.201.111	\$198,000 \$9,702,000
9 \$4,735,000 El Dorado 03-ED-50 78.9	In South Lake Tahoe, from Herbert Avenue to Takela Drive. <u>Outcome/Output:</u> Replace drainage systems and install Best Management Practices (BMP) treatment for storm water runoff including sediment vaults and a force main to collect and treat storm water from Highway 50 in the city of South Lake Tahoe. This is a financial contribution only (FCO) to the City of South Lake Tahoe.	03-3296 SHOPP/12-13 \$4,735,000 0312000208 4 1F1104	2012-13 302-0042 SHA 302-0890 FTF 20.20.201.335	\$95,000 \$4,640,000
10 \$34,200,000 Los Angeles 07-LA-10 33.2/37.2	In Baldwin Park and West Covina, from 0.1 mile west of Puente Avenue to 0.2 mile east of Hollenbeck Street. <u>Outcome/Output:</u> Replace 8.0 lane miles of existing asphalt pavement with concrete, and replace median barriers, signs, lighting, ramp meters and improve drainage.	07-0309N SHOPP/12-13 \$34,200,000 0700000085 4 1170U4	2012-13 302-0042 SHA 302-0890 FTF 20.20.201.121	\$684,000 \$33,516,000
11 \$366,000 Ventura 07-Ven-1 10.7/18.9	In and near Oxnard and Ventura, on Routes 1, 33, 101, and 126 at various locations. <u>Outcome/Output:</u> Construct 15 new curb ramps to comply with Americans with Disabilities Act (ADA) standards.	07-4182 SHOPP/12-13 \$499,000 0700000526 4 276704	2012-13 302-0042 SHA 20.20.201.361	\$366,000

2.5 Highway Financial Matters

Project # Allocation Amount Recipient RTPA/CTC District-County	Project Title Location Project Description	PPNO Program/Year Phase Prgm'd Amount Project ID	Budget Year Item # Fund Type Program Code	Amount by Fund Type
2.5c.(3) Locally Administered STIP Projects off the State Highway System				Resolution FP-12-30
1 \$65,000 Tehama County Tehama CTC 02-Tehama	Seismic Bridge Replacement. Near Red Bluff, on Evergreen Road at Cottonwood Creek (Bridge # 8C-008). Replace bridge. (HBP Match). (Concurrent Future Consideration of Funding – Resolution E-E-12-71; December 2012.) (An 18-month time extension for FY 10-11 funds programmed for PS&E was approved and expires on December 31, 2012.) <u>Outcome/Output:</u> This project will replace a seismically deficient, functionally obsolete structure with one that meets current standards.	02-2379 RIP / 10-11 PS&E \$65,000 0200000352	2012-13 101-0042 SHA 20.30.600.620	\$65,000
2 \$80,000 Trinity County Trinity CTC 02-Trinity	Wildwood Road Reconstruction, Segment 1. Near Hayfork, on Wildwood Road north of Route 36. Realign and widen roadway. <u>Outcome/Output:</u> Improve driver safety, decrease wear and tear on automobiles and reduce road maintenance costs.	02-2421 RIP / 12-13 PA&ED \$80,000 0200000419	2011-12 101-0890 FTF 20.30.600.620	\$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.(3) Locally Administered STIP Transportation Enhancement Projects off the State Highway System				Resolution FP-12-30
3 \$197,000 City of American Canyon MTC 04-Napa 04-Solano	Napa Junction Elementary School Pedestrian Improvement. In the city of American Canyon. Construct 1,500 foot sidewalk along Napa Junction Road, from Napa Junction Elementary School to Highway 29. (A six-month time extension for CONST was approved and expires on December 31, 2012.) <u>Outcome/Output:</u> This project will eliminate conditions that force students and pedestrians to walk along unpaved shoulders. In addition, there will be adequate drainage and protection of the structural section, along with ADA compliant curb ramps.	04-2130G RIP TE / 11-12 CONST \$14,000 (Napa) RIP TE / 11-12 CONST \$183,000 (Solano) 0400021135	2011-12 101-0890 FTF 20.30.600.731	\$197,000
4 \$86,000 City of Yountville MTC 04-Napa	Bike Route, Sidewalk Extension, Enhancements. In the cities of Yountville and Calistoga. Construct bike lane and sidewalk on Madison Street, Lincoln Avenue, Monroe Street, and Young Street to Yountville Cross Road. (A six-month time extension for CONST was approved and expires on December 31, 2012.) <u>Outcome/Output:</u> This project will improve safety for pedestrians and bike riders along the Napa Valley Vine Trail and Bay Area Ridge Trail.	04-2130H RIP TE/ 11-12 CONST \$162,000 \$86,000 0400020975	2011-12 101-0890 FTF 20.30.600.731	\$86,000
5 \$112,000 Town of Windsor MTC 04-Sonoma	Old Redwood Highway Pedestrian and Bicycle Enhancements. In Windsor, between Windsor River Road and Fourth Street. Construct a series of interrelated pedestrian, bicycle, roadway, intersection, ADA access, and aesthetic improvements along Old Redwood Highway. <u>Outcome/Output:</u> This project is designed to improve safety for pedestrians and bicyclists through the construction of 400 linear feet of sidewalk, 13 ADA curb ramps, 7 high visibility crosswalks, 12 accessible pedestrian signals, 12 countdown pedestrian heads, and 2,360 linear feet of Class II bike lanes.	04-5156M RIP TE/ 12-13 PS&E \$112,000 0413000090	2011-12 101-0890 FTF 20.30.600.731	\$112,000

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-12-30
6 \$195,000 San Luis Obispo Council of Governments SLOCOG 05-San Luis Obispo	Safe Routes to School Safety Program. At various locations within K-12 schools, provide Safe Routes to School Programs including safety assemblies, encouragement activities, educational materials, incentives, parent surveys, walk and bike assessments, maps, and volunteer support. <u>Outcome/Output:</u> To educate, encourage, evaluate, and enforce safe bike and pedestrian use at K-12 schools throughout San Luis Obispo County over a period of 36 months. This project will raise awareness of biking and walking as an alternative to riding or driving a motor vehicle and provide safety education to promote biking and walking.	05-2370 RIP TE/ 12-13 CON \$195,000 0512000191	2011-12 101-0890 FTF 20.30.600.731	\$195,000
7 \$99,000 City of Los Angeles LACMTA 07-Los Angeles	Figueroa Corridor Bike Station & Cycling. Provide membership-based safe and secure bicycle parking, free bicycle-rack parking, bicycle-valet parking, bike rentals and information, as well as way finding signage for cyclists and pedestrians. (A six-month time extension for PS&E was approved and expires on December 31, 2012.) (Contributions from other sources: \$41,000.) <u>Outcome/Output:</u> Secure bike parking for users and promote cycling, safety, transit connections for the general public.	07-4300A RIP TE/ 11-12 PS&E \$99,000 0712000398	2011-12 101-0890 FTF 20.30.600.731	\$99,000
8 \$400,000 City of Camarillo VCTC 07-Los Angeles	Ponderosa Drive Corridor Enhancement. On Ponderosa Drive from Lantana Street to 200 feet east of Carmen Drive. Replace and upgrade landscaping, paver, trees, irrigation, and concrete improvements. (Allocation funded from 2012-13 TE Reserve PPNO 07-3565.) (Contributions from other sources: \$60,000.) <u>Outcome/Output:</u> This project is to enhance the aesthetic resources along the Ponderosa Drive corridor and beautify the transportation system with landscaping elements.	07-3565L RIP TE/ 12-13 CON \$400,000 0712000418	2011-12 101-0890 FTF 20.30.600.731	\$400,000
9 \$45,000 Calaveras County Calaveras COG 10-Calaveras	Arnold Rim Trail Cedar Center Bikeway Connection. Near Arnold, from Oak Circle to Pine Drive. Construct bicycle trail. (Concurrent Consideration of Funding – Resolution E-12-73; December 2012.) <u>Outcome/Output:</u> This project will improve mobility within the community of Arnold and improve connectivity with the existing Arnold Rim Trail. It is needed to provide a safer walking environment for the pedestrians of Arnold.	10-0016D RIP TE/ 12-13 PS&E \$45,000 1000020195	2012-13 101-0042 SHA 101-0890 FTF 20.30.600.731	\$5,162 \$39,838

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-12-30
10 \$34,000 Del Norte Local Transportation Commission Del Norte LTC 01-Del Norte	Planning, Programming and Monitoring	01-1032 RIP / 12-13 CONST \$34,000 0113000033	2012-13 101-0042 SHA 20.30.600.670	\$34,000

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-12-30				
11 \$28,000 Sierra County Local Transportation Commission Sierra County LTC 03-Sierra	Planning, Programming and Monitoring	03-0L04 RIP / 12-13 CONST \$28,000 0313000061	2012-13 101-0042 SHA 20.30.600.670	\$28,000

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 \$443,000 Plumas 02-Plu-70 12.8/16.5	In and near Belden, from 0.8 mile west of Chipps Creek to North Fork River Bridge. The Chips fire that began on July 29, 2012 burned along the north side of Route 70 at this location. Debris, rocks and burnt trees on the steep slope above the highway have the potential of clogging drainage culverts which would damage the roadway structure during heavy rainfall. This project is to clean the roadway shoulders; remove hazardous trees above the highway; install debris racks, check dams, and sediment sumps to keep culverts from clogging; place erosion control, and provide traffic control as necessary. Initial G-11 Allocation 10/19/12: \$443,000 (Additional \$7,000 was allocated for right of way purposes).	02-3525 SHOPP/12-13 0213000042 4 4F8404 Emergency	2011-12 302-0042 SHA 20.20.201.130	\$443,000
2 \$990,000 Shasta 02-Sha-5 33.8/36.5	Near Shasta Lake City, from 1.6 miles north of the O'Brien Undercrossing to 0.3 mile south of the Gilman Road Overcrossing. On August 1, 2012, a wildfire broke out in the Salt Creek area of Shasta County and burned along both sides of the highway damaging four drainage culverts. This project is to replace the damaged culverts; remove, chip and scatter between 550 and 600 burnt trees with trunks greater than 10-inch diameter; and place erosion control measures where necessary. Initial G-11 Allocation 09/18/12: \$990,000 (Additional \$10,000 was allocated for right of way purposes).	02-3521 SHOPP/12-13 0213000024 4 4F7504 Emergency	2011-12 302-0042 SHA 20.20.201.130	\$990,000
3 \$850,000 Los Angeles 07-LA-10 21.2	In the city of Los Angeles, at Eastern Avenue westbound freeway off-ramp. On October 12, 2012, a flash flood warning was issued for this area. A high intensity and isolated thunderstorm flooded this area causing the roadway slope at this location to wash out. Mud flow from the slope covered the off-ramp requiring its closure. This project is to rebuild the slope, clear and repair the drainage system in the area, and install erosion control measures on the slope. Initial G-11 Allocation 10/18/12: \$850,000	07-4565 SHOPP/12-13 0713000207 4 3X8504 Emergency	2011-12 302-0042 SHA 20.20.201.130	\$850,000
4 \$300,000 Riverside 08-Riv-111 16.5	At Flowing Wells, from 0.3 mile east of Johnson Street to 0.7 mile west of Grant Street. On September 11, 2012, a brief intense rainstorm washed out portions of the shoulder and guardrail at this highway location. A headwall and the wing walls of a double 6-foot by 6-foot concrete box culvert were also damaged. This project is to remove debris, stabilize slopes, repair damaged roadway, replace wing walls, repair headwall, and provide traffic control as necessary. Initial G-11 Allocation 09/18/12: \$300,000	08-0087A SHOPP/12-13 0813000034 4 1C7804 Emergency	2011-12 302-0042 SHA 20.20.201.130	\$300,000

2.5 Highway Financial Matters

Project# Amount County Dist-Co-Rte Postmile	Location Project Description Allocation History	PPNO Program/Year Project ID Adv. Phase EA	Budget Year Item # Fund Type Program Code	Amount by Fund Type
2.5f. Informational Report – Emergency G-11 Allocations (2.5f.(1))				
5 \$290,000 Merced 10-Mer-5 21.7/23.7	Near Santa Nella, from Route 33 to the Santa Nella Weigh-In-Motion (WIM) truck scales. The Santa Nella Water District has shut off water to the truck scales as of October 1, 2012. The Water District has metered hundreds of thousands of gallons of water loss over the last summer. This project is to relocate the 3-inch water supply line from the shoulder to the freeway median, repair any possible leaks, and also minimize the possibility of breaching or tapping into the line. This project is to ensure constant supply of potable water to the WIM station necessary for the health and safety of the travelling public and station staff. Initial G-11 Allocation 10/10/12: \$290,000 (Additional \$10,000 was allocated for right of way purposes).	10-3307 SHOPP/12-13 1013000052 4 0X9504 Emergency	2011-12 302-0042 SHA 20.20.201.321	\$290,000
6 \$1,400,000 Imperial 11-Imp-111 44.7	Near Calipatria at the "Z" Drain Bridge (Bridge #58-0153). A heavy rainstorm on July 13, 2012 caused severe erosion and undermining of the supporting bridge piles. Temporary falsework is necessary to stabilize the bridge and water has to be diverted away from the bridge. This project is to build two box culverts with wing walls on both the inlet and outlet sides and place rock slope protection on the upstream and downstream sides of the new culverts. Initial G-11 Allocation 09/27/12: \$1,400,000 (Additional \$300,000 was allocated for right of way purposes).	11-0527 SHOPP/12-13 1113000031 4 415804 Emergency	2011-12 302-0042 SHA 20.20.201.130	\$1,400,000
7 \$450,000 San Diego 11-SD-78 2.3	Near Oceanside, at 0.8 mile east of El Camino Real. On March 16, 2012, a sinkhole occurred in the median adjacent to the Number 1 lane. The sinkhole was filled with slurry to stabilize the travel lane. Subsequent close circuit video and ground penetrating radar survey of a metal drainage pipe at this location revealed that due to severe corrosion of the pipe, the slurry inadvertently flowed into the pipe reducing its capacity by 60 percent. This project is to excavate the old metal culvert pipe and replace it with a new reinforced concrete pipe (RCP). Initial G-11 Allocation 10/16/12: \$450,000	11-1082 SHOPP/12-13 1113000028 4 415904 Emergency	2011-12 302-0042 SHA 20.20.201.130	\$450,000

Project # Amount County Dist-Co-Rte Postmile	Location Project Description Allocation History	PPNO Program/Year Prgm'd Amount Project ID Adv. Phase EA	Budget Year Item # Fund Type Program Codes	Amount by Fund Type
Informational Report – SHOPP Safety-Resolution G-03-10 Delegated Allocations (2.5f.(3))				
1 \$1,100,000 Modoc 02-Mod-299 35.7/36.2	Near Alturas from 1.2 miles to 0.9 mile west of Crowder Flat Road. <u>Outcome/Output:</u> Widen existing roadbed by adding paved shoulders and adjust roadway curve super-elevation in order to meet current design standards and reduce the number and severity of traffic collisions along 0.5 centerline mile. Allocation date: 10/23/2012	02-3437 SHOPP/12-13 \$1,293,000 0200020134 4 3E6904	2011-12 302-0042 SHA 302-0890 FTF 20.20.201.010	\$22,000 \$1,078,000
2 \$1,675,000 Nevada 03-Nev-80 R12.3/13.3	In Truckee, from 0.4 mile west to 0.1 mile east of the Donner Pass Overcrossing. <u>Outcome/Output:</u> Install concrete median barrier to reduce the number and severity of cross median collisions along 0.5 centerline miles. Allocation date: 10/19/2012	03-4286 SHOPP/12-13 \$1,774,000 0312000045 4 3F0304	2011-12 302-0042 SHA 302-0890 FTF 20.20.201.010	\$34,000 \$1,641,000

2.5 Highway Financial Matters

Project # Amount County Dist-Co-Rte Postmile	Location Project Description Allocation History	PPNO Program/Year Prm'd Amount Project ID Adv. Phase EA	Budget Year Item # Fund Type Program Codes	Amount by Fund Type
Informational Report – SHOPP Safety-Resolution G-03-10 Delegated Allocations (2.5f.(3))				
3 \$470,000 Amador 10-Ama-49 6.1	Near Jackson, at Martell/Jackson Gate Road. <u>Outcome/Output:</u> Install traffic signals and intersection lighting to reduce the number and severity of traffic collisions at this location. (Local contribution: \$9,000.) Allocation date: 10/01/2012	10-0343 SHOPP/12-13 \$464,000 1000020041 4 0T1404	2011-12 302-0042 SHA 302-0890 FTF 20.20.201.010	\$9,000 \$461,000
4 \$1,848,000 San Diego 11-SD-163 5.8/8.8	In the city of San Diego, from Genesee Avenue to Mesa College Drive and from 0.5 mile north of Balboa Avenue to Clairemont Mesa Boulevard. <u>Outcome/Output:</u> Install outer separation barrier to reduce the number and severity of collisions. Allocation date: 10/22/2012	11-1025 SHOPP/12-13 \$2,605,000 1100000785 4 403704	2011-12 201-0890 FTF 20.20.201.010	\$1,848,000
5 \$281,000 Orange 12-Ora-39 7.0/7.2	In Westminster, at Hazard Avenue. <u>Outcome/Output:</u> Install safety lighting and modify traffic signals and striping to reduce the number and severity of traffic collisions at this location. Project also makes ADA improvements. (Combined with EA 0L7804, Project ID 1200020199, for construction administration purposes under EA 0L77U4, Project ID 1212000012.) Allocation date: 10/10/2012	12-3157 SHOPP/12-13 \$300,000 1200020197 4 0L7704	2011-12 302-0042 SHA 201-0890 FTF 20.20.201.010	\$6,000 \$275,000
6 \$281,000 Orange 12-Ora-39 9.0/9.2	In Stanton, at Lampson Avenue. <u>Outcome/Output:</u> Install safety lighting and modify traffic signals and striping to reduce the number and severity of traffic collisions at this location. Project also makes ADA improvements. (Combined with EA 0L7704, Project ID 1200020197, for construction administration purposes under EA 0L77U4, Project ID 1212000012.) Allocation date: 10/10/2012	12-3177 SHOPP/12-13 \$300,000 1200020199 4 0L7804	2011-12 302-0042 SHA 302-0890 FTF 20.20.201.010	\$6,000 \$275,000

#	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	5	R31.1	Replace tile, waste connections and floor drains and upgrade bathrooms to comply with ADA.	2E8704	201.250	\$333,000	\$334,000
2	06	Tul	99	23.5	Rehabilitate asphalt concrete pavement on the southbound on-ramp and off-ramp and remove asphalt concrete dikes and curbs.	0N5404	201.120	\$300,000	\$289,000
3	07	LA	1	10.0/11.1	Install traffic signal and upgrade curb ramps.	4T3904	201.310	\$300,000	\$314,000
4	07	LA	L5755		Construct new sand shed and pave yard at Fort Tejon Rest Area.	4T3504	201.352	\$995,000	\$972,000
5	08	SBd	60	Var.	Restripe existing High Occupancy Vehicle (HOV) lanes into continuous HOV lanes.	0G4304	201.310	\$750,000	\$773,000
6	11	Imp	8	R68.5/R69.1	Rehabilitate existing ramps including gore areas and replace four overside drains.	410204	201.120	\$900,000	\$809,000
7	11	Imp	8	R80.3/R81.0	Rehabilitate existing ramps, upgrade metal beam barrier and replace overside drains and dike.	41070	201.120	\$930,000	\$833,000

2.5 Highway Financial Matters

#	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))									
8	11	SD	Var	Var.	Remove and replace four existing pump stations at various locations on Routes 5 and 8 and repair pump room walls.	297104	201.151	\$1,000,000	\$997,000
9	12	Ora	405	17.9	Upgrade traffic signal systems and remove and replace pavement delineation markings and roadside panels.	0L3004	201.310	\$480,000	\$381,000

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.(1a) Proposition 1B – State Administered CMIA Project on the State Highway System (Design Build)			Resolution CMIA-A-1213-03	
1 \$137,608,000 Department of Transportation SANBAG 08-SBd-15,215 14.0/R 16.4 16.0/17.8	I-15 Widening and Devore Interchange Reconstruction. Near the I-15/I-215 Interchange in San Bernardino County. Construct one mixed-flow lane on I-15, from Glen Helen Parkway through the interchange and reconfigure I-15/I-215 interchange. Final Project Development: N/A Final Right of Way : N/A Concurrent CMIA Program Amendment / Baseline Agreement under Resolution CMIA-P-1213-03 & CMIA-PA-1213-04B; December 2012.) (Concurrent SHOPP Allocation Amendment under Resolution FA-12-15; December 2012.) (Future Consideration of Funding under Resolution E-12-48; June 2012.) (All CMIA funding will be used for construction capital only.) (Contributions from other sources: \$45,293,000) (Project approved for Design-Build July 2010) <u>Outcome/Output:</u> When completed, the I-15 Widening and Devore Interchange Reconstruction project will result in daily vehicle-hours of delay savings of about 1,200 hours.	08-0170M CMIA/12-13 CONST \$137,608,000 0800000366 4 OK7104	2011-12 304-6055 CMIA 20.20.721.000	\$137,608,000

Project # Allocation Amount Recipient RTPA/CTC Dist-Co-Rte Postmile	Project Title Location Project Description Project Funding	PPNO Program/Year Phase Prgm'd Amount Project ID Adv Phase EA	Budget Year Item # Fund Type Program Code	Amount by Fund Type
2.5g.(1b) Allocation Amendment - Proposition 1B – State Administered CMIA Project on the State Highway System			Resolution CMIA-AA-1213-15, Amending Resolution CMIA-A-1112-043	
1 \$10,918,000 \$9,379,000 Department of Transportation MTC 04-Ala-80 1.99/13.49	I-80 ICM Adaptive Ramp Metering. In Alameda and Contra Costa Counties. This project will install ramp metering, associated detection and communication systems along the I-80 corridor. Final Project Development: N/A Final Right of Way: N/A (Future Consideration of Funding – Resolution E-11-69, October, 2011) <u>Outcome/Outputs:</u> When combined with other contracts (PPNO's 0062H, 0062I, 0062G, and 0062E), the overall Interstate 80 Integrated Corridor Mobility project will result in daily vehicle-hours of delay savings of about 5,800 hours. <u>Amend Resolution CMIA-A-1112-043 to de-allocate \$1,539,000 CMIA CONST to reflect award savings.</u>	04-0062J CMIA/11-12 CON ENG \$1,492,000 CONST \$9,426,000 \$7,887,000 0400002043 4 3A7764	004-6055 CMIA 2010-11 304-6055 CMIA 20.20.721.000	\$1,492,000 \$9,426,000 \$7,887,000

2.5 Highway Financial Matters

Project # Allocation Amount Recipient RTPA/CTC Dist-Co-Rte Postmile	Project Title Project Description Project Funding	PPNO Program/Year Phase Prgm'd Amount Project ID Adv Phase EA	Budget Year Item # Fund Type Program Code	Amount by Fund Type
2.5g.(1c) Allocation Amendment - Proposition 1B – State Administered CMIA Project on the State Highway System		Resolution CMIA-AA-1213-16, Amending Resolution CMIA-A-1112-044		
1 \$28,969,000 \$22,256,000	I-80 ICM Active Traffic Management. In Alameda and Contra Costa Counties. This project will construct various system management components, including dynamic message signs, closed-circuit television cameras, variable advisory speed signs, and other sign structures. Final Project Development: N/A Final Right of Way: N/A (Project Scope is consistent with the baseline amendment approved under Resolution CMIA-PA-1112-026 in January 2012.) (Future Consideration of Funding – Resolution E-11-69; October 2011.) <u>Outcome/Outputs:</u> When combined with other contracts (PPNO's 0062J, 0062I, 0062G, and 0062H), the overall Interstate 80 Integrated Corridor Mobility project will result in daily vehicle-hours of delay savings of about 5,800 hours. <u>Amend Resolution CMIA-A-1112-029 to de-allocate \$6,713,000 CMIA CONST to reflect award savings.</u>	04-0062E CMIA/11-12 CON ENG \$3,675,000 CONST \$25,294,000 \$18,581,000 0400002044 4 3A77744	004-6055 CMIA 2010-11 304-6055 CMIA 20.20.721.000	\$3,675,000 \$25,294,000 \$18,581,000
Department of Transportation MTC 04-Ala-80 1.99/13.49				

2.5 Highway Financial Matters

Project # Allocation Amount Recipient RTPA/CTC Dist-Co-Rte Postmile	Project Title Project Description Project Funding	PPNO Program/Year Phase Prgm'd Amount Project ID Adv Phase EA	Budget Year Item # Fund Type Program Code	Amount by Fund Type														
2.5g.(1d) Allocation Amendment - Proposition 1B – State Administered CMIA Project on the State Highway System		Resolution CMIA-AA-1213-17, Amending Resolution CMIA-A-1112-029																
1 \$2,629,000 \$2,258,000 Department of Transportation MTC 04-SCI-85 R18.0/R23.9	Freeway Performance Initiative - TOS and Ramp Metering. At various locations in Alameda, Santa Clara, and Solano Counties. Install ramp metering and traffic operations system (TOS) elements along various routes. (Contract 2) Final Project Development: N/A Final Right of Way: N/A (CEQA – CE 07/29/2011) (NEPA – CE 07/29/2011) The overall project scope will be delivered with five construction contracts:	04-0024 CMIA/11-12 CON ENG \$1,097,000 CONST \$1,532,000 \$1,161,000 04000020481 4 154204	004-6055 CMIA 2010-11 304-6055 CMIA 20.20.721.000	\$1,097,000 \$1,532,000 \$1,161,000														
<table border="1"> <thead> <tr> <th>Contract</th> <th>CMIA Funding for Construction</th> </tr> </thead> <tbody> <tr> <td>#1 04-15300</td> <td>\$828,000 (Support) \$3,852,000 (Capital)</td> </tr> <tr> <td>#2 04-15420</td> <td>\$1,097,000 (Support) \$1,532,000 \$1,161,000 (Capital)</td> </tr> <tr> <td>#3 04-15113</td> <td>\$1,546,000 (Support) \$2,375,000 (Capital)</td> </tr> <tr> <td>#4 04-15320</td> <td>\$1,964,000 (Support) \$6,245,000 (Capital)</td> </tr> <tr> <td>#5 04-15350</td> <td>\$2,518,000 (Support) \$21,000,000 (Capital)</td> </tr> <tr> <td>Total</td> <td>\$6,953,000 (Support) \$35,004,000 (Capital)</td> </tr> </tbody> </table> <p>The current allocation request is for Contract 2.</p> <p>(Concurrent CMIA baseline amendment under Resolution CMIA-PA-1213-13; December 2012)</p> <p><u>Outcome/Outputs:</u> When completed, the overall Freeway Performance Initiative project will result in daily vehicle-hours of delay savings of about 4,000 hours.</p> <p><u>Amend Resolution CMIA-A-1112-029 to de-allocate \$371,000 CMIA CONST to reflect award savings.</u></p>					Contract	CMIA Funding for Construction	#1 04-15300	\$828,000 (Support) \$3,852,000 (Capital)	#2 04-15420	\$1,097,000 (Support) \$1,532,000 \$1,161,000 (Capital)	#3 04-15113	\$1,546,000 (Support) \$2,375,000 (Capital)	#4 04-15320	\$1,964,000 (Support) \$6,245,000 (Capital)	#5 04-15350	\$2,518,000 (Support) \$21,000,000 (Capital)	Total	\$6,953,000 (Support) \$35,004,000 (Capital)
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2.5 Highway Financial Matters

Project # Allocation Amount Recipient RTPA/CTC Dist-Co-Rte Postmile	Project Title Project Description Project Funding	PPNO Program/Year Phase Prgm'd Amount Project ID Adv Phase EA	Budget Year Item # Fund Type Program Code	Amount by Fund Type														
2.5g.(1e) Allocation Amendment - Proposition 1B – State Administered CMIA Project CMIA Project on the State Highway System		Resolution CMIA-AA-1213-18, Amending Resolution CMIA-A-1112-047																
1 \$23,518,000 \$18,086,000	Freeway Performance Initiative - TOS and Ramp Metering. At various locations in Alameda, Santa Clara, and Solano Counties. Install ramp metering and traffic operations system (TOS) elements along various routes. (Contract 5)	04-0024 CMIA/11-12 CON ENG \$2,518,000 CONST \$21,000,000 \$15,568,000	004-6055 CMIA 2011-12 304-6055 CMIA 20.20.721.000	\$2,518,000 \$21,000,000 \$15,568,000														
Department of Transportation MTC 04-Sol-80 0.0/R28.4	Final Project Development: N/A Final Right of Way: N/A (CEQA – CE, 09/20/2011) (NEPA – CE, 09/20/2011)	0400020739 4 153504																
The overall project scope will be delivered with five construction contracts:																		
<table border="1"> <thead> <tr> <th>Contract</th> <th>CMIA Funding for Construction</th> </tr> </thead> <tbody> <tr> <td>#1 04-15300</td> <td>\$828,000 (Support) \$3,852,000 (Capital)</td> </tr> <tr> <td>#2 04-15420</td> <td>\$1,097,000 (Support) \$1,532,000 (Capital)</td> </tr> <tr> <td>#3 04-15113</td> <td>\$1,546,000 (Support) \$2,375,000 (Capital)</td> </tr> <tr> <td>#4 04-15320</td> <td>\$1,964,000 (Support) \$6,245,000 (Capital)</td> </tr> <tr> <td>#5 04-15350</td> <td>\$2,518,000 (Support) \$21,000,000 \$15,568,000 (Capital)</td> </tr> <tr> <td>Total</td> <td>\$6,953,000 (Support) \$35,004,000 (Capital)</td> </tr> </tbody> </table>					Contract	CMIA Funding for Construction	#1 04-15300	\$828,000 (Support) \$3,852,000 (Capital)	#2 04-15420	\$1,097,000 (Support) \$1,532,000 (Capital)	#3 04-15113	\$1,546,000 (Support) \$2,375,000 (Capital)	#4 04-15320	\$1,964,000 (Support) \$6,245,000 (Capital)	#5 04-15350	\$2,518,000 (Support) \$21,000,000 \$15,568,000 (Capital)	Total	\$6,953,000 (Support) \$35,004,000 (Capital)
Contract	CMIA Funding for Construction																	
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#5 04-15350	\$2,518,000 (Support) \$21,000,000 \$15,568,000 (Capital)																	
Total	\$6,953,000 (Support) \$35,004,000 (Capital)																	
The current allocation request is for Contract 5.																		
(Concurrent CMIA baseline amendment under Resolution CMIA-PA-1213-13; December 2012)																		
<u>Outcome/Outputs:</u> When completed, the overall Freeway Performance Initiative project will result in daily vehicle-hours of delay savings of about 4,000 hours.																		
<u>Amend Resolution CMIA-A-1112-047 to de-allocate \$5,432,000 CMIA CONST to reflect award savings.</u>																		

2.5 Highway Financial Matters

Project # Allocation Amount Recipient RTPA/CTC County Dist-Co-Rte Postmile	Project Title Project Description Project Funding	PPNO Program/Year Phase Prgm'd Amount Project ID Adv Phase EA	Budget Year Item # Fund Type Program Code	Amount by Fund Type
2.5g.(1f) Allocation Amendment - Proposition 1B – State-Administered Multi-Funded CMIA/STIP/SLPP/ Project on the State Highway System (AB 608)		Resolution CMIA-AA-1213-19, Amending Resolution CMIA-A-1112-052 Resolution SLP1B-AA-1213-06, Amending Resolution SLP1B-A-1112-029 Resolution FP-12-26, Amending Resolution FP-11-61		
1 \$224,198,000 \$145,025,000	I-5 HOV/Empire Avenue and Burbank Boulevard In Los Angeles County, on Route 5, from south of Magnolia Boulevard to just north of Buena Vista. Construct one HOV lane in each direction and Empire Avenue Interchange.	07-3985 RIP / 11-12 CON ENG \$13,500,000 CONST	2011-12 301-0890 FTF 20.20.075.600	\$102,913,000 \$66,570,000
Department of Transportation LACMTA Los Angeles 07S-LA-5 30.0/31.6	Final Project Development (IIP) Support Estimate: \$9,775,000 Programmed Amount: <u>\$9,775,000</u> Adjustment: \$ 0	\$102,913,000 \$66,570,000		
	Final Project Development (RIP) Support Estimate: \$5,000,000 Programmed Amount: <u>\$5,000,000</u> Adjustment: \$ 0	IIP / 11-12 CON ENG \$0 CONST \$2,185,000 \$1,414,000	2011-12 301-0890 FTF 20.20.025.700	\$2,185,000 \$1,414,000
	Final Right of Way (IIP) Right of Way Estimate: \$2,082,000 Programmed Amount: <u>\$3,560,000</u> Adjustment: \$1,478,000 (Credit)	SLPP / 11-12 CONST \$20,000,000 \$12,938,000	2011-12 304-6060 SLPP 20.20.724.000	\$20,000,000 \$12,938,000
	Final Right of Way (RIP) Right of Way Estimate: \$31,200,000 Programmed Amount: <u>\$35,780,000</u> Adjustment: \$ 0 (< 20%)	CMIA/11-12 CONST \$99,100,000 \$64,103,000	2011-12 304-6055 CMIA 20.20.721.000	\$99,100,000 \$64,103,000
	(Future Consideration of Funding – Resolution E-02-47, October 2002.)	\$64,103,000 0700021119 4 1218W		
	<u>Outcome/Output:</u> Upon completion of the entire I-5 corridor between Route 170 and Route 134, the daily vehicle hours of delay saved will be approximately 16,407.			
Other Project Funding				
	Approved Baseline Agreement	Award Savings	Amended Funding	
Local Prop C CONST	\$75,622,000	\$26,707,000	48,915,000	
<u>(CONST award savings of \$36,343,000 RIP to be returned to Los Angeles County regional shares and \$771,000 IIP to be returned to Interregional shares per concurrent Financial Allocation adjustment for award (AB 608) request – Resolution FP-12-26.)</u>				
<u>Amend Resolution CMIA-A-1112-052 to de-allocate \$34,997,000 CMIA CONST to reflect award savings; Amend Resolution SLP1B-A-1112-029 to de-allocate \$7,062,000 SLPP CONST to reflect award savings.</u>				

2.5 Highway Financial Matters

Project # Allocation Amount Recipient RTPA/CTC Dist-Co-Rte Postmile	Project Title Project Description Project Funding	PPNO Program/Year Phase Prgm'd Amount Project ID Adv Phase EA	Budget Year Item # Fund Type Program Code	Amount by Fund Type
2.5g.(1g) Allocation Amendment - Proposition 1B – State Administered CMIA Project on the State Highway System		Resolution CMIA-AA-1213-20, Amending Resolution CMIA-A-1112-049		
1 \$21,563,000 \$20,400,000	Eastbound I-580 HOV Lane- (Segment 3). Construct auxiliary lanes from Isabel to N. Livermore and from N. Livermore to First Street. Relocate and construct retaining wall #7 along a portion of the aux. lane from N. Livermore and First Street. Widen Arroyo Las Positas Bridges at two locations.	04-0112E CMIA/11-12 CON ENG \$2,535,000 CONST \$19,028,000 \$17,865,000	004-6055 CMIA 2011-12 304-6055 CMIA 20.20.721.000	\$2,535,000 \$19,028,000 \$17,865,000
Department of Transportation MTC 04-Ala-580 R7.8/R19.1	Final Project Development: N/A Final Right of Way: N/A (Future Consideration of Funding – Resolution E-08-19, October, 2008) (Project Scope is consistent with the baseline amendment approved under Resolution CMIA-PA-1112-023 in January 2012.) (Contributions from other sources: \$13,825,000 \$12,979,000 which includes \$4,694,000 in SHOPP and \$8,285,000 in local funds.) This includes concurrent request to allocate \$5,000,000 in Proposition 1B SHOPP funds.) <u>Outcome/Outputs:</u> When combined with other Segments (PPNOs 0112A and 0112D), the overall Eastbound I-580 HOV Lane project will result in daily vehicle-hours delay savings of about 3,522 hours. <u>Amend Resolution CMIA-A-1112-049 to de-allocate \$1,163,000 CMIA CONST to reflect award savings.</u>	4 2908V4		

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
2.5g.(1h) Allocation Amendment - Proposition 1B – State-Administered Multi-Funded STIP/CMIA Project on the State Highway System		Resolution CMIA-AA-1213-21 Amending Resolution CMIA-A-1112-071 Resolution STIP1B-A-1213-04 Amending Resolution STIP1B-A-1112-018		
1 \$81,941,000 \$81,831,000	I-215 HOV Bi-County HOV Gap Closure. In Riverside and San Bernardino Counties, from the 91/60/215 interchange to south of the 215/Orange Show Road interchange. Construct one HOV lane in each direction.	08-0041G RIP (Riv) / 11-12 CON ENG \$1,764,000 CONST \$10,117,000	2010-11 304-6058 TFA 20.20.075.600	\$61,520,000
Department of Transportation <u>SANBAG</u> San Bernardino/ Riverside 08S-SBd-215 0.0/5.1 43.2/45.3	Final Project Development - RIP (Riv) Support Estimate: \$2,185,000 Programmed Amount: <u>\$2,185,000</u> Adjustment: \$ 0	RIP (SBd)/11-12 CONST \$51,403,000	2010-11 304-6058 TFA 20.20.025.700	\$4,961,000
	Final Right of Way Share Adjustment: N/A	IIP / 11-12 CONST \$4,961,000		
	(Future Consideration of Funding – Resolution E-11-50, June 2011.)			
	(Project scope is consistent with baseline agreement approved under Resolution CMIA-P-1011-038; January 2011.)			
	(Contributions from other sources: \$68,345,000 , 66,563,000)	CMIA/11-12 CON ENG \$11,223,000 CONST \$4,237,000 \$4,127,000	004-6055 CMIA 2010-11 304-6055 CMIA 20.20.721.000	\$11,223,000 \$4,237,000 \$4,127,000
	(For construction purposes, this contact will be combined with 08-0P510 and 08-0H330 under EA 08-0M94U).	0800000506 4 0M9404		
	<u>Outcome/Output:</u> When completed, the I-215 HOV Bi-County HOV Gap Closure project will result in daily vehicle-hours of delay savings of about 14,571 hours and 286,060 minutes of peak period time savings.			
	<u>Amend Resolution CMIA-A-1112-071 to de-allocate \$110,000 CMIA CONST to reflect award savings.</u>			

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.(1i) Allocation Amendment - Proposition 1B – State Administered CMIA Projects on the State Highway System		Resolution CMIA-AA-1213-22, Amending Resolution CMIA-A-1112-041		
1 \$36,000,000 \$29,765,000	I-880 Southbound HOV Lane Extension- North Segment. In Oakland, from Davis Street to Hagenberger Road. Extend the existing southbound HOV lane. The project scope also includes improvements at the Davis Street Interchange.	04-0036J CMIA/11-12 CON ENG \$4,000,000 CONST \$32,000,000 \$25,765,000	004-6055 CMIA 2010-11 304-6055 CMIA	\$4,000,000 \$32,000,000 \$25,765,000
Department of Transportation MTC 04-Ala-880 23.5/23.8	Final Project Development: N/A Final Right of Way: N/A	0412000340 4 3A9224	20.20.721.000	\$32,000,000 \$25,765,000
(Future Consideration of Funding – Resolution E-11-03, January 2011.)				
(Project Scope is consistent with the baseline amendment approved under Resolution CMIA-PA-1112-024 in January 2012.)				
<u>Outcome/Output:</u> When combined with the South Segment (PPNO 0036F), the overall Interstate I-880 Southbound HOV Lane Extension project will result in daily vehicle-hours of delay savings for about 3161.				
<u>Amend Resolution CMIA-A-1112-041 to de-allocate \$6,235,000 CMIA CONST to reflect award savings.</u>				

2.5 Highway Financial Matters

Project # Allocation Amount Recipient RTPA/CTC Dist-Co-Rte Postmile	Project Title Project Description Project Funding	PPNO Program/Year Phase Prgm'd Amount Project ID Adv Phase EA	Budget Year Item # Fund Type Program Code	Amount by Fund Type														
2.5g.(1j) Allocation Amendment - Proposition 1B – State Administered CMIA Project on the State Highway System		Resolution CMIA-AA-1213-23, Amending Resolution CMIA-A-1112-045																
1 \$3,921,000 \$3,535,000	Freeway Performance Initiative - TOS and Ramp Metering. At various locations in Alameda, Santa Clara, and Solano Counties. Install ramp metering and traffic operations system (TOS) elements along various routes. (Contract 3)	04-0024 CMIA/11-12 CON ENG \$1,546,000 CONST \$2,375,000 \$1,989,000 0400020743 4 151134	004-6055 CMIA 2010-11 304-6055 CMIA 20.20.721.000	\$1,546,000 \$2,375,000 \$1,989,000														
Department of Transportation MTC 04-Ala-580,238 9.5/31.0, 14.4/16.1	Final Project Development: N/A Final Right of Way: N/A (CEQA – CE, 08/01/2011) (NEPA – CE, 08/01/2011) The overall project scope will be delivered with five construction contracts:																	
	<table border="1"> <thead> <tr> <th>Contract</th> <th>CMIA Funding for Construction</th> </tr> </thead> <tbody> <tr> <td>#1 04-15300</td> <td>\$828,000 (Support) \$3,852,000 (Capital)</td> </tr> <tr> <td>#2 04-15420</td> <td>\$1,097,000 (Support) \$1,532,000 (Capital)</td> </tr> <tr> <td>#3 04-15113</td> <td>\$1,546,000 (Support) \$2,375,000 \$1,989,000 (Capital)</td> </tr> <tr> <td>#4 04-15320</td> <td>\$1,964,000 (Support) \$6,245,000 (Capital)</td> </tr> <tr> <td>#5 04-15350</td> <td>\$2,518,000 (Support) \$21,000,000 (Capital)</td> </tr> <tr> <td>Total</td> <td>\$6,953,000 (Support) \$35,004,000 (Capital)</td> </tr> </tbody> </table>	Contract	CMIA Funding for Construction	#1 04-15300	\$828,000 (Support) \$3,852,000 (Capital)	#2 04-15420	\$1,097,000 (Support) \$1,532,000 (Capital)	#3 04-15113	\$1,546,000 (Support) \$2,375,000 \$1,989,000 (Capital)	#4 04-15320	\$1,964,000 (Support) \$6,245,000 (Capital)	#5 04-15350	\$2,518,000 (Support) \$21,000,000 (Capital)	Total	\$6,953,000 (Support) \$35,004,000 (Capital)			
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Total	\$6,953,000 (Support) \$35,004,000 (Capital)																	
	The current allocation request is for Contract 3.																	
	(Concurrent CMIA baseline amendment under Resolution CMIA-PA-1213-13; December 2012.)																	
	<u>Outcome/Outputs:</u> When completed, the overall Freeway Performance Initiative project will result in daily vehicle-hours of delay savings of about 4,000 hours.																	
	<u>Amend Resolution CMIA-A-1112-045 to de-allocate \$386,000 CMIA CONST to reflect award savings.</u>																	

2.5 Highway Financial Matters

Project # Allocation Amount Recipient RTPA/CTC Dist-Co-Rte Postmile	Project Title Project Description Project Funding	PPNO Program/Year Phase Prgm'd Amount Project ID Adv Phase EA	Budget Year Item # Fund Type Program Code	Amount by Fund Type														
2.5g.(1k) Allocation Amendment - Proposition 1B – State Administered CMIA Project on the State Highway System		Resolution CMIA-AA-1213-24, Amending Resolution CMIA-A-1112-046																
1 \$8,209,000 \$6,997,000 Department of Transportation MTC 04-SCI-680 0.0/9.9	Freeway Performance Initiative - TOS and Ramp Metering. Near San Jose from route 280 to Scott Creek Road Undercrossing. Install ramp metering and traffic operations system (TOS) elements along various routes. (Contract 4) Final Project Development: N/A Final Right of Way: N/A (CEQA – CE, 08/26/2011) (NEPA – CE, 08/26/2011) The overall project scope will be delivered with five construction contracts: <table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th>Contract</th> <th>CMIA Funding for Construction</th> </tr> </thead> <tbody> <tr> <td>#1 04-15300</td> <td>\$828,000 (Support) \$3,852,000 (Capital)</td> </tr> <tr> <td>#2 04-15420</td> <td>\$1,097,000 (Support) \$1,532,000 (Capital)</td> </tr> <tr> <td>#3 04-15113</td> <td>\$1,546,000 (Support) \$2,375,000 (Capital)</td> </tr> <tr> <td>#4 04-15320</td> <td>\$1,964,000 (Support) \$6,245,000 \$5,033,000 (Capital)</td> </tr> <tr> <td>#5 04-15350</td> <td>\$2,518,000 (Support) \$21,000,000 (Capital)</td> </tr> <tr> <td>Total</td> <td>\$6,953,000 (Support) \$35,004,000 (Capital)</td> </tr> </tbody> </table> The current allocation request is for Contract 4. (Concurrent CMIA baseline amendment under Resolution CMIA-PA-1213-13; December 2012.) <u>Outcome/Outputs:</u> When completed, the overall Freeway Performance Initiative project will result in daily vehicle-hours of delay savings of about 4,000 hours. <u>Amend Resolution CMIA-A-1112-046 to de-allocate \$1,212,000 CMIA CONST to reflect award savings.</u>	Contract	CMIA Funding for Construction	#1 04-15300	\$828,000 (Support) \$3,852,000 (Capital)	#2 04-15420	\$1,097,000 (Support) \$1,532,000 (Capital)	#3 04-15113	\$1,546,000 (Support) \$2,375,000 (Capital)	#4 04-15320	\$1,964,000 (Support) \$6,245,000 \$5,033,000 (Capital)	#5 04-15350	\$2,518,000 (Support) \$21,000,000 (Capital)	Total	\$6,953,000 (Support) \$35,004,000 (Capital)	04-0024 CMIA/11-12 CON ENG \$1,964,000 CONST \$6,245,000 \$5,033,000 0400000426 4 153204	004-6055 CMIA 2011-12 304-6055 CMIA 20.20.721.000	\$1,964,000 \$6,245,000 \$5,033,000
Contract	CMIA Funding for Construction																	
#1 04-15300	\$828,000 (Support) \$3,852,000 (Capital)																	
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Total	\$6,953,000 (Support) \$35,004,000 (Capital)																	

Project # Allocation Amount Recipient RTPA/CTC Dist-Co-Rte Postmile	Project Title Project Description Project Funding	PPNO Program/Year Phase Prgm'd Amount Project ID Adv Phase EA	Budget Year Item # Fund Type Program Code	Amount by Fund Type
2.5g.(1l) Allocation Amendment - Proposition 1B – State Administered CMIA Project on the State Highway System		Resolution CMIA-AA-1213-25, Amending Resolution CMIA-A-1112-063		
1 \$7,000,000 \$6,673,000 Department of Transportation MTC 04-Ala-680 M3.6/R6.5	Freeway Performance Initiative – TOS and Ramp Metering Elements. In Fremont, 0.4 mile south of Auto Mall Parkway to 0.1 mile north of Mission Boulevard. Install ramp metering and various Traffic Operations System (TOS) elements. Final Project Development: N/A Final Right of Way: N/A (Related CMIA Program Amendment / Baseline Agreement under Resolution CMIA-PA-1112-21 & CMIA-P-1112-22B; June 2012.) (CEQA – CE, 03/22/2012,) (NEPA – CE, 03/22/2012) <u>Outcome/Outputs:</u> Daily Travel Time Savings: 1,112 hours. Peak Period Time savings: 11,481 minutes. <u>Amend Resolution CMIA-A-1112-063 to de-allocate \$327,000 CMIA CONST to reflect award savings.</u>	04-0521J CMIA/11-12 CON ENG \$1,000,000 CONST \$6,000,000 \$5,673,000 0412000528 4 4G1004	004-6055 CMIA 2012-13 304-6055 CMIA 20.20.721.000	\$1,000,000 \$6,000,000 \$5,673,000

2.5 Highway Financial Matters

Project # Allocation Amount Recipient RTPA/CTC Dist-Co-Rte Postmile	Project Title Project Description Project Funding	PPNO Program/Year Phase Prgm'd Amount Project ID Adv Phase EA	Budget Year Item # Fund Type Program Code	Amount by Fund Type
2.5g.(1m) Allocation Amendment - Proposition 1B – State Administered CMIA Project on the State Highway System		Resolution CMIA-AA-1213-26, Amending Resolution CMIA-A-1112-048		
1 \$49,336,000 \$41,860,000 Department of Transportation MTC 04-Ala-580 R8.4/R14.6	I-580 Westbound HOV Lane (Segment 1). In Alameda County on westbound 580. Construct a westbound HOV lane from Greenville Road to Isabel Avenue. The project scope now also includes SHOPP funded roadway rehabilitation scope of work. Final Project Development: N/A Final Right of Way: N/A (Future Consideration of Funding – Resolution E-10-18, April, 2010) (Project Scope is consistent with the baseline amendment approved under Resolution CMIA-PA-1112-023 in January 2012.) (Contributions from other sources: \$30,985,000 \$26,609,000, which includes \$13,537,000 in SHOPP, \$5,919,000 in TCRP, and \$7,513,000 in local funds.) This includes concurrent request to allocation \$16,400,000 in SHOPP funds. <u>Outcome/Outputs:</u> When combined with Segment 2 (PPNO 0112F), the overall I-580 Westbound HOV Lane project will result in daily vehicle-hours delay savings of about 3,341 hours. <u>Amend Resolution CMIA-A-1112-048 to de-allocate \$7,476,000 CMIA CONST to reflect award savings.</u>	04-0112B CMIA/11-12 CON ENG \$6,515,000 CONST \$42,821,000 \$35,345,000 0400021248 4 2908C4	004-6055 CMIA 2011-12 304-6055 CMIA 20.20.721.000	\$6,515,000 \$42,821,000 \$35,345,000

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.(1p) Supplemental Funds - Proposition 1B – Locally Administered CMIA Project on the State Highway System			Resolution CMIA-A-1213-04	
1 \$26,100,000 Los Angeles County Metropolitan Transportation Authority LACMTA 07-LA-405 28.8/39.0	I-405 Carpool Lane I-10 to US 101(Northbound). In Los Angeles from I-10 to US 101. Construct one HOV Lane Northbound on Interstate 405 from I-10 to US 101. (TCRP #39) Final Project Development: N/A Final Right of Way : N/A (Future Consideration of Funding – Resolution E-08-07; June 2008.) (Concurrent CMIA Program Amendment and Baseline Agreement under CMIA-P-1213-03 & Resolution CMIA-PA-1213-14; December 2012.) <u>Outcome/Output:</u> This project will add 10.2 miles of HOV lane on Route 405 northbound.	07-0851G CMIA/12-13 CONST \$26,100,000 0700000107 4CONL 120304	2011-12 304-6055 CMIA 20.20.721.000	\$26,100,000

Project # Allocation Amount Recipient RTPA/CTC Dist-Co-Rte Postmile	Project Title Project Description Project Funding	PPNO Program/Year Phase Prgm'd Amount Project ID Adv Phase EA	Budget Year Item # Fund Type Program Code	Amount by Fund Type
2.5g.(1q) Allocation Amendment - Proposition 1B – State Administered CMIA Project on the State Highway System			Resolution CMIA-AA-1213-29, Amending Resolution CMIA-A-1112-066	
1 \$32,800,000 \$30,729,000 Department of Transportation MTC 04-Son-101 3.4/4.1	Marin-Sonoma Narrows - Contract C3. In Petaluma, from 0.2 mile south of Route 116 to 0.5 mile north of Route 116. Modify Route 101/116 interchange. Final Project Development: N/A Final Right of Way: N/A (Related CMIA Program Amendment / Baseline Agreement under Resolution CMIA-PA-1112-21 & CMIA-P-1112-22B; June 2012.) (Future Consideration of Funding – Resolution E-09-70, September 2009.) <u>Outcome/Outputs:</u> Benefits for the entire MSN corridor are 2,023 hours of daily travel time savings, 166,207 minutes of peak period time savings, and 7.3 lane-miles added. <u>Amend Resolution CMIA-A-1112-066 to de-allocate \$2,071,000 CMIA CONST to reflect award savings.</u>	04-0360R CMIA/11-12 CON ENG \$4,200,000 CONST \$28,000,000 0412000406 4 2640K4	004-6055 CMIA 2012-13 304-6055 CMIA 20.20.721.000	\$4,800,000 \$28,000,000 \$25,929,000

2.5 Highway Financial Matters

Project # Allocation Amount Recipient RTPA/CTC Dist-Co-Rte Postmile	Project Title Project Description Project Funding	PPNO Program/Year Phase Prgm'd Amount Project ID Adv Phase EA	Budget Year Item # Fund Type Program Code	Amount by Fund Type
2.5g.(1r) Allocation Amendment - Proposition 1B – State Administered CMIA Project on the State Highway System		Resolution CMIA-AA-1213-30, Amending Resolution CMIA-A-1112-067		
1 \$3,088,000 \$3,008,000	I-215 Newport Avenue Bridge Replacement Project. In the City of Grand Terrace at Newport Avenue overcrossing bridge. Remove and replace the existing OC structure at Newport Avenue in the City of Grand Terrace.	08-0243E CMIA/11-12	2010-11 304-6055 CMIA 20.20.721.000	\$3,088,000 \$3,008,000
Department of Transportation SANBAG 08-SBd-215 1.78	Final Project Development: N/A Final Right of Way: N/A	CONST \$3,088,000 \$3,008,000 0800020109 4 0P5104		
<p>(Related CMIA Program Amendment / Baseline Agreement under Resolution CMIA-PA-1112-21 & CMIA-P-1112-22B; June 2012.)</p> <p>(CEQA – CE 10/27/2011) (NEPA – CE 10/27/2011)</p> <p>(Contributions from local sources: \$0)</p> <p>(For construction purposes, this contact will be combined with 08-0M940 and 08-0H330 under EA 08-0M94U).</p> <p><u>Outcome/Outputs:</u> When combined with the Bi-County Corridor project (PPNO 0041G), the projects will provide 14,571 hours of daily travel time savings and 286,060 minutes of peak period time savings.</p> <p><u>Amend Resolution CMIA-A-1112-067 to de-allocate \$80,000 CMIA CONST to reflect award savings.</u></p>				

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) Allocation Amendment - Proposition 1B –State Administered Route 99 Project on the State Highway System		Resolution R99-AA-1213-04, Amending Resolution R99-A-1112-016		
1 \$6,700,000 \$4,452,000	Goshen to Kingsburg Landscape. Between Goshen and Kingsburg, from 0.3 mile south of Merritt Drive in Tulare County to 0.7 mile north of Bethel Avenue in Fresno County. Install landscaping. Final Project Development: N/A Final Right of Way: N/A	06-6480Y SR-99/12-13 CON ENG \$700,000 CONST \$5,000,000 \$3,752,000 0612000051 4 324514	004-6072 SR99 2010-11 304-6072 SR-99 20.20.722.000	\$700,000 \$5,000,000 \$3,752,000
Department of Transportation TCAG Tulare, Fresno 06-Tul, Fre-99 R48.5/R53.9, R0.0/R2.6	<u>(Concurrent SR99 Baseline Amendment under Resolution R99-PA-1213-02; December 2012.)</u> (CEQA – CE, 2/28/2012.) (NEPA – CE, 2/28/2012.) <u>Outcome/Output:</u> When combined with the Goshen to Kingsburg 6-Lane project (PPNO 6480), will provide 1,564 hours of daily travel time savings and 124,574 minutes of peak period time savings. <u>Amend Resolution R99-A-1112-016 to de-allocate \$1,248,000 SR99 CONST to reflect award savings.</u>			

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.(2b) Allocation Amendment - Proposition 1B –State Administered Route 99 Projects on the on the State Highway System		Resolution R99-AA-1213-05, Amending Resolution R99-A-1112-007		
1 \$21,110,000 \$19,264,000	SR 99/Riego Road Interchange. In Sutter County, at SR 99 and Riego Road. Construct Type 9 partial cloverleaf interchange with 8 lane Overcrossing structure, diagonal on and off-ramps and northbound and southbound loop on-ramps. Final Project Development: NA Final Right of Way: NA	03-3L44 SR-99/10-11 CON ENG \$3,500,000 CONST \$17,610,000 \$15,764,000 0300000614 4 406604	004-6072 SR99 2011-12 304-6072 SR-99 20.20.722.000	\$3,500,000 \$17,610,000 \$15,764,000
Department of Transportation SACOG Sutter 03N-Sut-99 0.0/1.6	<u>(Concurrent SR99 Baseline Amendment under Resolution R99-PA-1213-03; December 2012.)</u> (Future Consideration of Funding – Resolution E-08-23, December 2008.) <u>Outcome/Output:</u> Hours of daily vehicle hours of delay saved: 1,082. Minutes of daily peak duration person-minutes saved: 74,650. <u>Amend Resolution R99-A-1112-007 to de-allocate \$1,846,000 SR99 CONST to reflect award savings.</u>			

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.(2c) Allocation Amendment - Proposition 1B –State Administered Route 99 Projects on the State Highway System		Resolution R99-AA-1213-06, Amending Resolution R99-A-1112-004		
1 \$3,016,000 \$2,821,000	Los Molinos. In Los Molinos, from Orange Street to Tehama Vina Road. Install sidewalks, curbs, gutters, street lighting, drainage and thin blanket overlay. (CEQA – CE, 9/3/10.) (NEPA – CE, 9/3/10.) Final Project Development Support Estimate: \$ 1,245,000 Programmed Amount: \$ 1,245,000 Adjustment: \$ 0 Final Right of Way Right of Way Estimate: \$ 658,000 Programmed Amount: \$ 658,000 Adjustment: \$ 0 (For construction purposes, project to be combined with RIP TE project, PPNO 3440, under EA 4C58U, allocation under [Resolution FP-11-30].) (Project scope is consistent with baseline agreement approved on 1/20/2011, under Resolution R99-PA-1011-006.) <u>(Concurrent SR99 Baseline Amendment under Resolution R99-PA-1213-04; December 2012.)</u> <u>Outcome/Output:</u> The project will produce 0.85 mile of pedestrian and bike facilities. <u>Amend Resolution R99-A-1112-007 to de-allocate \$195,000 SR99 CONST to reflect award savings.</u>	02-3326 SR-99/11-12 CONST ENG \$450,000 CONST \$2,566,000 \$2,371,000 0200020246 4 4C5814	004-6072 SR-99 2011-12 304-6072 SR-99 20.20.722.000	\$450,000 \$2,566,000 \$2,371,000
Department of Transportation Tehama CTC Tehama 02N-Teh-99 11.6/12.6				

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	Budget Year Item # Fund Type Program Code	Amount by Fund Type
2.5g.(2d) Allocation Amendment - Proposition 1B –State Administered Route 99 Project on the State Highway System		Resolution R99-AA-1213-07, Amending Resolution R99-A-1112-008		
1 \$58,100,000 \$55,113,000	Island Park 6-Lane. In and near the city of Fresno, from Ashlan Avenue to 0.6 mile north of Avenue 7. Widen 4-lane freeway to 6-lane freeway. (Future Consideration of Funding – Resolution E-10-69, August 2010.) <u>(Concurrent SR99 Baseline Amendment under Resolution R99-PA-1213-05; December 2012.)</u> <u>Outcome/Output:</u> This project proposes to construct 5.8 new lane miles. This improvement will save 1,795 daily vehicle hours of delay. <u>Amend Resolution R99-A-1112-008 to de-allocate \$2,987,000 SR99 CONST to reflect award savings.</u>	06-6274 SR-99/11-12 CON ENG \$7,500,000 CONST \$50,600,000 \$47,613,000 0600000972 4 442624	004-6072 SR-99 2011-12 304-6072 SR-99 20.20.722.000	\$7,500,000 \$50,600,000 \$47,613,000
Department of Transportation COFCG Fresno, Madera 06N-Fre, Mad-99 26.7/31.6, 0.0/1.6				

2.5 Highway Financial Matters

Project #	Allocation Amount	Recipient	Project Title	PPNO	Budget Year	Amount by
RTPA/CTC	County	Project Description	Location	Program/Year	Item #	Fund Type
Dist-Co-Rte	Postmile	Project Support Expenditures	EA	Project ID	Fund Type	Program Code
				Adv Phase	EA	Program Code
2.5g.(2e) Allocation Amendment - Proposition 1B – State-Administered Multi-Funded STIP/SR99 Project on the State Highway System				Resolution R99-AA-1213-08,		
				Amending Resolution R99-A-1112-014		
				Resolution STIP1B-AA-1213-05,		
				Amending Resolution STIP1B-A-1112-019		
1	\$30,994,000		SR99 Widening in Manteca and San Joaquin Phase 3. In Manteca, from 0.6 mile south of Cottage Avenue to 0.4 mile north of Arch Road. Reconstruct interchanges.	10-7634C	2010-11	
	\$28,637,000			RIP/12-13	304-6058	\$24,984,000
Department of Transportation		Final Project Development –	N/A	CON ENG	TFA	
SJCOG				\$7,500,000	20.20.075.600	
San Joaquin		Final Right of Way Share Adjustment - RIP:		CONST		
10-SJ-99		Support Estimate: \$ 285,000		SR99/12-13	2010-11	
6.9/15		Programmed Amount: <u>\$ 1,100,000</u>		CONST	304-6072	\$6,010,000
		Adjustment: \$ 815,000 (Credit)		\$6,010,000	SR99	\$3,653,000
				\$3,653,000	20.20.722.000	
		<u>(Concurrent SR99 Baseline Amendment under Resolution R99-PA-1213-06; December 2012.)</u>		1000020442		
		(Future Consideration of Funding – Resolution E-10-60, June 2010.)		4		
		(Contributions from other sources: \$51,437,000 \$844,000.)		0E6134		
		<u>Outcome/Output:</u> When combined with the other SR 99 Widening in Manteca and San Joaquin Projects, will provide the following benefits: Daily Travel Time Savings of 12,592 hours and Peak Period Time Savings of 1,002,757 minutes				
		<u>Amend Resolution R99-A-1112-014 to de-allocate \$2,357,000 SR99 CONST to reflect award savings.</u>				

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.(2i) Supplemental Funds - Proposition 1B –State Administered Route 99 Projects on the State Highway System			Resolution R99-A-1213-04	
1 \$3,500,000 Department of Transportation TCAG Tulare 06-Tul-99 37.3/41.3	Tulare to Goshen 6-Lane North Segment. Near Goshen, from 0.9 mile south of West Visalia Overhead to 0.2 mile north of North Goshen Overhead. Convert to 6-lane freeway. Final Project Development – RIP: Support Estimate: \$ 2,344,000 Programmed Amount: \$ 2,000,000 Adjustment: \$ 0 (< 20%) Final Project Development – IIP: Support Estimate: \$ 2,344,000 Programmed Amount: \$ 2,000,000 Adjustment: \$ 0 (< 20%) Final Right of Way – RIP: Support Estimate: \$ 890,000 Programmed Amount: \$ 1,150,000 Adjustment: \$ 260,000 (Credit) Final Right of Way – IIP: Support Estimate: \$ 890,000 Programmed Amount: \$ 1,150,000 Adjustment: \$ 260,000 (Credit) (Concurrent SR 99 project baseline amendment under Resolution R99-PA-1213-10; December 2012.) (This project has received a prior allocation of \$40,000,000 in SR 99 Corridor Bond Program funds under Resolution R99-A-1112-009, June 27, 2012.) (Future Consideration of Funding under Resolution E-09-67; September 2009.) <u>Outcome/Output:</u> Daily vehicle hours of delay saved: 3,250.	06-6400A SR-99/11-12 CONST \$3,500,000 0600020408 4 360214	2011-12 304-6072 SR-99 20.20.722.000	\$3,500,000

2.5 Highway Financial Matters

Project # Allocation Amount Recipient RTPA/CTC District-County	Project Title Location Project Description	PPNO Program/Year Phase Prgm'd Amount Project ID	Budget Year Item # Fund Type Program Code	Amount by Fund Type
2.5g.(5) Proposition 1B – Locally Administered Rail TCIF Projects		Resolution TCIF-A-1213-03		
1 \$12,705,000 Port of Los Angeles LACMTA 07-Los Angeles	TCIF Project 87.1 - Cargo Transportation Improvements - Emission Reduction Program – Phase 1. West of Pier A Street and south of Water Street in the city of Wilmington, within the TRAPAC container terminal at Berths 144-145. Project consists of 21 of backland improvements, including grading, paving, storm drain, sump, rail, reefer racks, telecommunications, electrical, lighting and fire protection systems, utility relocations, fencing, gates and striping. (Original programming under Resolution TCIF-P-1112-017; February 2012.) (Baseline Agreement Resolution – TCIF-P-1213-04B – August 2012) (Future Consideration of Funding - Resolution E-11-41; June 2011.) (Project TCIF funding is broken down as \$11,550,000 for CONST and \$1,155,000 for CON ENG.) (Contributions from other sources: \$13,990,000.) <u>Outcome/Output:</u> The project will allow use of electrically-powered automatic stacking cranes, resulting in zero emissions when in operation, which will reduce greenhouse gases by up to 2,550 metric tons per year by 2038; increased efficiency; improved safety.	07-TC87A TCIF/12-13 CONST \$12,705,000 0013000057	2011-12 304-6056 TCIF 30.20.723.000	\$12,705,000

Project # Allocation Amount Recipient RTPA/CTC District-County	Project Title Location Project Description	Program/Year Phase Prgm'd Amount Project ID	Budget Year Item # Fund Type Program Code	Amount by Fund Type
2.5g.(10a) Proposition 1B – Locally Administered State-Local Partnership Program (SLPP) Projects off the State Highway		Resolution SLP1B-A-1213-10		
1 \$2,876,000 City of Santa Maria SBCAG 05-Santa Barbara	Union Valley Parkway Phase III. In the cities of Santa Maria and Orcutt, project will connect the Santa Maria Airport and the Community of Orcutt with US 101 at the new interchange. Project includes excavation, grading drainage, pavement and striping and signage. (CEQA – CE, 03/18/2009.) (Contributions from other sources: \$2,876,000.) <u>Outcome/Output:</u> The project will improve local traffic circulation, reduce congestion at adjacent interchanges, support existing and planned development and promote economic vitality of the region.	SLPP/12-13 CONST \$2,876,000 0513000053	2011-12 104-6060 SLPP 20.30.210.200	\$2,876,000
2 \$574,000 City of Mission Viejo OCTA 12-Orange	Jeronimo Road Resurfacing Road Rehabilitation. In the city of Mission Viejo, on Jeronimo Road from Los Alisos Boulevard to Marguerite Parkway. Replace curb, gutter, sidewalk, curb ramps, and adjust utilities to grade. (CEQA – CE, 08/30/2012.) (Contributions from other sources: \$806,000.) <u>Outcome/Output:</u> This project will resurface the existing four-lane roadway and increase the useful life of 2.3 miles of roadway.	SLPP/12-13 CONST \$574,000 1200020145	2011-12 104-6060 SLPP 20.30.210.200	\$574,000

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	Budget Year Item # Fund Type Program Code	Amount by Fund Type
2.5g.(10a) Proposition 1B – Locally Administered State-Local Partnership Program (SLPP)			Resolution SLP1B-A-1213-10	
Projects off the State Highway				
3 \$835,000 City of Anaheim OCTA 12-Orange	Sunkist Street Improvements Road Rehabilitation. In the city of Anaheim, on Sunkist Street from Cerritos Avenue to 100 feet south of Tyron Avenue. Replace curb, gutter, sidewalk, curb ramps, traffic signs, and adjust utilities to grade. (CEQA – CE, 07/23/2012.) (Contributions from other sources: \$835,000.) <u>Outcome/Output:</u> This project will rehabilitate the existing four-lane roadway and increase the useful life of 0.9 mile of roadway.	SLPP/12-13 CONST \$835,000 1213000041	2011-12 104-6060 SLPP 20.30.210.200	\$835,000
4 \$174,000 City of Anaheim OCTA 12-Orange	Orange Avenue Improvements Road Rehabilitation. In the city of Anaheim, on Orange Avenue from Knott Avenue to Western Avenue. Replace curb, gutter, driveways, curb ramps, traffic signs, and adjust utilities to grade. (CEQA – CE, 07/18/2012.) (Contributions from other sources: \$174,000.) <u>Outcome/Output:</u> This project will rehabilitate the existing four-lane roadway and increase the useful life of 0.5 mile of roadway	SLPP/12-13 CONST \$174,000 1213000042	2011-12 104-6060 SLPP 20.30.210.200	\$174,000
5 \$224,000 City of Anaheim OCTA 12-Orange	Knott Avenue Improvements Road Rehabilitation. In the city of Anaheim, on Knott Avenue from Orange Avenue to Lincoln Avenue. Replace curb, gutter, sidewalk, driveways, curb ramps, traffic signs, and adjust utilities to grade. (CEQA – CE, 07/18/2012.) (Contributions from other sources: \$224,000.) <u>Outcome/Output:</u> This project will rehabilitate the existing four-lane with center turn lane roadway and increase the useful life of 0.5 mile of roadway	SLPP/12-13 CONST \$224,000 1213000043	2011-12 104-6060 SLPP 20.30.210.200	\$224,000
6 \$277,000 City of Anaheim OCTA 12-Orange	Tustin Avenue and Riverdale Avenue Improvements Road Rehabilitation. In the city of Anaheim, on Tustin Avenue from Santa Ana Canyon Road to the Santa Ana River and on Riverdale Avenue from the west city limits to the State Route 91 overpass. Replace curb, gutter, driveways, curb ramps, traffic signs, and adjust utilities to grade. (CEQA – CE, 07/11/2012.) (Contributions from other sources: \$277,000.) <u>Outcome/Output:</u> This project will rehabilitate the existing four-lane with center turn lane roadways and increase the useful life of 0.6 mile of roadway	SLPP/12-13 CONST \$277,000 1213000044	2011-12 104-6060 SLPP 20.30.210.200	\$277,000
7 \$187,000 City of Anaheim OCTA 12-Orange	Broadway Improvements Road Rehabilitation. In the city of Anaheim, on Broadway from Dale Avenue to Magnolia Avenue. Replace curb, gutter, sidewalk, driveways, curb ramps, traffic signs, and adjust utilities to grade. (CEQA – CE, 07/18/2012.) (Contributions from other sources: \$187,000.) <u>Outcome/Output:</u> This project will rehabilitate the existing four-lane roadway and increase the useful life of 0.5 mile of roadway	SLPP/12-13 CONST \$187,000 1213000045	2011-12 104-6060 SLPP 20.30.210.200	\$187,000

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	Budget Year Item # Fund Type Program Code	Amount by Fund Type
2.5g.(10a) Proposition 1B – Locally Administered State-Local Partnership Program (SLPP) Projects off the State Highway			Resolution SLP1B-A-1213-10	
8 \$332,000 City of Anaheim OCTA 12-Orange	Anaheim Boulevard Improvements Road Rehabilitation. In the city of Anaheim, on Anaheim Boulevard from Interstate 5 to Ball Road. Replace curb, gutter, sidewalk, driveways, curb ramps, traffic signs, and adjust utilities to grade. (CEQA – CE, 07/11/2012.) (Contributions from other sources: \$332,000.) <u>Outcome/Output:</u> This project will rehabilitate the existing six-lane roadway and increase the useful life of 0.5 mile of roadway	SLPP/12-13 CONST \$332,000 1213000046	2011-12 104-6060 SLPP 20.30.210.200	\$332,000
9 \$1,133,000 City of Huntington Beach OCTA 12-Orange	Goldenwest and Garfield Road Rehabilitation. In the city of Huntington Beach, on Goldenwest Street from the Pacific Coast Highway to Yorktown Avenue and on Garfield Avenue from Magnolia Street to Bushard Street. Replace curb, gutter, sidewalk, driveways, curb ramps, traffic signs, and adjust utilities and survey monuments to grade (CEQA – CE, 08/08/2012.) (Contributions from other sources: \$1,133,000.) <u>Outcome/Output:</u> This project will rehabilitate the existing four- and six-lane roadways and increase the useful life of 1.5 miles of roadway	SLPP/12-13 CONST \$1,133,000 1213000057	2011-12 104-6060 SLPP 20.30.210.200	\$1,133,000

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.(10b) Proposition 1B – Locally Administered State-Local Partnership Program (SLPP) Transit Projects			Resolution SLP1B-A-1213-11	
1 \$5,505,000 San Mateo County Transit District MTC 04-San Mateo	Replacement of 1998 Gillig Buses. Procurement of 62 hybrid and diesel replacement buses. (Contributions from other sources: \$7,750,000.) (Concurrent Programming Amendment under Resolution SLP1B-P-1213-07; December 2012.) <u>Outcome/Output:</u> Ensure public transit service is reliable by reducing breakdowns and cost-effective due to reduced repair costs. In addition, new vehicles will reduce air emissions.	SLPP/12-13 CONST \$5,505,000 0413000130 S T320GA	2012-13 104-6060 SLPP 30.10.724.000	\$5,505,000

2.5 Highway Financial Matters

Project # Allocation Amount Recipient RTPA/CTC County Dist-Co-Rte Postmile	Project Title Location Project Description	PPNO Program/Year Prgm'd Amount Project ID Adv Phase EA	Budget Year Item # Fund Type Program Code	Amount by Fund Type
2.5g.(10c) Proposition 1B – Locally Administered State-Local Partnership Program (SLPP) Projects on the State Highway System			Resolution SLP1B-A-1213-12	
1 \$1,000,000 El Dorado County El Dorado LTC El Dorado 03-ED-50 1.07/R2.40	Silva Valley Parkway / US 50 Interchange. In El Dorado County at the Silva Valley Parkway. Construct overpass, on and off ramps, signalized intersection, bicycle and pedestrian facilities. Final Project Development: N/A Final Right of Way: N/A (Future Consideration of Funding – Resolution E-12-13, March, 2012.) (A 12-month time extension for CON was approved and expires on June 30, 2013.) (Contributions from local sources: \$35,000,000) <u>Outcome/Output:</u> Construct one new interchange.	03-3302 SLPP/11-12 CON \$1,000,000 0300000258 4CONL 1E2904	2012-13 304-6060 SLPP 20.20.724.000	\$1,000,000

Project # Allocation Amount Recipient RTPA/CTC County Dist-Co-Rte Postmile	Project Title Project Description Project Funding	PPNO Program/Year Phase Prgm'd Amount Project ID Adv Phase EA	Budget Year Item # Fund Type Program Code	Amount by Fund Type
2.5g.(10d) Proposition 1B – Locally Administered Multi-Funded SLPP/STIP Project on the State Highway System			Resolution SLP1B-A-1213-13 Resolution FP-12-31	
1 \$18,191,000 City of Sacramento SACOG Sacramento 03-Sac-5 14.3/15.2	I-5 / Cosumnes River Boulevard Interchange. In the city of Sacramento, between the Meadowview Road and Laguna Boulevard Interchanges on Route 5. Construct interchange and roadway extension. Final Project Development: N/A Final Right of Way: N/A (Future Consideration of Funding under Resolution E-09-14; March 2009.) (Contributions from other sources: \$64,255,000.) <u>Outcome/Output:</u> Construct one new interchange.	03-3L42 RIP / 12-13 CONST \$10,500,000 SLPP / 12-13 CONST \$7,691,000 0300000240 4CONL 1C5204	2011-12 301-0890 FTF 20.20.075.600 2012-13 304-6060 SLPP 20.20.724.000	\$10,500,000 \$7,691,000

2.5 Highway Financial Matters

Project #	Allocation Amount	Recipient	Project Title	Program/Year	Budget Year	Amount by Fund
RTPA/CTC	District-County	Project Description	Phase	Item #	Fund Type	Type
			Prgm'd Amount	EA	Program Code	
2.5g.(10e)			Allocation Amendment - Proposition 1B – Locally Administered SLPP Projects off the State Highway System			Resolution SLP1B-AA-1213-07, Amending Resolution SLP1B-A-1112-08
1	\$92,000 \$88,000	Bear Valley Road/Deep Creek Road Intersection. At the Bear Valley Road and Deep Creek Road Intersection. Construct new traffic signal.	SLPP/10-11 CONST	2011-12 104-6060	SLPP	\$92,000 \$88,000
Town of Apple Valley	(CEQA – CE, 03/04/10)		\$92,000 \$88,000	0800020392	20.30.210.200	
<u>SANBAG</u> 08-San Bernardino	(Contributions from local sources: \$152,000)		0G0654L			
	(Related LONP request - Resolution LONP1B-A-1011-14 – June 2011.)					
	<u>Outcome/Output:</u> Enhance traffic safety and improve the level of service at this intersection from F to A.					
	<u>Amend Resolution SLP1B-A-1112-08 to de-allocate \$4,000 SLPP CONST to reflect contract award savings.</u>					

Project #	Allocation Amount	Recipient	Project Title	Program/Year	Budget Year	Amount by Fund
RTPA/CTC	District-County	Project Description	Phase	Item #	Fund Type	Type
			Prgm'd Amount	EA	Program Code	
2.5g.(10f)			Allocation Amendment - Proposition 1B – Locally Administered SLPP Projects off the State Highway System			Resolution SLP1B-AA-1213-08, Amending Resolution SLP1B-A-0910-03
1	\$993,000 \$365,000	Silva Valley Parkway Widening. In El Dorado Hills, along Silva Valley Parkway between Entrada Drive and a point 700 feet south of Oak Meadow Elementary School. Widen roadway from 2 lanes to 4 lanes, including sidewalks, bicycle lanes and left-turn storage for entrance into the elementary school.	SLPP / 09-10 CONST	2008-09 104-6060	SLPP	\$993,000 \$365,000
El Dorado County	(Contributions from local sources: \$993,000.)		\$993,000 \$365,000	0300020252	20.30.210.200	
<u>El Dorado LTC</u> 03-El Dorado	(CEQA – CE, 04/13/09)		0L2244			
	<u>Outcome/Output:</u> Improve safety, travel times, capacity and overall operation. Improve access between residential areas to the north of Route 50 and commercial areas to the south of Route 50. Provide improvements to a key element with respect to a future interchange and connector that will provide an alternate route to Route 50 for regional traffic between El Dorado and Sacramento Counties.					
	<u>Amend Resolution SLP1B-A-0910-03 to de-allocate \$628,000 SLPP CONST to reflect contract award savings.</u>					

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. Locally Administered STIP Transit Projects Resolution MFP-12-04				
1 \$50,440,000 Santa Clara Valley Transportation Authority San Francisco Bay Area Rapid Transit District MTC 04-Santa Clara	Warm Springs to Berryessa Extension. Extend BART from Warm Springs Station to future Berryessa Station in San Jose, including expanded capacity for maintenance and warehouse activities for the future BART fleet. (Future Consideration of Funding - Resolution E-11-58; August 2011) (Contributions from other sources: \$64,260,000.) <u>Outcome/Output:</u> Construct BART extension for expanded service and provide expanded capacity for maintenance and warehouse activities for the future BART fleet.	04-2147D RIP/12-13 CONST \$50,440,000 0412000568 S R312TA	2012-13 101-0890 FTF 30.10.070.625	\$50,440,000
2 \$5,350,000 Santa Cruz County Regional Transportation Commission SCCRTC 05-Santa Cruz	Santa Cruz Branch Line Improvements. In Santa Cruz County, from Davenport to Watsonville Junction. Improve the Santa Cruz Branch Line to continue existing freight and recreational rail service and facilitate implementation of new recreational rail passenger service. (Future Consideration of Funding - Resolution E-09-105; December 2009.) (An 18-month time extension for allocation of FY 2010-11 funds programmed for CONST was approved and expires December 31, 2012.) (Contributions from other sources: \$500,000.) <u>Outcome/Output:</u> System maintenance including rehabilitation work on the line and components will enhance both goods movement and connectivity.	05-0932 RIP/10-11 CONST \$5,350,000 0513000049 S R127TE	2011-12 101-0046 PTA 30.10.070.625	\$5,350,000
3 \$52,978,000 Riverside County Transportation Commission RCTC 08-Riverside	Perris Valley Line – Commuter Rail Extension. Construct a 24-mile extension of the Metrolink commuter rail system east to Moreno Valley and south to Perris Valley. (Future Consideration of Funding - Resolution E-12-62; October 2012.) (A 20-month time extension for allocation of FY 2010-11 funds programmed for CONST was approved and expires February 28, 2013.) (Contributions from other sources: \$194,656,152.) <u>Outcome/Output:</u> Reduce vehicle miles traveled by approximately 34 million miles per year in the project area as well as, reduce green house gases 146,600 pounds per day. In addition, project will also provide a commuter rail network to major employment centers.	08-1114 RIP/10-11 CONST \$52,978,000 0813000051 S R319TA	2011-12 101-0046 PTA 30.10.070.625	\$52,978,000

PUBLIC DISTRIBUTION

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MINUTES

CALIFORNIA TRANSPORTATION COMMISSION

http://www.catc.ca.gov

October 24, 2012
Sacramento, California

9:00 a.m. Commission Meeting
California Environmental Protection Agency
1001 I Street, Byron Sher Auditorium
Sacramento, CA

9:00 am	<u>GENERAL BUSINESS</u>				
1	Roll Call	1.1	Joseph Tavaglione	I	C
CHAIR JOSEPH TAVAGLIONE		Present			
COMMISSIONER BOB ALVARADO		Present			
COMMISSIONER DARIUS ASSEMI		Absent (Arrived at 9:51 AM)			
COMMISSIONER YVONNE B. BURKE		Present			
COMMISSIONER LUCETTA DUNN		Absent (Arrived at 9:16 AM)			
COMMISSIONER JIM EARP		Present			
COMMISSIONER DARIO FROMMER		Absent			
COMMISSIONER JIM GHIEMMETTI		Present			
COMMISSIONER CARL GUARDINO		Present			
COMMISSIONER FRAN INMAN		Present			
COMMISSIONER JIM WARING		Present			
TOTAL		Present: 8 Absent: 3			
Senator Mark DeSaulnier, Ex-Officio		Absent (Arrived at 9:26 AM)			
Assembly member Bonnie Lowenthal, Ex-Officio		Absent			

2	Approval of Minutes for September 27, 2012	1.2	Joseph Tavaglione	A	C
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Recommendation: Approval as amended

Action Taken: Approved as amended

Motion: Waring

Second: Burke

Vote result: 8-0

Absent: Assemi, Dunn, Frommer

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

Approval of Minutes for September 27, 2012

YELLOW REPLACEMENT ITEM

3	Executive Director's Report	1.3	Bimla Rhinehart	A	C
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CTC Chief Deputy Director, Andre Boutros requested the adoption of Annual Report to the Legislature and delegation to Executive Director to make editorial changes. He also introduced the new CTC staff member Laura Pennebaker. Susan Bransen discussed the Needs Assessment.

Recommendation: Approval of Annual Report to the Legislature

Action Taken: Approved

Motion: Ghielmetti

Second: Burke

Vote result: 8-0

Absent: Assemi, Dunn, Frommer

<u>Tab # / Time</u>	<u>Item Description</u>	<u>Ref. #</u>	<u>Presenter</u>	<u>Status*</u>	
4	Commission Reports	1.4	Joseph Tavaglione	A	C

Commissioner Inman attended the Technical Advisory Committee on Aeronautics (TACA) meeting and discussed issues presented at the meeting. She also nominated Stacey Howard to the TACA.

Recommendation: Approval of Stacey Howard to Technical Advisory Committee on Aeronautics (TACA)

Action Taken: Approved

Motion: Waring

Second: Burke

Vote result: 9-0

Absent: Assemi, Frommer

Commissioner Ghielmetti discussed the Santa Cruz Town Hall meeting.

Commissioner Dunn discussed the Santa Cruz Town Hall meeting and her attendance at the OCTA Improvement of 405 Alternative meeting.

Chair Tavaglione added his appreciation to Santa Cruz and the Town Hall meeting. On behalf of the Commission, he presented CTC Associate Deputy Director Annette Gilbertson with a Resolution to thank her for her service to the Commission and wished best of luck in her retirement.

5	Commissioners' Meetings for Compensation	1.5	Joseph Tavaglione	A	C
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Recommendation: Approved as revised

Action Taken: Approved as revised

Motion: Earp

Second: Dunn

Vote result: 9-0

Absent: Assemi, Frommer

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

Commissioners' Meetings for Compensation

PINK SUPPLEMENTAL ITEM

<u>BUSINESS, TRANSPORTATION & HOUSING AGENCY REPORT</u>					
6	Report by Agency Secretary and/or Deputy Secretary	1.6	Brian Kelly	I	B

Deputy Secretary for Transportation, Business, Transportation and Housing Agency, Brian Annis, gave a brief update on the personnel changes at High Speed Rail and the Department of Motor Vehicles.

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

Caltrans Chief Deputy Director, Rick Land announced that Governor Brown had appointed Will Shuck Deputy Director of External Affairs for Caltrans. He added the success of Carmageddon 2 and discussed other Caltrans projects.

<u>LOCAL REPORTS</u>					
8	Report by Regional Agencies Moderator	1.8	Wil Ridder	I	R

Wil Ridder updated on recent topics discussed by the RTPA including AB 3080, the implementation of MAP 21, and he presented Annette Gilbertson with Certificate of Appreciation.

9	Report by Rural Counties Task Force Chair	1.9	Sharon Scherzinger	I	R
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Sharon Scherzinger briefly discussed the activities of the Rural Counties Task Force.

10	Report by Self-Help Counties Coalition Chair	1.10	Andy Chesley	I	R
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Keith Dunn stated that the Self-Help Coalition has been working on various activities, including Focus on the Future Conference to be held in November in Newport Beach.

<u>FEDERAL HIGHWAY ADMINISTRATION (FHWA) REPORT</u>					
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Tab # / Time	Item Description	Ref. #	Presenter	Status*
11	Report by FHWA Division Administrator	1.11	Vincent Mammano	I R

Vince Mammano congratulated Caltrans on the success of Carmageddon 2 and Lincoln Bypass. He briefly discussed MAP 21, Earmarks, close out of projects, recovery act projects, and he introduced Peter Osborne Senior Project Manager of the Federal Railroad Administration who will be working on the High Speed Rail project

INFORMATION CALENDAR			Stephen Maller		
12	<u>Informational Reports on Allocations Under Delegated Authority</u> -- Emergency G-11 Allocations (2.5f.(1)): \$10,500,000 for six projects. -- SHOPP Safety G-03-10 Allocations (2.5f.(3)): \$3,442,000 for three projects. -- Minor G-05-05 Allocations (2.5f.(4)): \$983,000 for one District minor project.	2.5f.		I	D

This Item was presented as part of the Information Calendar.

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

Informational Reports on Allocations under Delegated Authority

--Revise Book Item Page 2; in the fourth paragraph the second sentence should read as: At the June 2011 ~~2011~~ **2012** meeting, the funding and project listing for the FY ~~2011-12~~ **2012-13** Lump Sum Minor Construction Program was approved by the Commission under Resolution ~~FM-10-05~~ **FM-11-04**.

--Correct Attachment and Vote List for Project 4 (PPNO 04-0242Q); EA should be **4H0904** not 4H0404.

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

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

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

Monthly Status of Construction Contract Award for State Highway Projects, per Resolution G-06-08

--Correct Book Item:

→ Under "Summary", the third sentence should read as: As of October 2, 2012, ~~280~~ **281** projects totaling \$2.86 million have been awarded.

→ Under "FY 2011-12 Allocations", revise the "February 2012" and "TOTAL" lines as follows:

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
February 2012	9	\$155,085	7 8	0	\$106,249 \$108,819	2 1	5	6 7
TOTAL	356	\$4,995,365	280 281	2 1	\$2,860,999 \$2,863,369	74 73	184	248 249

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

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

This Item was presented as part of the Information Calendar.

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

18	Report on Investment to State Highway System by Outside Funding Sources	4.7		I	D
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This Item was presented as part of the Information Calendar.

CONSENT CALENDAR			Stephen Maller		
19	The Transportation Agency for Monterey County proposes to amend the 2012 STIP for the Salinas Road Interchange project (PPNO 0032G) in Monterey County to revise the project funding plan. The Department recommends that the CMIA baseline agreement be revised accordingly. STIP Amendment 12S-009 Resolution CMIA-PA-1213-03, Amending Resolution CMIA-AA-0910-003 <i>(Related Item under Tab 78.)</i>	2.1a.(1)/ 2.1c.(1c)		A	D

CTC Deputy Director Stephen Maller presented the Consent Calendar and noted the following changes: Item 23 funding is \$66,720,000; Item 31 is an allocation for FY 11/12; Item 37 funding is \$19,092,000 ; Item 40 is for Project 32.

Recommendation: Approval of Consent Calendar with noted changes.

Action Taken: Approved with changes

Motion: Ghielmetti

Vote result: 10-0

Second: Burke

Absent: Frommer

20	The Department proposes to amend the 2012 STIP to delete the Calexico Border Gateway and 1 st Street Promenade project (PPNO 0508) on Route 111 in Imperial County. The Imperial County Transportation Commission concurs with this request. STIP Amendment 12S-010	2.1a.(2)		A	D
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This Item was presented and approved as part of the Consent Calendar.

21	Notice of Preparation of a Draft Environmental Impact Report: BART to Livermore Extension Project 04 – Alameda County Construct a 4.8-mile BART extension along I-580 in Alameda County. (NOD)	2.2a.(1)		A	C
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This Item was presented and approved as part of the Consent Calendar.

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

Notice of Preparation of a Draft Environmental Impact Report

PINK BOOK ITEM

<u>Tab # / Time</u>	<u>Item Description</u>	<u>Ref. #</u>	<u>Presenter</u>	<u>Status*</u>	
22	Approval of Project for Future Consideration of Funding: 08 – Riverside County Construct a 24-mile extension of the Southern California Regional Rail Authority Metrolink commuter rail system in Riverside County. (FEIR) (STIP) (PPNO 1114) Resolution E-12-62	2.2c.(1)		A	C

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

23	Approval of Three Projects for Future Consideration of Funding: 03-Sie-49, PM 48.3/49.2 Lemon Canyon Road Culvert Upgrade Project. (MND) (EA 4E540) (SHOPP) Resolution E-12-64 06-Tul-99, PM 39.6/41.3 Betty Drive Interchange Project. (MND) (PPNO 6423) (STIP) Resolution E-12-65 05-Mon-68, PM 17.7/17.9 Salinas River Bridge Widening Project. (MND) (PPNO 7000) (SHOPP) Resolution E-12-66	2.2c.(2)		A	D
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This Item was presented and approved as part of the Consent Calendar.

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

Approval of Three Projects for Future Consideration of Funding

--Correct Book Item, Page 2; sixth sentence; The total estimated project cost is **\$66,720,000** not ~~\$66,720~~

24	Approval of Project for Future Consideration of Funding: 11 – San Diego County Construct improvements to the San Ysidro Rail Yard including two new track extensions and revisions to the track alignment in the community of San Ysidro. (MND) (TCIF) (PPNO 0854) Resolution E-12-68	2.2c.(4)		A	C
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This Item was presented and approved as part of the Consent Calendar.

25	Approval of Project for Consideration of Funding: 04-Son-116, PM 34.09/34.47 PM Madrone Channelization Project - Construct operational improvements including left-turn pockets in both directions from State Route 116 to Madrone Avenue (MND) (PPNO 0788) (SHOPP) Resolution E-12-63	2.2c.(5)		A	D
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This Item was presented and approved as part of the Consent Calendar.

<u>Tab # / Time</u>	<u>Item Description</u>	<u>Ref. #</u>	<u>Presenter</u>	<u>Status*</u>	
26	<p><u>Five Relinquishment Resolutions</u></p> <p>-- 04-Son-101-PM 14.2/14.9 Right of way along Route 101 on Golf Course and Redwood Drives, in the city of Rohnert Park. Resolution R-3856</p> <p>-- 06-Fre-180-PM 66.57/72.34 Right of way along Route 180 between De Wolf and Quality Avenues, in the county of Fresno. Resolution R-3857</p> <p>-- 11-SD-78-PM 33.8 Right of way along Route 78 at Haverford Road, in the county of San Diego. Resolution R-3858</p> <p>-- 11-SD-94-PM 17.4 Right of way along Route 94 at Steel Canyon Road, in the county of San Diego. Resolution R-3859</p> <p>-- 11-Imp-78-PM 13.2/15.5 Right of way on Route 78 between existing Route 86 and realigned Route 111, in the city of Brawley. Resolution R-3860</p>	2.3c.		A	D

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

27 8 Ayes	23 Resolutions of Necessity Resolutions C-20956, C-20957, and Resolution C-20959 through C-20979	2.4b.		A	D
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This Item was presented and approved as part of the Consent Calendar.

28	<p>Director's Deeds Items 1 through 9 Excess Lands - Return to State: \$733,450 Return to Others: \$0</p>	2.4d.		A	D
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This Item was presented and approved as part of the Consent Calendar.

29	<p>Financial Allocation Amendment: Reduce the original CMIA allocation for construction by \$1,633,000, from \$24,000,000 to \$22,367,000, for the US 101/Capitol Expressway-Yerba Buena Interchange project (PPNO 0460G) in Santa Clara County. Resolution CMIA-AA-1213-08, Amending Resolution CMIA-A-1112-042</p>	2.5g.(1a)		A	D
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This Item was presented and approved as part of the Consent Calendar.

Tab # / Time	Item Description	Ref. #	Presenter	Status*	
30	Financial Allocation Amendment: Reduce the original CMIA allocation for construction by \$2,044,000, from \$41,275,000 to \$39,231,000, for the I-880/Stevens Creek Interchange Improvements project (PPNO 0408G) in Santa Clara County. Resolution CMIA-AA-1213-09, Amending Resolution CMIA-A-1112-050	2.5g.(1b)		A	D

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

31	Financial Allocation Amendment: Reduce the original CMIA allocation for construction by \$5,191,000, from \$17,300,000 to \$12,109,000, for the CMIA/SLPP Watt Avenue at Route 50 Interchange Improvements project (PPNO 0127A) in Sacramento County. Resolution CMIA-AA-1213-10, Amending Resolution CMIA-A-1112-031 Resolution SLP1B-AA-1213-05, Amending Resolution SLP1B-A-1112-17	2.5g.(1c)		A	D
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This Item was presented and approved as part of the Consent Calendar.

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

- Financial Allocation Amendment for the CMIA/SLPP Watt Avenue at Route 50 Interchange Improvements project
- Revise Book Item; under "Resolution", the final line should read as "...project allocation amount to \$20,695,000 in accordance with the attached revised vote box."
- Revise Attachment and Vote List; "Budget Year" for CMIA allocation should be **2011-12** not ~~2012-13~~.

32	Financial Allocation Amendment: Reduce the original CMIA allocation for construction by \$5,754,000, from \$51,700,000 to \$45,946,000, for the I-880 Southbound HOV Lane Extension-South Segment (Marina to Davis) project (PPNO 0036F) in Alameda County. Resolution CMIA-AA-1213-11, Amending Resolution CMIA-A-1112-029	2.5g.(1d)		A	D
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This Item was presented and approved as part of the Consent Calendar.

33	Financial Allocation Amendment: Reduce the original CMIA allocation for construction by \$3,141,000, from \$18,550,000 to \$15,409,000, for the Route 101 Marin Sonoma Narrows – Southerly Interchange project (PPNO 0360J) in Marin County. Resolution CMIA-AA-1213-12, Amending Resolution CMIA-A-1112-051 Resolution STIP1B-AA-1213-02 Amending Resolution STIP1B-A-1112-013	2.5g.(1e)		A	D
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This Item was presented and approved as part of the Consent Calendar.

Tab # / Time	Item Description	Ref. #	Presenter	Status*	
34	Financial Allocation Amendment: Reduce the original CMIA construction allocation by \$6,069,000, from \$18,813,000 to \$12,744,000, and reduce the original RIP Construction allocation by \$4,450,000, from \$4,947,000 to \$497,000, for the SR 219 Widening, Phase 2 project (PPNO 9940C) in Stanislaus County. Resolution CMIA-AA-1213-13, Amending Resolution CMIA-A-1112-019 Resolution STIP1B-A-1213-02, Amending Resolution FP-11-26	2.5g.(1f)		A	D

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

35	Financial Allocation Amendment: Reduce the original CMIA allocation for construction by an overall total of \$71,989,000, from \$303,063,000 to \$231,074,000, for the I-5 Carpool Lane – Orange County Line to I-605 project in Los Angeles County; Segment 3 (PPNO 4154) by \$42,289,000 from \$131,736,000 to \$89,447,000 and Segment 4 (PPNO 4155) by \$29,700,000 from \$171,327,000 to \$141,627,000. Resolution CMIA-AA-1213-05, Amending Resolution CMIA-A-1112-030	2.5g.(1g)		A	D
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This Item was presented and approved as part of the Consent Calendar.

36	Financial Allocation Amendment: Reduce the original CMIA allocation for Construction by \$18,591,000 from \$57,370,000 to \$38,779,000, for the I-215 Widening/Scott Road to Nuevo Road) project (PPNO 9991G) in Riverside County. Resolution CMIA-AA-1213-14 Amending Resolution CMIA-A-1112-057 Resolution STIP1B-AA-1213-03 Amending Resolution STIP1B-A-1112-015	2.5g.(1h)		A	D
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This Item was presented and approved as part of the Consent Calendar.

37	Financial Allocation Amendment: Reduce the original TCIF allocation for construction by \$6,478,000, from \$25,570,000 to \$19,092,000 for Project 17, the Alameda Corridor East (ACE) Gateway – Valley View Grade Separation Project (PPNO TC17), in Los Angeles County. Resolution TCIF-AA-1213-05, Amending Resolution TCIF-A-1011-01 <i>(Related Item under Tab 62.)</i>	2.5g.(5b)		A	D
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This Item was presented and approved as part of the Consent Calendar.

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

Financial Allocation Amendment for the Alameda Corridor East Gateway – Valley View Grade Separation Project --Revise Attachment and Vote List; the "Prgm'd Amount" should be shown corrected in strikethrough and bold as follows: ~~25,570,000~~ **\$19,092,000**. Agenda Language is correct.

<u>Tab # / Time</u>	<u>Item Description</u>	<u>Ref. #</u>	<u>Presenter</u>	<u>Status*</u>	
38	Technical correction to Resolution CMIA-AA-1011-004, originally approved on January 20, 2011, for the I-205 Auxiliary Lanes project (PPNO 1111) in San Joaquin County. A technical correction is needed to revise the contributions for local sources that were not correctly reflected in the vote box at the time of deallocation.	2.9a.		A	D

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

39	Technical correction to Resolution SLP1B-A-1112-33, originally approved on June 27-28, 2012, to allocate \$3,422,000 for the locally administered SLPP Moulten Parkway Smart Street Segment 3 Phase II project in Orange County. A technical correction is needed to revise the applicant from Orange County Transportation Authority to Orange County.	2.9b.		A	D
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This Item was presented and approved as part of the Consent Calendar.

40	Technical correction to Resolution TCIF-P-1213-08, originally approved September 27, 2012, which amended the TCIF Project Baseline Amendment for Project 23, Ports Rail System (West Basin Road Rail Access Improvements) in Los Angeles County. A technical correction is needed to correct the segment of the project from Segment 1 to Segment 2.	2.9c.		A	D
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This Item was presented and approved as part of the Consent Calendar.

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

Technical correction to Resolution TCIF-P-1213-08, originally approved September 27, 2012, which amended the TCIF Project Baseline Amendment for Project ~~23~~ 32, Ports Rail System (West Basin Road Rail Access Improvements) in Los Angeles County --Revise Agenda Language. Book Item and Attachment are correct.

41	State and Federal Legislative Matters	4.1		A	C
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This Item was presented and approved as part of the Consent Calendar.

END OF CONSENT CALENDAR					
POLICY MATTERS					
42	Budget and Allocation Capacity Update	4.2	Mitchell Weiss Steven Keck	I	D

Caltrans, Division of Budgets, Chief Steven Keck gave an update on the Budget and Allocation Capacity via PowerPoint.

43	Update on STIP AB 3090 Plan	4.13	Mitchell Weiss	I	C
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CTC Deputy Director Mitchell Weiss discussed the STIP AB 309 including six projects in the STIP AB 3090 Plan.

44	Proposed 2013-14 Allocation Set-Aside for the PUC Railroad Grade Crossing Maintenance Program Resolution G-12-13	4.3	Juan Guzman	A	C
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Recommendation: Approval

Action Taken: Approved

Motion: Ghielmetti

Second: Dunn

Vote result: 9-0

Absent: Earp, Frommer

<u>Tab # / Time</u>	<u>Item Description</u>	<u>Ref. #</u>	<u>Presenter</u>	<u>Status*</u>	
45	SCRRRA Request to Retain Proceeds from the Sale of Generation-2 Rail Cars Purchased with Proposition 116. Resolution G-12-14, Amending Resolution BFA-95-07 and Fund Transfer Agreement (FTA) 75T200	4.14	Juan Guzman	A	C

Recommendation: Approval

Action Taken: Approved

Motion: Earp

Second: Dunn

Vote result: 10-0

Absent: Frommer

46	Proposition 1B State-Local Partnership Program, 2012-13 Competitive Program Resolution SLP1B-P-1213-04 (Related Item under Tab 77.)	4.4	Laurel Janssen	A	C
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Recommendation: Approval

Action Taken: Approved

Motion: Burke

Second: Dunn

Recuse: Inman

Vote result: 9-0

Absent: Inman, Frommer

Public Speaker:

Sergio Reyes - Senator Mike Rubio

47	Proposition 1B State-Local Partnership Program, Formula Program - New Programming and Amendments Resolution SLP1B-P-1213-05 (Related Item under Tab 77.)	4.5	Laurel Janssen	A	C
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Recommendation: Approval

Action Taken: Approved

Motion: Ghielmetti

Second: Guardino

Vote result: 10-0

Absent: Frommer

48	State Route 99 Corridor Bond Program – Prudent Reserve Policy Resolution R99-P-1213-01	4.12	Stephen Maller Rachel Falsetti	A	D
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Recommendation: Approval of \$69 million Prudent Reserve with reevaluation every three months.

Action Taken: Approved as Revised

Motion: Alvarado

Second: Waring

Vote result: 10-0

Absent: Frommer

Public Speakers:

Carlos Yamzon - Interim Executive Director, Stanislaus Council of Governments

Charlie Goeken - Mayor, City of Waterford

Stephanie Brunside - Vice-Mayor, City of Modesto

Ahron Hakimi - Kern COG

Richard Shepard - City of Elk Grove

49	Adoption of the Amendment to the State Route 99 Program Resolution R99-P-1213-02 (Related Item under Tabs 50 & 77.)	4.6	Stephen Maller	A	C
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Recommendation: Approval of Items 49-50

Action Taken: Approved

Motion: Earp

Second: Assemi

Vote result: 10-0

Absent: Frommer

<u>Tab # / Time</u>	<u>Item Description</u>	<u>Ref. #</u>	<u>Presenter</u>	<u>Status*</u>	
50	Adoption of the State Route 99 Baseline Agreement - North Bakersfield Widening Project Resolution R99-P-1213-03 <i>(Related Item under Tab 49.)</i>	4.9	Stephen Maller	A	C

Recommendation: Approval of Items 49-50

Action Taken: Approved

Motion: Earp

Second: Assemi

Vote result: 10-0

Absent: Frommer

51	Adoption of the Amendment to the Trade Corridors Improvement Fund Resolution TCIF-P-1213-17	4.11	Stephen Maller	A	C
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Recommendation: Approval

Action Taken: Approved

Motion: Waring

Second: Dunn

Vote result: 10-0

Absent: Frommer

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

Adoption of Amendment to the TCIF Program

PINK SUPPLEMENTAL ITEM

52	Adoption of the Amendment to the Corridor Mobility Improvement Account Program Resolution CMIA-P-1213-01 <i>(Related Item under Tab 53.)</i>	4.8	Stephen Maller	A	C
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Recommendation: Approval of Items 52-55 with stipulation that up to \$200,205,000 in SHOPP funds can be de-allocated from the Gerald Desmond Bridge Project and a commensurate amount in CMIA funds programmed and allocated to the Gerald Desmond Bridge Project.

Action Taken: Approved

Motion: Ghielmetti

Second: Burke

Vote result: 10-0

Absent: Frommer

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

Adoption of Amendment to the CMIA Program

YELLOW BOOK ITEM

53	Adoption of the Corridor Mobility Improvement Account Program - Gerald Desmond Project in Los Angeles County Resolution CMIA-P-1213-02B <i>(Related Item under Tab 52.)</i>	4.10	Stephen Maller	A	C
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Recommendation: Approval of Items 52-55 with stipulation that up to \$200,205,000 in SHOPP funds can be de-allocated from the Gerald Desmond Bridge Project and a commensurate amount in CMIA funds programmed and allocated to the Gerald Desmond Bridge Project.

Action Taken: Approved

Motion: Ghielmetti

Second: Burke

Vote result: 10-0

Absent: Frommer

Proposition 1B Multi- Funded Project Amendment for Action (Design/Build)					
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Tab # / Time	Item Description	Ref. #	Presenter	Status*	
54	The Department proposes to amend the TCIF baseline agreement for Project 23 (Gerald Desmond Bridge Replacement Project) to update the project funding plan; and reduce the original SHOPP allocation for construction by \$153,657,000, from \$170,205,000 to \$16,548,000 for the locally administered multi-funded Design/Build Gerald Desmond Project (PPNOs 3037 and 4425) in Los Angeles County. Resolution FP-12-24, Amending Resolution FP-10-32 Resolution TCIF-AA-1213-06, Amending Resolution TCIF-A-1011-005 Resolution TCIF-P-1213-16, Amending Resolution TCIF-P-1213-09 -(Related Items under Tabs 52, 53 & 55.)	2.1c.(5f)/ 2.5b.(2)	Stephen Maller Rachel Falsetti	A	D

Recommendation: Approval of Items 52-55 with stipulation that up to \$200,205,000 in SHOPP funds can be de-allocated from the Gerald Desmond Bridge Project and a commensurate amount in CMIA funds programmed and allocated to the Gerald Desmond Bridge Project.

Action Taken: Approved

Motion: Ghielmetti

Second: Burke

Vote result: 10-0

Absent: Frommer

Financial Allocation for Proposition 1B CMIA Project – Design/Build					
55	Financial Allocation: \$153,657,000 for the multi-funded Gerald Desmond Bridge Project in Los Angeles County. Contributions from other sources: \$546,702,000. Resolution CMIA-A-1213-02 (Related Items under Tabs 52, 53 & 54.)	2.5g.(1i)	Stephen Maller Rachel Falsetti	A	D

Recommendation: Approval of Items 52-55 with stipulation that up to \$200,205,000 in SHOPP funds can be de-allocated from the Gerald Desmond Bridge Project and a commensurate amount in CMIA funds programmed and allocated to the Gerald Desmond Bridge Project.

Action Taken: Approved

Motion: Ghielmetti

Second: Burke

Vote result: 10-0

Absent: Frommer

PROGRAM STATUS					
56	Status Update on Trade Corridor Investment Fund (TCIF) Projects	3.5	Stephen Maller Kenneth Kao Patricia Chen Jose Nuncio	A	D/R

CTC Deputy Director Stephen Maller, Kenneth Kao, Metropolitan Transportation Commission, Patricia Chen, Los Angeles Metropolitan Transportation Authority, Jose Nuncio San Diego Association of Governments, Mike Luken, Port of Sacramento, gave a status update on Trade Corridor Investment Fund (TCIF) Projects

Recommendation: Approval

Action Taken: Approved

Motion: Alvarado

Second: Dunn

Vote result: 10-0

Absent: Frommer

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

Status Update on Trade Corridor Investment Fund (TCIF) Projects

YELLOW BOOK ITEM

Environmental Matters – Comments on Documents in Circulation (Draft EIR)

<u>Tab # / Time</u>	<u>Item Description</u>	<u>Ref. #</u>	<u>Presenter</u>	<u>Status*</u>	
57	Consideration of State Water Resources Control Board's Preliminary Draft - Water Quality Control Policy for Wetland Area Protection and Dredge and Fill Permitting	2.2b.(1)	Susan Bransen Bill Orme Jay Norvell	I	C/D

This Item was withdrawn

58	Tehachapi Rail Improvement Project– in Kern County – Construct additional tracks along five rail segments in the Tehachapi Pass Area (DEIR)	2.2b.(2)	Susan Bransen Jay Norvell	A	D
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Recommendation: Approval

Action Taken: Approved

Motion: Assemi

Second: Dunn

Vote result: 10-0

Absent: Frommer

59	Interstate 5 North Coast Corridor Project in San Diego County - Improvements to a 27-mile portion of Interstate 5 (SDEIR)	2.2b.(3)	Susan Bransen Jay Norvell	A	D
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Recommendation: Approval

Action Taken: Approved

Motion: Alvarado

Second: Ghielmetti

Vote result: 10-0

Absent: Frommer

<u>Environmental Matters – Approval of Projects for Future Consideration of Funding, Route Adoption or New Public Road Connection (Final Negative Declaration or EIR)</u>					
60	Approval of Project for Future Consideration of Funding: State Route 91 Corridor Improvement Project. Corridor improvements including lane widening and interchange improvements along a portion of State Route 91 and State Route 15 in and near the cities of Norco, Corona and Yorba Linda. 12-Ora-91, PM R14.43/R18.91, 08-Riv-91,PM R0.00/R13.04, 08-Riv-15, PM 35.64/45.14 (FEIR) (PPNO 0077J) (STIP) Resolution E-12-61	2.2c.(3)	Susan Bransen Jay Norvell	A	D

Recommendation: Approval

Action Taken: Approved

Motion: Dunn

Second: Inman

Vote result: 10-0

Absent: Frommer

<u>TCRP Amendments for Action</u>					
61	The Bay Area Rapid Transit and the Santa Clara Valley Transportation Authority propose to amend TCRP Project 1.1 (BART to San Jose; extend from Fremont to Warm Springs) to reprogram \$16,000,000 from Right of Way to Construction, re-allocate previously allocated funds, and update the project funding plan. Resolution TAA-12-02, Amending Resolution TAA-08-12 Resolution TFP-12-05, Amending Resolution TFP-07-08	2.1a.(4)/ 2.6e.(1)	Juan Guzman Rachel Falsetti	A	D

Recommendation: Approval

Action Taken: Approved

Motion: Guardino

Second: Inman

Vote result: 10-0

Absent: Frommer

Tab # / Time	Item Description	Ref. #	Presenter	Status*	
62	The Department and the City of Santa Fe Springs propose to amend TCRP Project 35.4 – Valley View Grade Separation) Project (PPNO TC 17) to redistribute \$3,740,000 in previously allocated TCRP funds from Construction to Right of Way. Resolution TAA-12-03, Amending Resolution TAA-10-08 Resolution TFP-12-06, Amending Resolution TFP-10-04 (Related Item under Tab 37.)	2.1a.(5)/ 2.6e.(2)	Juan Guzman Rachel Falsetti	A	D

Recommendation: Approval

Action Taken: Approved

Motion: Alvarado

Second: Burke

Vote result: 10-0

Absent: Frommer

Proposition 1B TCIF Project Amendments for Action					
63	The Department proposes to amend the TCIF baseline agreement for the I-580 Eastbound Truck Climbing Lane project (PPNO 0104) to update the project schedule and the funding plan. Resolution TCIF-P-1213-11, Amending Resolution TCIF-P-0809-01B	2.1c.(5a)	Stephen Maller Rachel Falsetti	A	D

Recommendation: Approval of Item 63-66

Action Taken: Approved

Motion: Earp

Second: Assemi

Vote result: 10-0

Absent: Frommer

64	The San Bernardino Association of Governments proposes to amend the TCIF baseline agreement for Project 64 (Lenwood Road Grade Separation [PPNO 1135]) to update the delivery schedule, cost, and funding plan. Resolution TCIF-P-1213-12, Amending Resolution TCIF-P-0809-04B.	2.1c.(5b)	Stephen Maller William Mosby	A	D
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Recommendation: Approval of Item 63-66

Action Taken: Approved

Motion: Earp

Second: Assemi

Vote result: 10-0

Absent: Frommer

65	The San Diego Association of Governments proposes to amend the TCIF baseline agreement for Project 74 (Southline Rail Improvements – Yard Expansion [PPNO 0854]) to update the delivery schedule and funding plan. Resolution TCIF-P-1213-13, Amending Resolution TCIF-P-0809-04B.	2.1c.(5c)	Stephen Maller William Mosby	A	D
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Recommendation: Approval of Item 63-66

Action Taken: Approved

Motion: Earp

Second: Assemi

Vote result: 10-0

Absent: Frommer

66	The City of Richmond proposes to amend the TCIF baseline agreement for Project 82 (Marina Bay Parkway Grade Separation [PPNO 2008A]) to update the delivery schedule and funding plan. Resolution TCIF-P-1213-14, Amending Resolution TCIF-P-1011-20.	2.1c.(5d)	Stephen Maller William Mosby	A	D
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Recommendation: Approval of Item 63-66

<u>Tab # / Time</u>	<u>Item Description</u>	<u>Ref. #</u>	<u>Presenter</u>	<u>Status*</u>	
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Action Taken: Approved
Motion: Earp
Second: Assemi

Vote result: 10-0
Absent: Frommer

67	The Department proposes to amend the TCIF baseline agreement for Project 6 (Tehachapi Trade Corridor Rail Improvement Project [PPNO TC06]) to update the scope, cost, and schedule. Resolution TCIF-P-1213-15, Amending Resolution TCIF-P-0809-04B.	2.1c.(5e)	Stephen Maller William Mosby	A	D
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This Item was withdrawn.

<u>Airspace Leases</u>					
68	Airspace Lease - Request to Directly Negotiate with the Jewelry Square Association for a Long Term Airspace Development Agreement	2.4c.(1)	Stephen Maller Brent Green	A	D

Recommendation: Approval of Item 68-70
Action Taken: Approved
Motion: Ghielmetti
Second: Assemi

Vote result: 10-0
Absent: Frommer

69	Airspace Lease - Request to Directly Negotiate with 888 Brannan, LP for a Long Term Airspace Development Agreement	2.4c.(2)	Stephen Maller Brent Green	A	D
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Recommendation: Approval of Item 68-70
Action Taken: Approved
Motion: Ghielmetti
Second: Assemi

Vote result: 10-0
Absent: Frommer

70	Airspace Lease - Request to Directly Negotiate with Euromotors, Inc. for a Long Term Airspace Development Agreement	2.4c.(3)	Stephen Maller Brent Green	A	D
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Recommendation: Approval of Item 68-70
Action Taken: Approved
Motion: Ghielmetti
Second: Assemi

Vote result: 10-0
Absent: Frommer

<u>Financial Allocations for SHOPP Projects</u>					
71	Financial Allocation: \$6,514,000 for six SHOPP projects, as follows: --\$3,567,000 for three SHOPP projects. --\$2,947,000 for three projects amended into the SHOPP by Departmental action. Resolution FP-12-20	2.5b.(1)	Juan Guzman Rachel Falsetti	A	D

Recommendation: Approval
Action Taken: Approved
Motion: Dunn
Second: Assemi

Vote result: 10-0
Absent: Frommer

<u>Financial Allocations for STIP Projects</u>					
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<u>Tab # / Time</u>	<u>Item Description</u>	<u>Ref. #</u>	<u>Presenter</u>	<u>Status*</u>	
72	Financial Allocation: \$4,820,000 for the State Highway 216 Widening (PPNO 0106) State administered STIP project in Tulare County, on the State Highway System. Resolution FP-12-21	2.5c.(1)	Mitchell Weiss Rachel Falsetti	A	D

Recommendation: Approval of Item 72-74

Action Taken: Approved

Motion: Assemi

Second: Alvarado

Vote result: 10-0

Absent: Frommer

73	Financial Allocation: \$53,000 for the Whitmore Avenue Landscaping (PPNO 6631) locally administered STIP TE project in Stanislaus County, on the State Highway System. Resolution FP-12-22	2.5c.(2)	Mitchell Weiss Rachel Falsetti	A	D
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Recommendation: Approval of Item 72-74

Action Taken: Approved

Motion: Assemi

Second: Alvarado

Vote result: 10-0

Absent: Frommer

74	Financial Allocations: \$1,948,000 for four locally administered STIP projects off the State Highway System, as follows: --\$1,623,000 for two STIP projects. --\$325,000 for two STIP Planning, Programming and Monitoring projects. Resolution FP-12-23	2.5c.(3)	Mitchell Weiss Rachel Falsetti	A	D
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Recommendation: Approval of Item 72-74

Action Taken: Approved

Motion: Assemi

Second: Alvarado

Vote result: 10-0

Absent: Frommer

Advance Financial Allocations for STIP TE Projects					
75	Advance Financial Allocation: \$2,462,000 for the locally administered STIP TE West B Street Bike/Pedestrian Undercrossing (PPNO 5152L) Project in Solano County, programmed in FY 2013-14 and FY 2014-15, off the State Highway System. Resolution FP-12-25	2.5c.(4).	Mitchell Weiss Rachel Falsetti	A	D

Recommendation: Approval

Action Taken: Approved

Motion: Ghielmetti

Second: Assemi

Vote result: 10-0

Absent: Frommer

Financial Allocations for Supplemental Funds					
76	Financial Allocation: \$520,000 in supplemental funds for one previously voted STIP project to close-out the construction contract for the Milpas-Cabrillo Operational Improvements project (PPNO 0478) in Santa Barbara County. The current allocation is \$56,313,200 in STIP funds. The request for \$520,000 in RIP funds is an increase of 0.9 percent over the current budget. Resolution FA-12-14	2.5e.	Mitchell Weiss Tim Gubbins	A	D

Recommendation: Approval

Action Taken: Approved

<u>Tab # / Time</u>	<u>Item Description</u>	<u>Ref. #</u>	<u>Presenter</u>	<u>Status*</u>	
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Motion: Alvarado
Second: Burke

Vote result: 10-0
Absent: Frommer

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

Financial Allocation: \$520,000 in supplemental funds for the Milpas Cabrillo
 Operational Improvements project

YELLOW REPLACEMENT ITEM

Financial Allocations for Proposition 1B RTE 99 Projects					
77	Financial Allocation: \$11,300,000 for the North Bakersfield Widening (PPNO 6267) State administered Route 99 project in Kern County, on the State Highway System. Resolution R99-A-1213-02 <i>(Related Item under Tabs 47 & 49.)</i>	2.5g.(2)	Stephen Maller Rachel Falsetti	A	D

Recommendation: Approval of Item 77-80

Action Taken: Approved

Motion: Assemi

Vote result: 10-0

Second: Guardino

Absent: Frommer

Financial Allocations for Proposition 1B STIP Projects					
78	Financial Allocation: \$938,000 for the Salinas Road Interchange (PPNO 0032G) State administered multi-funded CMIA/STIP project in Monterey County, on the State Highway System. Resolution CMIA-A-1213-01 Resolution STIP1B-A-1213-03 <i>(Related Item under Tab 19.)</i>	2.5g.(3)	Stephen Maller Rachel Falsetti	A	D

Recommendation: Approval of Item 77-80

Action Taken: Approved

Motion: Assemi

Vote result: 10-0

Second: Guardino

Absent: Frommer

Financial Allocations for Proposition 1B TCIF Projects					
79	Financial Allocation: \$91,700,000 for two locally administered TCIF Rail projects. Contributions from other sources: \$23,360,000 Resolution TCIF-A-1213-02	2.5g.(5a)	Stephen Maller Bill Bronte	A	D

Recommendation: Approval of Item 77-80

Action Taken: Approved

Motion: Assemi

Vote result: 10-0

Second: Guardino

Absent: Frommer

Financial Allocations for Proposition 1B SLPP Projects					
80	Financial Allocation: \$1,854,000 for three locally administered SLPP projects off the State Highway System. Contributions from other sources: \$1,880,000. Resolution SLP1B-A-1213-09	2.5g.(10)	Laurel Janssen Denix Anbiah	A	D

Recommendation: Approval of Item 77-80

Action Taken: Approved

Motion: Assemi

Vote result: 10-0

Second: Guardino

Absent: Frommer

Financial Allocations for STIP Transit Projects					
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Tab # / Time	Item Description	Ref. #	Presenter	Status*	
81	Financial Allocation: \$1,207,000 for the replacement of 10 Revenue Vehicles (PPNO 4497) locally administered STIP Transit project. Resolution MFP-12-02	2.6a.	Juan Guzman Jane Perez	A	D

Recommendation: Approval

Action Taken: Approved

Motion: Assemi

Second: Ghielmetti

Vote result: 10-0

Absent: Frommer

Financial Allocations for Other Transit Projects					
82	Financial Allocation: \$61,235,278 in Public Transportation Account funds for Intercity Rail Operations and Feeder Bus Service on the Pacific Surfliner and San Joaquin Routes. Resolution MFP-12-03	2.6d.	Juan Guzman Bill Bronte	A	D

Recommendation: Approval as Revised to \$61,236,706

Action Taken: Approved as Revised

Motion: Alvarado

Second: Dunn

Vote result: 10-0

Absent: Frommer

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

Financial Allocation: ~~\$61,235,278~~ **\$61,236,709** in Public Transportation Account funds for Intercity Rail Operations and Feeder Bus Service on the Pacific Surfliner and San Joaquin Routes

--Revise Agenda Language. Book Item and Attachment are correct.

Financial Allocations for Proposition 1A High Speed Passenger Train Bond Projects – Urban and Commuter					
83	Financial Allocation: \$10,974,000 for the ACE Stockton Passenger Track Extension (Gap Closure) Proposition 1A-High-Speed Passenger Train Bond program project in San Joaquin County. Resolution HST1A-A-1213-03	2.6f.(2)	Laurel Janssen Jane Perez	A	D

Recommendation: Approval

Action Taken: Approved

Motion: Earp

Second: Guardino

Vote result: 10-0

Absent: Frommer

Request to Extend the Period of Contract Award					
84	Request to extend the period of contract award for the La Paz Bridge and Road Widening project in the city of Mission Viejo for \$1,275,000, per SLPP Guidelines. Waiver 12-63	2.8b.(1)	Juan Guzman Denix Anbiah	A	D

Recommendation: Approval of Items 84-86

Action Taken: Approved

Motion: Burke

Second: Assemi

Vote result: 10-0

Absent: Frommer

Proj #	PPNO	County	Agency	Extension	Recommendations		Notes
				Request	Caltrans	CTC Staff	
1	12-xxxx	ORA	Mission Viejo	12 months	12 months	12 months	R/W cert delayed, easement rights issues

<u>Tab # / Time</u>	<u>Item Description</u>	<u>Ref. #</u>	<u>Presenter</u>	<u>Status*</u>	
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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 the La Paz Bridge and Road Widening project

--Revise Book Item:

→ Under "Recommendation" and "Issue", change ~~City of Mission Viejo~~ to **Orange County Transportation Authority** and change City to **OCTA**.

→ Under "Background", second paragraph, revise the reference to easement rights as "...dedicated to the City of Mission Viejo."

--Agenda Language is correct.

85	Request to extend the period of contract award for two locally administered STIP projects for \$1,737,000, per Resolution G-06-08. Waiver 12-64	2.8b.(2)	Juan Guzman Denix Anbiah	A	D
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Recommendation: Approval of Items 84-86

Action Taken: Approved

Motion: Burke

Second: Assemi

Vote result: 10-0

Absent: Frommer

Proj #	PPNO	County	Agency	Extension Request	Recommendations		Notes
					Caltrans	CTC Staff	
1	03-3193	YOL	UC Davis	3 months	3 months	3 months	Add'l clearances, consultation with tribes
2	04-2127R	MRN	Mill Valley	12 months	12 months	12 months	Add'l negotiations to obtain easement

<u>Request to Extend the Period of Project Completion</u>					
86	Request to extend the period of project completion for the Metrolink System wide Infrastructure Upgrade project in Ventura County, per Resolution G-06-08. Waiver 12-65	2.8c.	Juan Guzman Jane Perez	A	D

Recommendation: Approval of Items 84-86

Action Taken: Approved

Motion: Burke

Second: Assemi

Vote result: 10-0

Absent: Frommer

Proj #	PPNO	County	Agency	Extension Request	Recommendations		Notes
					Caltrans	CTC Staff	
1	07-2921	VEN	SCRRA	20 months	20 months	20 months	Delay in getting FTA and AQMD approval to procure new Tier 4 locomotive engines

<u>OTHER MATTERS / PUBLIC COMMENT</u>					
12:00 pm	<u>Adjourn</u>				

Chair Tavaglione adjourned the meeting at 11:32 AM.

Original signed 11/05/2012 by BGR

BIMLA G. RHINEHART, EXECUTIVE DIRECTOR

DATE

EXECUTIVE DIRECTOR'S REPORT

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

COMMISSION REPORTS

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

Memorandum

To: CHAIR AND COMMISSIONERS

Date: December 6, 2012

From: BIMLA G. RHINEHART
Executive Director

File: 1.5
Action

Subject: Meeting for Compensation for October (October 1-30)

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

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

Regular Commission Meeting Activities:

- October 24 - Commission Meeting in Sacramento (All Commissioners in attendance all or part of the meeting)

Additional Meetings:

Bob Alvarado

- October 2 – Teleconference re: Mohawk Street Extension w/Raul Rojas, Brad Underwood, George Mihilsten, Benjamin Hanelin, Jennifer Capitol. Oakland.
- October 18 – Meeting re: Bay Bridge Hearings w/Senator DeSaulnier, Commissioner Ghielmetti, Bimla Rhinehart, Stephen Maller. Pleasanton.
- October 22 – Teleconference re: CTC Agenda Briefing w/CTC staff. Oakland.

Darius Assemi

- October 10 – Attended CTC Town Hall Meeting. Santa Cruz.
- October 11 – Teleconference re: State Route 99 w/Paul Rojas, Public Works Director, City of Bakersfield, and Ahron Hakimi, Executive Director, Kern COG. Fresno.
- October 22 – Teleconference re: CTC Agenda Briefing w/CTC staff. Fresno.
- October 24 – Teleconference re: State Route 99 w/Carlos Yamzon, Interim Executive Director, Stanislaus COG. Fresno.

Yvonne Burke

- October 9 – Attended CTC Town Hall Reception. Santa Cruz.
- October 10 – Attended CTC Town Hall Meeting. Santa Cruz.
- October 16 – Meeting re: Express Lanes in Los Angeles w/Art Lehey, Richard Katz, Jaime DelaVega, Commissioner Inman, Con John Fasana. Los Angeles.
- October 22 – Teleconference re: CMIA, I-5, Allocation savings, Gerald Desmond Bridge w/David Yale, Patricia Chen, Bob Naylor, Frank Quinn. Los Angeles.
- October 22 – Teleconference re: CTC Agenda Briefing w/CTC staff. Los Angeles
- October 23 – Attended Commission Dinner w/Commissioners Alvarado, Earp, Inman and Chair Tavaglione. Sacramento.

Lucetta Dunn

- October 2 – Meeting re: High Speed Rail w/Sven Hackman. Irvine.
- October 9 – Attended CTC Town Hall Reception. Santa Cruz.
- October 10 – Attended CTC Town Hall Meeting and tour of projects. Santa Cruz.
- October 15 – Teleconference re: Mobility 21 Committee Meeting. Orange.
- October 22 – Attended OCTA re: I-405. Orange.
- October 23 – Teleconference re: CTC Agenda Briefing w/CTC staff. Orange.
- October 24 – Meeting re: OCTA and Rancho Mission Viejo transportation issues w/Dan Kelly, Rancho Mission Viejo and Darrell Johnson, OCTA. Irvine
- October 24 – Attended CTF and WTS Reception for Ryan Chamberlain, Caltrans Director. Irvine.

Jim Earp

- October 5 – Teleconference re: Needs Assessment funding options w/CTC staff. Sacramento.
- October 18 – Teleconference re: Lincoln Bypass, State Local Partnership funding w/Celia McAdam. Sacramento.
- October 19 – Teleconference re: LA region and CMIA savings w/Bob Naylor. Sacramento.
- October 22 – Attended CTC Agenda Briefing w/CTC staff. Sacramento
- October 23 – Attended Commission Dinner. Sacramento.

Dario Frommer

- No meetings to report for this period.

James Ghielmetti

- October 2 – Attended Statewide Needs Assessment Workshop w/Brian Kelly, Brian Annis, Mike McKeever, Steve Heminger, Hasan Ikharta, Bimla Rhinehart, Annette Gilbertson, Susan Bransen. Sacramento.
- October 3 – Meeting re: Bay Bridge Event w/Marianne Gaddy, Stephanie Shakowsky. Pleasanton.
- October 4 – Teleconference re: Mohawk St Extension w/Raul Rojas, Brad Underwood, City of Bakersfield, George Mhlsten, Benjamin Hanelin, Latham & Watkins, Jennifer Capitolo, Nossaman, LLP. Pleasanton.
- October 9 – Attended CTC Town Hall Reception. Santa Cruz.
- October 10 – Attended CTC Town Hall Meeting. Santa Cruz.
- October 18 – Meeting re: Bay Bridge w/Senator Mark DeSaulnier, Art Bauer, Commissioner Bob Alvarado, Bimla Rhinehart, Stephen Maller. Pleasanton.
- October 22 – Teleconference re: ROW Briefing. Pleasanton.
- October 22 – Teleconference re: Chair Briefing. Pleasanton.

- October 23 – Teleconference re: Transit Revenue Options w/Bimla Rhinehart, Susan Bransen, Laura Pennebaker, Josh Shaw. Pleasanton.

Carl Guardino

- October 10 – Attended CTC Town Hall meeting. Santa Cruz.
- October 16 – Meeting re: coastal transportation priorities w/George Dondero of Santa Cruz County RTC. Santa Cruz.
- October 18 – Teleconference re: Bakersfield’s Mohawk Road improvement from Prop 1Bs SLPP fund w/ State Senator Michael Rubio. Los Gatos.
- October 19 – Gave speech at Ribbon Cutting for Highway 9 Safety Improvements funded by Prop 116 allocation from the CTC. Monte Sereno.
- October 20 – Teleconference re: Item 46 in CTC packet on San Francisco parking lot issues with CalTrains w/Rusty Areias. Los Gatos.
- October 21 – Teleconference re: Item 46 w/Winston Hickox and Rusty Areias. Los Gatos.
- October 26 – Spoke at BART to Warm Springs Extension for CTC. Fremont.

Fran Inman

- October 4 – Teleconference re: Mohawk Extension w/Brad Underwood, George Muhlstein and Jennifer Capitolo. City of Industry.
- October 8 – Meeting re: MAP-21 Freight Policies w/Billie Greer and Paul Binham. Monrovia.
- October 9 – Attended CTC Town Hall Reception and CTC dinner. Santa Cruz.
- October 10 – Attended CTC Town Hall Meeting. Santa Cruz.
- October 12 – Attended Groundbreaking Ceremony at I-15/Duncan Canyon overcrossing. Fontana.
- October 16 – Attended Metro Express Lanes Business Roundtable Advisory Panel. Los Angeles.
- October 17 – Attended Commission Technical Advisory on Aeronautics Committee meeting. Sacramento.
- October 18 – Teleconference re: I-5/CMIA w/Bob Naylor. Sacramento.
- October 19 – Attended Region wide CEO meeting on Goods Movement. Los Angeles.
- October 22 – Teleconference re: I-5 w/Bob Naylor. City of Industry.
- October 29-30 – Participated in Finance the Future UCLA Institute of Transportation studies. Lake Arrowhead.

Joseph Tavaglione

- October 9 – Attended CTC Town Hall Reception. Santa Cruz.
- October 10 – Attended CTC Town Hall meeting. Santa Cruz.
- October 12 – Attended Legislative Summit w/Secretary Kelly. Riverside.
- October 16 – Attended Tour 91 w/Basem Muallem and stakeholders. Riverside.
- October 22 – Teleconference re: ROW. Riverside.
- October 22 – Teleconference re: Chair Briefing. Riverside
- October 22 – Attended Pre-CTC meeting w/Anne Mayer, Basem Muallem and Ray Wolf. Riverside.
- October 23 – Attended CTC Reception for Annette Gilberson Retirement. Sacramento.
- October 29 – Attended I-215 Ribbon Cutting and Groundbreaking. Menifee.

James Waring

- October 11 – Meeting re: East County BRT funding and land use issues w/Gary Weber, Land Use Advisor. San Diego.
- October 22 – Attended CTC Briefing by SANDAG w/Jose Nuncio, North County Transit District and Laurie Berman, Caltrans District Director. San Diego.

Memorandum

Addendum

To: CHAIR AND COMMISSIONERS

Date: December 6, 2012

From: BIMLA G. RHINEHART
Executive Director

File: 1.5
Action

Subject: **\$100 PER DAY ATTENDANCE ALLOWANCE SEPTEMBER (August 31-September 30) MEETINGS FOR COMPENSATION**

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

Additional Meetings:

Jim Earp

- September 21 – Teleconference re: supplemental requests for District 3 projects w/Jody Jones. Sacramento.
- September 24 – Meeting re: CTC Agenda Briefing w/CTC staff. Sacramento.
- September 25 – Participated in the Little Hoover Commission testimony re: Transportation infrastructure funding. Sacramento.
- September 26 – Attended Bay Bridge Tour. San Francisco.
- September 28 – Attended Union Pacific 150th Anniversary event. Sacramento.

REPORT BY AGENCY SECRETARY
AND/OR DEPUTY SECRETARY

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

REPORT BY CALTRANS' DIRECTOR
AND/OR DEPUTY DIRECTOR

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

REPORT BY UNITED STATES
DEPARTMENT OF TRANSPORTATION

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.

TRANSPORTATION CALIFORNIA
ACTION PLAN UPDATE

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

Memorandum

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: December 5-6, 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:

- \$4,723,000 for seven emergency construction projects, pursuant to the authority granted under Resolution G-11 (2.5f.(1)).
- \$5,655,000 for six safety projects, pursuant to the authority granted under Resolution G-03-10 (2.5f.(3)).
- \$5,702,000 for nine 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 October 29, 2012, the Department has allocated or sub-allocated the following for Fiscal Year (FY) 2012-13:

- \$18,023,000 for 17 emergency construction projects.
- \$18,821,000 for 11 safety delegated projects.
- \$9,446,000 for 14 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 2012 meeting, the funding and project listing for the FY 2012-13 Lump Sum Minor Construction Program was approved by the Commission under Resolution FM-11-04.

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 \$443,000 Plumas 02-Plu-70 12.8/16.5	In and near Belden, from 0.8 mile west of Chipps Creek to North Fork River Bridge. The Chips fire that began on July 29, 2012 burned along the north side of Route 70 at this location. Debris, rocks and burnt trees on the steep slope above the highway have the potential of clogging drainage culverts which would damage the roadway structure during heavy rainfall. This project is to clean the roadway shoulders; remove hazardous trees above the highway; install debris racks, check dams, and sediment sumps to keep culverts from clogging; place erosion control, and provide traffic control as necessary. Initial G-11 Allocation 10/19/12: \$443,000 (Additional \$7,000 was allocated for right of way purposes).	02-3525 SHOPP/12-13 0213000042 4 4F8404 Emergency	2011-12 302-0042 SHA 20.20.201.130-	\$443,000
2 \$990,000 Shasta 02-Sha-5 33.8/36.5	Near Shasta Lake City, from 1.6 miles north of the O'Brien Undercrossing to 0.3 mile south of the Gilman Road Overcrossing. On August 1, 2012, a wildfire broke out in the Salt Creek area of Shasta County and burned along both sides of the highway damaging four drainage culverts. This project is to replace the damaged culverts; remove, chip and scatter between 550 and 600 burnt trees with trunks greater than 10-inch diameter; and place erosion control measures where necessary. Initial G-11 Allocation 09/18/12: \$990,000 (Additional \$10,000 was allocated for right of way purposes).	02-3521 SHOPP/12-13 0213000024 4 4F7504 Emergency	2011-12 302-0042 SHA 20.20.201.130-	\$990,000
3 \$850,000 Los Angeles 07-LA-10 21.2	In the city of Los Angeles, at Eastern Avenue westbound freeway off-ramp. On October 12, 2012, a flash flood warning was issued for this area. A high intensity and isolated thunderstorm flooded this area causing the roadway slope at this location to wash out. Mud flow from the slope covered the off-ramp requiring its closure. This project is to rebuild the slope, clear and repair the drainage system in the area, and install erosion control measures on the slope. Initial G-11 Allocation 10/18/12: \$850,000	07-4565 SHOPP/12-13 0713000207 4 3X8504 Emergency	2011-12 302-0042 SHA 20.20.201.130-	\$850,000
4 \$300,000 Riverside 08-Riv-111 16.5	At Flowing Wells, from 0.3 mile east of Johnson Street to 0.7 mile west of Grant Street. On September 11, 2012, a brief intense rainstorm washed out portions of the shoulder and guardrail at this highway location. A headwall and the wing walls of a double 6-foot by 6-foot concrete box culvert were also damaged. This project is to remove debris, stabilize slopes, repair damaged roadway, replace wing walls, repair headwall, and provide traffic control as necessary. Initial G-11 Allocation 09/18/12: \$300,000	08-0087A SHOPP/12-13 0813000034 4 1C7804 Emergency	2011-12 302-0042 SHA 20.20.201.130-	\$300,000
5 \$290,000 Merced 10-Mer-5 21.7/23.7	Near Santa Nella, from Route 33 to the Santa Nella Weigh-In-Motion (WIM) truck scales. The Santa Nella Water District has shut off water to the truck scales as of October 1, 2012. The Water District has metered hundreds of thousands of gallons of water loss over the last summer. This project is to relocate the 3-inch water supply line from the shoulder to the freeway median, repair any possible leaks, and also minimize the possibility of breaching or tapping into the line. This project is to ensure constant supply of potable water to the WIM station necessary for the health and safety of the travelling public and station staff. Initial G-11 Allocation 10/10/12: \$290,000 (Additional \$10,000 was allocated for right of way purposes).	10-3307 SHOPP/12-13 1013000052 4 0X9504 Emergency	2011-12 302-0042 SHA 20.20.201.321-	\$290,000

2.5 Highway Financial Matters

Project# Amount County Dist-Co-Rte Postmile	Location Project Description Allocation History	PPNO Program/Year Project ID Adv. Phase EA	Budget Year Item # Fund Type Program Code	Amount by Fund Type
2.5f. Informational Report – Emergency G-11 Allocations (2.5f.(1))				
6 \$1,400,000 Imperial 11-Imp-111 44.7	Near Calipatria at the "Z" Drain Bridge (Bridge #58-0153). A heavy rainstorm on July 13, 2012 caused severe erosion and undermining of the supporting bridge piles. Temporary falsework is necessary to stabilize the bridge and water has to be diverted away from the bridge. This project is to build two box culverts with wing walls on both the inlet and outlet sides and place rock slope protection on the upstream and downstream sides of the new culverts. Initial G-11 Allocation 09/27/12: \$1,400,000 (Additional \$300,000 was allocated for right of way purposes).	11-0527 SHOPP/12-13 1113000031 4 415804 Emergency	2011-12 302-0042 SHA 20.20.201.130	\$1,400,000
7 \$450,000 San Diego 11-SD-78 2.3	Near Oceanside, at 0.8 mile east of El Camino Real. On March 16, 2012, a sinkhole occurred in the median adjacent to the Number 1 lane. The sinkhole was filled with slurry to stabilize the travel lane. Subsequent close circuit video and ground penetrating radar survey of a metal drainage pipe at this location revealed that due to severe corrosion of the pipe, the slurry inadvertently flowed into the pipe reducing its capacity by 60 percent. This project is to excavate the old metal culvert pipe and replace it with a new reinforced concrete pipe (RCP). Initial G-11 Allocation 10/16/12: \$450,000	11-1082 SHOPP/12-13 1113000028 4 415904 Emergency	2011-12 302-0042 SHA 20.20.201.130	\$450,000

Project # Amount County Dist-Co-Rte Postmile	Location Project Description Allocation History	PPNO Program/Year Prgm'd Amount Project ID Adv. Phase EA	Budget Year Item # Fund Type Program Codes	Amount by Fund Type
Informational Report – SHOPP Safety-Resolution G-03-10 Delegated Allocations (2.5f.(3))				
1 \$1,100,000 Modoc 02-Mod-299 35.7/36.2	Near Alturas from 1.2 miles to 0.9 mile west of Crowder Flat Road. <u>Outcome/Output:</u> Widen existing roadbed by adding paved shoulders and adjust roadway curve super-elevation in order to meet current design standards and reduce the number and severity of traffic collisions along 0.5 centerline mile. Allocation date: 10/23/2012	02-3437 SHOPP/12-13 \$1,293,000 0200020134 4 3E6904	2011-12 302-0042 SHA 302-0890 FTF 20.20.201.010	\$22,000 \$1,078,000
2 \$1,675,000 Nevada 03-Nev-80 R12.3/13.3	In Truckee, from 0.4 mile west to 0.1 mile east of the Donner Pass Overcrossing. <u>Outcome/Output:</u> Install concrete median barrier to reduce the number and severity of cross median collisions along 0.5 centerline miles. Allocation date: 10/19/2012	03-4286 SHOPP/12-13 \$1,774,000 0312000045 4 3F0304	2011-12 302-0042 SHA 302-0890 FTF 20.20.201.010	\$34,000 \$1,641,000
3 \$470,000 Amador 10-Ama-49 6.1	Near Jackson, at Martell/Jackson Gate Road. <u>Outcome/Output:</u> Install traffic signals and intersection lighting to reduce the number and severity of traffic collisions at this location. (Local contribution: \$9,000.) Allocation date: 10/01/2012	10-0343 SHOPP/12-13 \$464,000 1000020041 4 0T1404	2011-12 302-0042 SHA 302-0890 FTF 20.20.201.010	\$9,000 \$461,000
4 \$1,848,000 San Diego 11-SD-163 5.8/8.8	In the city of San Diego, from Genesee Avenue to Mesa College Drive and from 0.5 mile north of Balboa Avenue to Clairemont Mesa Boulevard. <u>Outcome/Output:</u> Install outer separation barrier to reduce the number and severity of collisions. Allocation date: 10/22/2012	11-1025 SHOPP/12-13 \$2,605,000 1100000785 4 403704	2011-12 201-0890 FTF 20.20.201.010	\$1,848,000

2.5 Highway Financial Matters

Project # Amount County Dist-Co-Rte Postmile	Location Project Description Allocation History	PPNO Program/Year Prgm'd Amount Project ID Adv. Phase EA	Budget Year Item # Fund Type Program Codes	Amount by Fund Type
Informational Report – SHOPP Safety-Resolution G-03-10 Delegated Allocations (2.5f.(3))				
5 \$281,000 Orange 12-Ora-39 7.0/7.2	In Westminster, at Hazard Avenue. <u>Outcome/Output:</u> Install safety lighting and modify traffic signals and striping to reduce the number and severity of traffic collisions at this location. Project also makes ADA improvements. (Combined with EA 0L7804, Project ID 1200020199, for construction administration purposes under EA 0L77U4, Project ID 1212000012.) Allocation date: 10/10/2012	12-3157 SHOPP/12-13 \$300,000 1200020197 4 0L7704	2011-12 302-0042 SHA 201-0890 FTF 20.20.201.010	\$6,000 \$275,000
6 \$281,000 Orange 12-Ora-39 9.0/9.2	In Stanton, at Lampson Avenue. <u>Outcome/Output:</u> Install safety lighting and modify traffic signals and striping to reduce the number and severity of traffic collisions at this location. Project also makes ADA improvements. (Combined with EA 0L7704, Project ID 1200020197, for construction administration purposes under EA 0L77U4, Project ID 1212000012.) Allocation date: 10/10/2012	12-3177 SHOPP/12-13 \$300,000 1200020199 4 0L7804	2011-12 302-0042 SHA 302-0890 FTF 20.20.201.010	\$6,000 \$275,000

#	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	5	R31.1	Replace tile, waste connections and floor drains and upgrade bathrooms to comply with ADA.	2E8704	201.250	\$333,000	\$334,000
2	06	Tul	99	23.5	Rehabilitate asphalt concrete pavement on the southbound on-ramp and off-ramp and remove asphalt concrete dikes and curbs.	0N5404	201.120	\$300,000	\$289,000
3	07	LA	1	10.0/11.1	Install traffic signal and upgrade curb ramps.	4T3904	201.310	\$300,000	\$314,000
4	07	LA	L5755		Construct new sand shed and pave yard at Fort Tejon Rest Area.	4T3504	201.352	\$995,000	\$972,000
5	08	SBd	60	Var.	Restripe existing High Occupancy Vehicle (HOV) lanes into continuous HOV lanes.	0G4304	201.310	\$750,000	\$773,000
6	11	Imp	8	R68.5/R69.1	Rehabilitate existing ramps including gore areas and replace four overside drains.	410204	201.120	\$900,000	\$809,000
7	11	Imp	8	R80.3/R81.0	Rehabilitate existing ramps, upgrade metal beam barrier and replace overside drains and dike.	41070	201.120	\$930,000	\$833,000
8	11	SD	Var	Var.	Remove and replace four existing pump stations at various locations on Routes 5 and 8 and repair pump room walls.	297104	201.151	\$1,000,000	\$997,000
9	12	Ora	405	17.9	Upgrade traffic signal systems and remove and replace pavement delineation markings and roadside panels.	0L3004	201.310	\$480,000	\$381,000

Memorandum

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: December 5-6, 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 October 2012 report to the California Transportation Commission (Commission), the California Department of Transportation (Department) has amended 22 new capital projects into the 2012 State Highway Operation and Protection Program (SHOPP), as summarized in the attachment. The Department maintains annual reservations to fund anticipated safety, emergency, and other high priority projects that need to be amended into the 2012 SHOPP. The amendments noted below will be funded from the Major Damage Restoration, Safety Improvements, Bridge Preservation, Roadway Preservation and Mobility Reservations.

2012 SHOPP Summary of New Projects by Category	No.	FY 2012/13 (\$1,000)	FY 2013/14 (\$1,000)	FY 2014/15 (\$1,000)	FY 2015/16 (\$1,000)
Major Damage Restoration	8	\$5,261	\$2,000		
Collision Reduction	7		\$2,010	\$1,064	\$42,565
Bridge Preservation	3			\$30,348	
Roadway Preservation	3	\$41,200	\$28,000		
Mobility	1	\$300			
Total Amendments	22	\$46,761	\$32,010	\$31,412	\$42,565

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 22 capital projects amended into the 2012 SHOPP.

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

Attachment

List of New 2012 SHOPP Capital Project Amendments

This list provides an overview of projects the Department has amended into the 2012 SHOPP since the October 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. Dist. Perf. Meas.
Major Damage Restoration						
12H-140 6647	6-Ker-58 67.8 0N401 06 1300 0086	Near Edison, at Neumarkle Road Undercrossing (Bridge No. 0229L/R). Repair drainage channel.	\$2 (R/W) \$509 (C)	12/13	PA & ED PS & E RW Sup Con Sup <u>Total</u> \$4 \$41 \$1 \$72 \$118	201.131 Assembly: 34 Senate: 16 Congress: 23 1 Location
12H-142 3525	2-Plu-70 12.8/16.5 4F840 02 1300 0042	In and near Belden, from west of Chipps Creek Bridge to North Fork River Bridge. Repair wildfire damage.	\$7 (R/W) \$443 (C)	12/13	PA & ED PS & E RW Sup Con Sup <u>Total</u> \$23 \$13 \$10 \$65 \$111	201.130 Assembly: 3 Senate: 1 Congress: 4 1 Location
12H-143 3521	2-Sha-5 33.8/36.5 4F750 02 1300 0024	Near Shasta Lake City, from north of O'Brien Undercrossing to south of Gilman Road. Repair fire damage.	\$10 (R/W) \$990 (C)	12/13	PA & ED PS & E RW Sup Con Sup <u>Total</u> \$45 \$45 \$10 \$100 \$200	201.130 Assembly: 2 Senate: 4 Congress: 2 1 Location
12H-144 4565	7-LA-10 21.2 3X850 07 1300 0207	In the city of Los Angeles, on westbound Eastern Avenue freeway off-ramp. Repair failed slope.	\$850 (C)	12/13	PA & ED PS & E RW Sup Con Sup <u>Total</u> \$0 \$0 \$0 \$100 \$100	201.130 Assembly: 49 Senate: 24 Congress: 31 1 Location
12H-145 0087A	8-Riv-111 16.5 1C780 08 1300 0034	At Flowing Wells, from east of Johnson Street to west of Grant Street. Repair roadway.	\$300 (C)	12/13	PA & ED PS & E RW Sup Con Sup <u>Total</u> \$10 \$15 \$0 \$90 \$115	201.130 Assembly: 80 Senate: 40 Congress: 45 1 Location
12H-147 0527	11-Imp-111 44.7 41580 11 1300 0031	Near Calipatria, at the "Z" Drain Bridge No. 58-0153. Construct two box culverts.	\$300 (R/W) \$1,400 (C)	12/13	PA & ED PS & E RW Sup Con Sup <u>Total</u> \$0 \$20 \$15 \$75 \$110	201.130 Assembly: 80 Senate: 40 Congress: 51 1 Location
12H-148 1082	11-SD-78 2.3 41590 11 1300 0028	Near Oceanside, at 0.8 mile east of El Camino Real. Replace failed culvert.	\$450 (C)	12/13	PA & ED PS & E RW Sup Con Sup <u>Total</u> \$20 \$0 \$0 \$75 \$95	201.130 Assembly: 74 Senate: 38 Congress: 50 1 Location

Amend # PPNO	Dist-Co-Rte PM EA Project ID	Project Location and Description of Work	R/W Cost Const. Cost (\$1,000)	FY	Support Costs (\$1,000)	Program Code Leg. /Congr. Dist. Perf. Meas.	
Major Damage Restoration (continued)							
12H-153 4619	7-LA-39 21.7/22.0 3X820 07 1300 0218	Near Azusa, in Angeles National Forest on San Gabriel Canyon Road. Repair eroded slopes by constructing retaining wall.	\$2,000 (C)	13/14	PA & ED PS & E RW Sup Con Sup Total	\$10 \$585 \$5 \$600 \$1,200	201.131 Assembly: 59 Senate: 29 Congress: 26 2 Locations
Collision Reduction							
12H-132 6622	6-Kin-198 R8.9/R10.6 0N180 06 0002 0552	In and near Lemoore, from 0.5 mile west to 1.2 miles east of 19 th Avenue. Construct median barrier.	\$9 (R/W) \$3,391 (C)	15/16	PA & ED PS & E RW Sup Con Sup Total	\$224 \$433 \$13 \$305 \$975	201.010 Assembly: 30 Senate: 16 Congress: 20 17 Collisions reduced
12H-134 0023A	8-Riv-62 R6.9/9.2 0R750 08 1200 0168	Near Desert Hot Springs, from east of Indian Avenue to Hess Boulevard. Install median barrier markers and rumble strips.	\$457 (C)	14/15	PA & ED PS & E RW Sup Con Sup Total	\$207 \$249 \$3 \$121 \$580	201.010 Assembly: 80 Senate: 37 Congress: 41 8 Collisions reduced
12H-137 7010	1-Hum-101 123.8/124.3 0C510 01 1200 0290	Near Orick, at Davidson Road; also in Del Norte County on Route 199 at 1.4 and 1.8 miles east of Route 101. High friction pavement surface treatment.	\$805 (C)	13/14	PA & ED PS & E RW Sup Con Sup Total	\$48 \$75 \$21 \$96 \$240	201.010 Assembly: 1 Senate: 2 Congress: 1 132 Collisions reduced
12H-138 2385	5-SB-101 27.0/28.1 1C340 05 1200 0120	In and near Goleta, from north of Cathedral Oaks Road to south of Dos Pueblos Creek. Construct median barrier and shoulder rumble strips.	\$5 (R/W) \$1,200 (C)	13/14	PA & ED PS & E RW Sup Con Sup Total	\$150 \$400 \$5 \$400 \$955	201.010 Assembly: 37 Senate: 19 Congress: 24 15 Collisions reduced
12H-139 2381	5-SCr-1 20.4/30.6 1C310 05 1200 0117	Near the city of Santa Cruz, from Shaffer Road to Swanton Road. Install rumble strips.	\$607 (C)	14/15	PA & ED PS & E RW Sup Con Sup Total	\$110 \$225 \$3 \$145 \$483	201.010 Assembly: 29 Senate: 17 Congress: 18 102 Collisions reduced
12H-154 0207J	8-SBd-40 0.0/R25.0 0R120 08 1200 0026	In and near Barstow and Newberry Springs, from Route 15 to east of Fort Cady Road. Regrade median cross-slope.	\$2,100 (R/W) \$17,400 (C)	15/16	PA & ED PS & E RW Sup Con Sup Total	\$1,537 \$2,157 \$183 \$2,345 \$6,222	201.015 Assembly: 34 Senate: 18 Congress: 41 75 Collisions reduced
12H-155 0206Y	8-SBd-40 R50.0/R75.0 0R160 08 1200 0029	Near Ludlow, from Crucero Road to Banger Wash. Regrade median cross-slope.	\$2,065 (R/W) \$17,600 (C)	15/16	PA & ED PS & E RW Sup Con Sup Total	\$1,537 \$2,157 \$190 \$2,418 \$6,302	201.015 Assembly: 34 Senate: 18 Congress: 41 75 Collisions reduced

Amend # PPNO	Dist-Co-Rte PM EA Project ID	Project Location and Description of Work	R/W Cost Const. Cost (\$1,000)	FY	Support Costs (\$1,000)		Program Code Leg. / Congr. Dist. Perf. Meas.
Bridge Preservation							
12H-133 4497	7-LA-47 0.9/2.0 29070 07 1200 0076	In the city of Los Angeles, at Vincent Thomas Bridge No. 53-1471. Repair failing seismic and structural elements.	\$28,750 (C)	14/15	PA & ED PS & E RW Sup Con Sup <u>Total</u>	\$0 \$4,000 \$10 <u>\$5,000</u> \$9,010	201.113 Assembly: 54 Senate: 25 Congress: 46 1 Bridge
12H-135 1066	11-SD-79 0.1/29.5 40800 11 0002 0480	At various locations, from Samagatuma Creek to Matagual Creek Bridge. Replace bridge railing at 4 bridges.	\$20 (R/W) \$1,267 (C)	14/15	PA & ED PS & E RW Sup Con Sup <u>Total</u>	\$0 \$546 2 <u>\$309</u> \$857	201.112 Assembly: 66, 75 Senate: 36, 37 Congress: 48, 52 1,057 Linear feet
12H-150 3087	1-Lak-29 0.2 38560 01 1200 0022	Near Middletown, at St. Helena Creek Bridge No.14-0052. Scour prevention.	\$11 (R/W) \$300 (C)	14/15	PA & ED PS & E RW Sup Con Sup <u>Total</u>	\$71 \$112 \$16 <u>\$134</u> \$333	201.119 Assembly: 1 Senate: 2 Congress: 1 1 Bridge
Roadway Preservation							
12H-141 0309N	7-LA-10 33.2/37.2 1170U 07 0000 0085	In Baldwin Park and West Covina, from 0.1 mile west of Puente Avenue to 0.2 mile east of Hollenbeck Street. Replace asphalt with concrete pavement, and replace median barriers, signs, lighting, ramp meters and improve drainage.	\$34,200 (C)	12/13	PA & ED PS & E RW Sup Con Sup <u>Total</u>	\$0 \$0 \$0 <u>\$0</u> \$0	201.121 Assembly: 57 Senate: 24 Congress: 32 8 Lane miles
12H-151 2808	7-LA-5 0.0/1.5 21592 07 0000 1832	In La Mirada and Santa Fe Springs, from Artesia Boulevard to Coyote Creek Overcrossing (Segment 2). Replace asphalt with concrete pavement; replace median barriers, signs, lighting, and ramp meters; and improve drainage.	\$28,000 (C)	13/14	PA & ED PS & E RW Sup Con Sup <u>Total</u>	\$0 \$0 \$0 <u>\$0</u> \$0	201.121 Assembly: 57 Senate: 24 Congress: 32 2 Lane miles
12H-152 4156	7-LA-5 5.9/6.8 21595 07 0000 1835	In Norwalk and Santa Fe Springs, from south of Orr and Day Road to Route 605. Replace median barrier, signs, lighting, and ramp meters; and improve drainage.	\$7,000 (C)	12/13	PA & ED PS & E RW Sup Con Sup <u>Total</u>	\$0 \$0 \$0 <u>\$0</u> \$0	201.121 Assembly: 57 Senate: 24 Congress: 32 6 Lane miles
Mobility							
12H-146 3307	10-Mer-5 21.7/23.7 0X950 10 1300 0052	Near Santa Nella, from Route 33 to Santa Nella Weigh-in Motion truck scales. Relocate waterline.	\$10 (R/W) \$290 (C)	12/13	PA & ED PS & E RW Sup Con Sup <u>Total</u>	\$7 \$20 \$2 <u>\$30</u> \$59	201.321 Assembly: 26 Senate: 12 Congress: 18 1 Location

Memorandum

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: December 5-6, 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) 2011-12 and FY 2012-13.

In FY 2011-12, the California Transportation Commission (Commission) voted 355 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 November 2, 2012, 309 projects totaling \$3.4 billion have been awarded. Funding for two projects has lapsed.

In FY 2012-13, the Commission has voted 107 state-administered STIP, SHOPP, and Proposition 1B projects on the State Highway System. As of November 2, 2012, 22 projects totaling \$46.3 million have been awarded.

BACKGROUND:

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

FY 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	89	1	\$1,440,521	0	39	76
September 2011	18	\$76,605	18	0	\$68,050	0	7	12
October 2011	18	\$166,249	18	0	\$159,284	0	4	11
December 2011	21	\$264,582	21	0	\$170,911	0	15	15
January 2012	28	\$274,056	28	0	\$186,410	0	17	24
February 2012	9	\$155,085	8	1	\$108,819	0	3	4
March 2012	32	\$217,923	32	0	\$203,616	0	17	21
April 2012	27	\$659,617	24	0	\$526,596	0	12	21
May 2012	43	\$574,297	29	0	\$164,169	3	12	18
June 2012	69	\$731,349	42	0	\$328,478	14	26	30
TOTAL	355	\$4,984,045	309	2	\$3,356,854	44	152	232

- 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 2012-13 Allocations

Month Allocated	No. Projects Voted	Voted Projects \$ X 1000	No. Projects Awarded	No. Projects Funds Lapse	Awarded Projects \$ X 1000	No. Projects Pending Bid Opening/Award	No. Projects Awarded within 4 months	No. Projects Awarded within 6 months
August 2012	74	\$484,107	14	0	\$35,131	60	5	7
September 2012	15	\$88,281	2	0	\$650	13	2	2
October 2012	18	\$35,814	6	0	10,500	12	6	6
TOTAL	107	\$608,202	22	0	\$46,281	85	13	15

- 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 12-13 table includes projects with financial contribution only, Department delegated safety, and emergency projects.

Attachment

FY 2011-12 Project Allocation Status

Dist	PPNO	EA	Co	Rte	Work Description	Allocation Date	Award Deadline	Allocation Amount	Project Status
04	0749D	3A23U	SON	101	Widen rdways and ramps, place HMA, const SWs, widen and const bridges.	25-Apr-12	31-Oct-12	\$19,608	Bids opened 10/17/2012. Pending award.
05	1963	0M970	SCR	1	Reconstruct Metal Beam Guardrailing.	25-Apr-12	31-Oct-12	\$1,785	Delay to award due to PS&E revision. Concurrent time extension is being requested.
04	0425G	0G130	SCL	82	Install signal and lighting, upgrade curb ramps.	30-Apr-12	31-Oct-12	\$615	Delay to award due to ongoing negotiations with current bidder. Concurrent time extension is being requested.
02	3422	2E510	SHA	299	Curve Improvement with HMA over AB.	23-May-12	30-Nov-12	\$11,500	Delay to award due to various bid issues and pending Finance Letter. Concurrent time extension is being requested.
02	3291	3C920	SIS	5	Replace Bridge Deck	23-May-12	30-Nov-12	\$8,200	Delay to award due to bid rejections and a current pending supplemental funds request. Concurrent time extension is being requested.
03	5099	2F260	PLA	80	Place anchor mesh cable system to stabilize cut slope	23-May-12	30-Nov-12	\$1,030	Bids opened 7/18/2012. Pending award.
04	0521F	15320*	SCL	680	Widen ramps, and install traffic operations system.	23-May-12	30-Nov-12	\$9,430	Bids opened 10/2/2012. Pending award.
	0024		ALA	VAR				\$6,245	
04	1067A	1A902	SF	1	Stabilize embankment.	23-May-12	30-Nov-12	\$3,500	Project to be awarded by deadline.
04	0112B	2908C*	ALA	580	Roadway Widening and Rehabilitation.	23-May-12	30-Nov-12	\$42,821	Bids opened 9/19/2012. Pending award.
	0045H	4G570*						\$16,400	
04	0112E	2908V*	ALA	580	Widen freeway, bridges, and HMA surfacing.	23-May-12	30-Nov-12	\$19,028	Bids opened 10/5/2012. Pending award.
	0832M	4G530*						\$5,000	
04	0036J	3A922	ALA	880	Widen mainline and bridge for HOV lane	23-May-12	30-Nov-12	\$32,000	Bids opened 10/12/2012. Pending award.
07	3985	1218W	LA	5	Realign Route 5 and railroad tracks and reconfigure on- and off-ramps.	23-May-12	30-Nov-12	\$224,198	Bids opened 10/4/2012. Pending award.
08	0068J	0P960	RIV	79	Install ground-in rumble strips and reflective markers.	23-May-12	30-Nov-12	\$190	Project to be awarded by deadline.
11	0842	28960	IMP	86	Replace PCC slabs and electrical loops, grind pavement.	23-May-12	30-Nov-12	\$696	Delay to award due to bid rejections. Concurrent time extension is being requested.
02	3256	0E450	TEH	5	Place mulch and construct maintenance pullouts	27-Jun-12	31-Dec-12	\$1,400	Bids opened 9/7/2012. Pending award.
02	3085	37430	TRI	299	Widen Concrete Bridge, Upgrade Bridge Rail	27-Jun-12	31-Dec-12	\$1,400	Bids opened 8/7/2012. Pending award.
03	2942	1F740	COL	20	Pavement Rehabilitation	27-Jun-12	31-Dec-12	\$9,268	Bids opened 9/11/2012. Pending award.
04	0624F	0G170	SM	1	Install signal and lighting.	27-Jun-12	31-Dec-12	\$460	Bids opened 10/10/2012. Pending award.
04	0360M	2640G	MRN	101	Widen Bridge and HMA Roadway and Construct Median Barrier	27-Jun-12	31-Dec-12	\$4,000	Bids opened 9/14/2012. Pending award.
04	0360R	2640K	SON	101	Widen Route 101, Reconstruct Lakeville Hwy Interchange	27-Jun-12	31-Dec-12	\$28,000	Bids opened 10/10/2012. Pending award.
04	0521J	4G100	ALA	680	Ramp widening, ramp metering, TOS elements, and retaining walls	27-Jun-12	31-Dec-12	\$6,000	Bids opened 9/28/2012. Pending award.
04	0829F	4S030	NAP	128	Replace roadway section with lightweight concrete and upgrade drainage	27-Jun-12	31-Dec-12	\$1,398	Bids opened 10/16/2012. Pending award.
06	6457	0K540	TUL	63	Widen intersection and install signal.	27-Jun-12	31-Dec-12	\$377	Bids opened 9/14/2012. Pending award.

FY 2011-12 Project Allocation Status

Dist	PPNO	EA	Co	Rte	Work Description	Allocation Date	Award Deadline	Allocation Amount	Project Status
06	6400A	36021	TUL	99	Widening freeway from 4-lane to 6-lane	27-Jun-12	31-Dec-12	\$40,000	Bids opened 9/14/2012. Pending award.
06	5346	47100	MAD	99	Reconstruct Interchange	27-Jun-12	31-Dec-12	\$41,600	Bids opened 10/24/2012. Pending award.
07	3869	25910	LA	VAR	Construct storm water treatment BMPS.	27-Jun-12	31-Dec-12	\$2,900	Project advertised on 10/1/2012. Bid opening date 11/8/2012.
07	4222	27890	VEN	101	Electrical work and reroofing of the inspection building	27-Jun-12	31-Dec-12	\$516	Bids opened 10/18/2012. Pending award.
07	4395	2X950	LA	405	Repair slope erosion by paving and planting.	27-Jun-12	31-Dec-12	\$1,688	Bids opened 9/6/2012. Pending award.
07	4385	4Y750	LA	VAR	Treat bridge deck, replace joint seals and approach slabs.	27-Jun-12	31-Dec-12	\$1,255	Bids opened 8/30/2012. Pending award.
08	0168Q	0H130	SBD	15	Construct interchange.	27-Jun-12	31-Dec-12	\$12,972	Project to be awarded by deadline.
08	0252T	0H330**	RIV	215	Construct retaining walls, bridges and widen roadway with HMA	27-Jun-12	31-Dec-12	\$12,258	Bids opened 10/11/2012. Pending award.
	0041G	0M940**	SBD					\$70,718	
	0243E	0P510**	SBD					\$3,088	
08	0207A	0K250	SBD	40	HMA overlay and metal beam guard railing.	27-Jun-12	31-Dec-12	\$25,871	Bids opened 11/1/2012. Pending award.
08	0211R	0K260	SBD	40	Cold plane and overlay, upgrade MBGR, dikes, replace oveside drains.	27-Jun-12	31-Dec-12	\$23,101	Project advertised on 9/24/2012. Bid opening date 11/8/2012.
08	0212H	0K270	SBD	40	Mill, overlay AC, Metal Beam Guard Rails, dikes and Over side Drains	27-Jun-12	31-Dec-12	\$30,262	Project advertised on 10/1/2012. Bid opening date 11/15/2012.
08	0195K	0N410	SBD	210	Construct concrete barrier	27-Jun-12	31-Dec-12	\$1,988	Bids opened 10/11/2012. Pending award.
08	0224M	0Q730	SBD	62	Pavement Rehabilitation	27-Jun-12	31-Dec-12	\$19,979	Project advertised on 9/24/2012. Bid opening date 12/6/2012.
08	0024X	44830	RIV	15	Cold plane & place HMA pvmt & place polyester conc on 4 bridge decks.	27-Jun-12	31-Dec-12	\$18,179	Bids opened 10/18/2012. Pending award.
11	1047	40950	SD	75	Clean and paint San Diego-Coronado bridge spans 26-29.	27-Jun-12	31-Dec-12	\$2,557	Project advertised on 9/4/2012. Bid opening date 11/15/2012.
* Denotes same project with multiple funding sources.									
** EA's 0H330, 0M940 and 0P510 to be combined under parent EA 0M94U									

Memorandum

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: December 5-6, 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, FY 2011-12 and FY 2012-13.

In FY 2010-11, the California Transportation Commission (Commission) allocated \$94,213,000 to construct 71 locally-administered STIP projects. As of October 22, 2012, 66 projects totaling \$86,578,000 have been awarded and time extension requests have been approved for three projects. These three 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 \$105,182,000 to construct 77 locally-administered STIP projects. As of October 22, 2012, 31 projects totaling \$44,844,000 have been awarded, seven projects have been approved for a time extensions and concurrent time extensions are being requested for 12 projects. In addition, two projects have requested time extensions at the October 2012 Commission meeting. One project (PPNO 06-B002P) has lapsed. The remaining 24 projects are on track for award.

In FY 2012-13, the Commission has allocated \$9,775,000 construct 12 locally-administered STIP projects. As of October 22, 2012, no projects have been awarded.

BACKGROUND:

Resolution G-06-08, adopted June 8, 2006, requires projects to be ready to proceed to construction within six months of allocation. The policy also requires Caltrans 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	1	0
February 2011	0	\$0	0	0	0	0	0
March 2011	11	\$4,960	10	1	0	1	7
May 2011	8	\$4,994	8	0	0	3	5
June 2011	25	\$15,300	23	0	2	1	16
TOTAL	71	\$94,213	66	2	3	8	42

FY 2011-12 Allocations

Month Allocated	No. Projects Voted	Voted Projects \$ X 1000	No. Projects Awarded	No. Projects Lapse	No. Projects Pending Award	No. Projects Awarded within 4 months	No. Projects Awarded within 6 months
July 2011	0	\$0	0	0	0	0	0
August 2011	5	\$19,418	5	0	0	0	3
September 2011	2	\$1,007	2	0	0	0	2
October 2011	1	\$501	1	0	0	0	1
December 2011	7	\$4,666	5	1	1	0	5
January 2012	7	\$5,089	5	0	2	1	4
February 2012	7	\$13,614	6	0	1	2	4
March 2012	3	\$2,633	1	0	2	0	1
April 2012	8	\$4,644	2	0	6	2	0
May 2012	7	\$6,191	0	0	7	0	0
June 2012	30	\$47,419	4	0	26	4	0
TOTAL	77	\$105,182	31	1	45	9	20

FY 2012-13 Allocations

Month Allocated	No. Projects Voted	Voted Projects \$ X 1000	No. Projects Awarded	No. Projects Lapse	No. Projects Pending Award	No. Projects Awarded within 4 months	No. Projects Awarded within 6 months
July 2012	0	\$0	0	0	0	0	0
August 2012	9	\$6,577	0	0	9	0	0
September 2012	3	\$3,198	0	0	3	0	0
TOTAL	12	\$9,775	0	0	12	0	0

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

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

Agency Name	Project Title	PPNO	Allocation Date	Award Deadline	Allocation Amount	Project Status
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 Lindsay	Government Center Plaza	06-D022	23-Jun-11	31-Aug-13 ⁽²⁾	\$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 ⁽²⁾	\$167,000	The project will be awarded by the extended deadline.
City of Anaheim	Edison Right of Way Bike Path project	12-2135V	15-Dec-11	31-May-13 ⁽³⁾	\$494,000	The project will be awarded by the extended deadline.
City of Shafter	Santa Fe Way Beautification project	06-6558	25-Jan-12	31-Mar-13 ⁽⁴⁾	\$140,000	The project will be awarded by the extended deadline.
Ventura County Transportation Commission	Piru Commuter Bicycle Path project	07-3565I	25-Jan-12	31-Mar-13 ⁽⁴⁾	\$479,000	The project will be awarded by the extended deadline.
City of Bakersfield	Landscape Improvements on Stockdale Highway	06-6560	23-Feb-12	28-Feb-13 ⁽⁴⁾	\$120,000	The project will be awarded by the extended deadline.
San Francisco DPW	Arelious Walker Stairway Improvement project	04-9098J	29-Mar-12	31-Dec-12 ⁽⁵⁾	\$918,000	The project will be awarded by the extended deadline.
Los Angeles County	Vermont Avenue Median Landscaping – Phase II project	07-4094	29-Mar-12	31-Jan-13 ⁽⁵⁾	\$1,575,000	The project will be awarded by the extended deadline.
San Francisco DPW	Point Lobos Streetscape Improvement project	04-9098H	26-Apr-12	30-Apr-13 ⁽⁵⁾	\$408,000	The project will be awarded by the extended deadline.
University of California at Davis	UC Davis Hutchinson Corridor project	03-3193	26-Apr-12	31-Oct-12	\$1,455,000	A 3-month extension was requested at the October meeting.
City of El Cerrito	Improvements to Moeser and Ashby Pedestrian	04-2025F	26-Apr-12	31-Oct-12	\$977,000	A concurrent 4-month extension is being requested
City of Mill Valley	Sycamore Avenue Improvement project	04-2127R	26-Apr-12	31-Oct-12	\$282,000	A 12-month extension was requested at the October meeting.
City of Laguna Beach	Broadway Gateway Beautification project	12-2135X	26-Apr-12	31-Oct-12	\$489,000	The project will be awarded by the deadline.
City of Mission Viejo	Marguerite Parkway Median Island/Civic Center project	12-2135Y	26-Apr-12	31-Oct-12	\$418,000	A concurrent 2-month extension is being requested
Shasta County	East Redding Bike Lanes – Phase 2	02-2490	23-May-12	30-Nov-12	\$2,294,000	A concurrent 3-month extension is being requested
City of Gilroy	Gilroy School Crossing, Sidewalks and Bike Lanes	04-2255H	23-May-12	30-Nov-12	\$697,000	The project will be awarded by the deadline.
City of Los Altos	SR2 Los Altos Hills School Project	04-2255G	23-May-12	30-Nov-12	\$800,000	The project will be awarded by the deadline.
Kern County	Kernville Walkable Communities Pedestrian Improvements	06-6556	23-May-12	30-Nov-12	\$775,000	A concurrent 3-month extension is being requested
Mono County	School Street Plaza Project	09-2523	23-May-12	30-Nov-12	\$225,000	The project will be awarded by the deadline.
City of Stockton	Airport Way Streetscape/Beautification Project	10-0205	23-May-12	30-Nov-12	\$900,000	A concurrent 6-month extension is being requested
City of Dana Point	Pacific Coast Highway Median Enhancement, Phase III project	12-2135Z	23-May-12	30-Nov-12	\$500,000	The project will be awarded by the deadline.
Humboldt County	Trinidad Pier and Harbor Enhancements	01-0302L	28-Jun-12	31-Dec-12	\$155,000	The project will be awarded by the deadline.
Siskiyou County	Bridge Preventive Maintenance Program Phase 1	02-2479	28-Jun-12	31-Dec-12	\$208,000	The project will be awarded by the deadline.
Tehama County	99W Overlay	02-2503	28-Jun-12	31-Dec-12	\$2,333,000	The project will be awarded by the deadline.
Siskiyou County	Bridge Preventive Maintenance Program Phase 2	02-2504	28-Jun-12	31-Dec-12	\$222,000	The project will be awarded by the deadline.
Sierra County	Ridge Road Rehabilitation	03-1L61	28-Jun-12	31-Dec-12	\$2,304,000	The project will be awarded by the deadline.

CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

Reference No.: 3.2b.
Aug 22, 2012
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El Dorado County	Class 1 Bike Path - New York Creek East	03-1216	28-Jun-12	31-Dec-12	\$170,000	The project will be awarded by the deadline.
Glenn County	Hamilton City Pedestrian Improvement	03-1317	28-Jun-12	31-Dec-12	\$308,000	The project will be awarded by the deadline.
City of Hercules	Hercules Intercity Rail Station	04-2011F	28-Jun-12	31-Dec-12	\$1,097,000	A concurrent 9-month extension is being requested
City of Hercules	Sand Francisco Bay Trail - Bio-Rad Segment	04-2025E	28-Jun-12	31-Dec-12	\$862,000	A concurrent 9-month extension is being requested
City of Culver City	Pedestrian Improvement for Intersections with Bus.	07-4090	28-Jun-12	31-Dec-12	\$634,000	A concurrent 12-month extension is being requested
City of Los Angeles	Larchmont Medians Phase 2	07-4312	28-Jun-12	31-Dec-12	\$435,000	The project will be awarded by the deadline.
San Francisco Municipal Transportation Agency	Church and Duboce Bike and Pedestrian Enhancements	04-9098D	28-Jun-12	31-Dec-12	\$341,000	The project will be awarded by the deadline.
San Francisco Municipal Transportation Agency	Sunset Blvd Pedestrian Safety Project	04-9098F	28-Jun-12	31-Dec-12	\$464,000	The project will be awarded by the deadline.
City of Visalia	Saint Johns River Bicycle Path	06-D019	28-Jun-12	31-Dec-12	\$159,000	The project will be awarded by the deadline.
City of Tulare	Santa Fe Trail Lighting	06-6524	28-Jun-12	31-Dec-12	\$397,000	The project will be awarded by the deadline.
Tulare County	Pixley Main Street	06-6539	28-Jun-12	31-Dec-12	\$190,000	The project will be awarded by the deadline.
City of Bakersfield	Westside Parkway Phase 6, Stockdale/Heath Tie-in	06-8705H	28-Jun-12	31-Dec-12	\$26,000,000	The project will be awarded by the deadline.
Ventura County	Ponderosa Drive Landscaping	07-3565K	28-Jun-12	31-Dec-12	\$1,017,000	The project will be awarded by the deadline.
City of Los Angeles	Tree Planting various locations	07-4316	28-Jun-12	31-Dec-12	\$859,000	The project will be awarded by the deadline.
Mono County	Bridgeport Street Rehabilitation	09-2021	28-Jun-12	31-Dec-12	\$2,119,000	A concurrent 6-month extension is being requested
Mono County	Lee Vining Street Rehabilitation	09-2558	28-Jun-12	31-Dec-12	\$2,047,000	A concurrent 6-month extension is being requested
Sand Joaquin Regional Transit District	Airport Way Bust Rapid Transit Corridor Enhancement	10-0204	28-Jun-12	31-Dec-12	\$124,000	The project will be awarded by the deadline.
City of Turlock	Landscape Median Golden State Blvd/1700 Ft. South	10-0225	28-Jun-12	31-Dec-12	\$459,000	The project will be awarded by the deadline.
City of Brawely	Cattle Call Park Bicycle & Pedestrian Improvement/Landscaping	11-0588B	28-Jun-12	31-Dec-12	\$725,000	The project will be awarded by the deadline.
San Diego Association of Governments	Bayshore Bikeway Segments 4 & 5	11-7421S	28-Jun-12	31-Dec-12	\$995,000	A concurrent 20-month extension is being requested
San Diego Association of Governments	Coastal Rail Trail	11-7421Z	28-Jun-12	31-Dec-12	\$1,517,000	A concurrent 9-month extension is being requested
Grand Total					\$65,723,000	

- (1) This extended deadline was approved in June 2011 (Waiver-11-42).
- (2) This extended deadline was approved in January 2012 (Waiver-12-02).
- (3) This extended deadline was approved in June 2012 (Waiver-12-45)
- (4) This extended deadline was approved in Aug 2012 (Waiver-12-54)
- (5) This extended deadline was approved in Sep 2012 (Waiver-12-59)

Memorandum

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: December 5-6, 2012

Reference No.: 3.3
Information Item

From: NORMA ORTEGA
Chief Financial Officer

Prepared By: Fardad Falakfarsa
Program Manager
Recovery Act

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

SUMMARY:

The California Department of Transportation (Department) is implementing the American Recovery and Reinvestment Act of 2009 (Recovery Act) and has committed to report to the California Transportation Commission (Commission) as to the status of the implementation. This includes reporting on the amount of Recovery Act funds certified, obligated and awarded for state and local highway and transit projects to date. Attached is the current status report for state and regional agency projects as of October 31, 2012 or noted on attachments.

BACKGROUND:

The Recovery Act is a job and economic stimulus bill intended to help restart the nation's economy and stimulate employment during the worst economic downturn in over 70 years. In drafting this bill, President Obama and Congress recognized that investment in transportation infrastructure is one of the ways to create and sustain jobs, stimulate economic development, and leave a legacy to support the financial well-being of the generations to come. Nationally, the bill provides more than \$48 billion for transportation infrastructure and the state transportation departments and stakeholders were tasked to quickly move forward with mobility projects that bring real value to the local, state, and national economy.

The Recovery Act apportions, in formula programs, approximately \$2.57 billion for highways, local streets and roads in California. These funds are segregated by federal and state law to provide approximately \$1.6 billion to the regions (including \$48 million for Transportation Enhancement) and \$964 million to the state (including \$29 million for Transportation Enhancement). As of the September 30, 2010 obligation deadline, all remaining apportionments were obligated on 982 federally eligible projects.

California has received apportionments for transit formula grants in the amount of \$1.068 billion for urban (Section 5307), non-urban (Section 5311) and fixed guideway (Section 5309) projects. As of the September 30, 2010 deadline, all apportionments have been obligated to eligible transit projects.

The Recovery Act also provides \$8 billion nationally for Capital Assistance for High Speed Rail Corridors. In late January of 2010, the Federal Railroad Administration announced that the San Diego-Los Angeles-San Luis Obispo (Surf liner), Oakland-Sacramento (Capital) corridors and the statewide upgrade of emissions control for locomotives received approximately \$165 million in funding for specific projects. The rail funds remain available until September 30, 2012. The Department has obligated approximately \$165 million for ten projects.

The Department was also awarded \$951,431, by the US Environmental Protection Agency, from the National Clean Diesel Grant Program to retrofit 55 non-road engines with emission control devices. The Department also received \$1.4 million for On the Job Training Supportive Services (OJTSS) for nine projects; the Federal Highway Administration and the Department determined five projects do not meet the requirements of the OJTSS Grant Program and as of June 30, 2011, all five projects were 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 8 projects by \$5.5 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, 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																	
October 31, 2012																	
Appropriation ¹		Obligations							Awards ³			Outlays ⁵		Closed	Forecast of Inactive Obligations ⁶		
Recovery Dollars	Appropriation Source	Projects ^(2A)	Recovery Dollars ² 9/30/2010	Projects Deobligated	Deobligations ¹²	Total Recovery Dollars	Obligation Adjustments ^{2B}	Adjusted Total Recovery Dollars	Projects	Recovery Dollars	Total Leveraged Dollars ⁴	Projects	Recovery Dollars	Projects	Projects	Recovery Dollars	
State⁹	\$972,275,620	State Highway System Projects															
	State	94	\$708,151,180	33	\$ 8,570,970	\$699,580,210	\$3,934,716	\$703,514,926	94	\$703,514,926	\$829,109,818	94	\$649,242,596	35			
	State (Locally Administered) ¹¹	5	\$9,577,570			\$9,577,570	\$70,181	\$9,647,751	5	\$9,647,751	\$12,741,189	5	\$8,430,314				
	State & Region (State and Region \$) ⁷	7	\$572,205,891			\$572,205,891	\$469,712	\$572,675,603	7	\$572,675,603	\$1,373,524,251	7	\$521,219,109				
	Region (State Administered, Region \$)	16	\$303,410,205.00	2	\$2,834,750	\$300,575,455		\$300,575,455	16	\$300,575,455	\$383,411,659	16	\$276,153,271	2			
	Region ⁸ (Region \$)	20	\$78,501,879	3	\$2,106,180	\$78,449,773		\$78,449,773	20	\$78,449,773	\$167,632,388	20	\$67,636,504	5			
	Subtotal	142	\$1,671,846,725	38	\$11,457,826	\$1,660,388,899	\$4,474,609	\$1,664,863,508	142	\$1,664,863,508	\$2,766,419,305	142	\$1,522,681,793	42	0	\$0	
Region⁹	\$1,597,292,700	Local Highway System Projects⁸															
	Region	837	\$865,277,740	335	\$17,547,803	\$847,729,937	\$1,067,178	\$848,797,115	835	\$848,797,115	\$1,095,027,502	835	\$815,390,031	696	1	\$793,132	
	State & Region (State and Region \$)	2	\$2,501,985			\$2,501,985		\$2,501,985	2	\$2,501,985	\$3,516,730	2	\$2,501,985	1			
	State	1	\$1,200,000			\$1,200,000		\$1,200,000	1	\$1,200,000	\$1,200,000	1	\$1,200,000				
	Subtotal	840	\$868,979,725	335	\$17,547,803	\$851,431,922	\$1,067,178	\$852,499,100	838	\$852,499,100	\$1,099,744,232	838	\$819,092,016	697	1	\$793,132	
Flex¹⁰	(\$28,741,870)																
Total	\$2,540,826,450	Total	982	\$2,540,826,450	373	\$29,005,630	\$2,511,820,820	\$5,541,787	\$2,517,362,607	980	\$2,517,362,607	\$3,866,163,537	980	\$ 2,341,773,809	739	1	\$793,132
		Total State Obligation				\$972,275,620											
		Total Region Obligation				\$1,568,516,813											

¹ Total funds apportioned to state by FHWA and as distributed by California law AB 3X-20 (\$2,569,568,320)

² Obligations as of September 30, 2010

^{2A} Includes number of projects obligated as of September 30, 2010 deadline to obligate funds. Two projects were withdrawn after this date

^{2B} Increase in Obligation amounts as allowed by Upward Cost Adjustments.

³ Construction contracts awarded-assumes obligation amount

⁴ Total Leveraged Dollars include all fund sources

⁵ Outlays are eligible project expenditures reimbursed by FHWA

⁶ Forecast of Inactive Obligations are projects at risk of deobligation if expenditures are not reimbursed by FHWA within 90 days. The at risk day is based on the obligation amount and date, last reimbursed expenditure date Projects will be removed from this summary once the reimbursement is made by the FHWA. Data as of November 7, 2012. Project for: Sonoma

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 October 31, 2012

Reference No.: 3.3
December 5-6, 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	\$7,346,784		
Otay Mesa POE (805/905 Interchange)	\$20,200,000	\$198,300,000	\$20,200,000	\$16,815,810	\$2,293,686	
Alameda Corridor East - Colton Crossing	\$33,800,000	\$449,000,000	\$33,800,000	\$20,275,203		
CA Green Trade Corridor Marine Highway ⁸	\$30,000,000	\$69,300,000				
Total	\$130,000,000	\$1,761,600,000	\$100,000,000	\$44,437,798	\$2,293,686	

NATIONAL CLEAN DIESEL GRANT PROGRAM (Discretionary) - USEPA			
Division of Equipment Grant from US EPA for Engine Emission Retrofit			
Non-Road Engines	Awarded Amount	Encumbrances	Outlays
55	\$951,431	\$951,431	\$885,550

HIGH SPEED & INTERCITY PASSENGER RAIL (Discretionary) - FRA							
Nationally Available Grants ⁵		\$ 8,000,000,000					
Track	Applications	Requested Recovery Dollars	Projects Awarded	Awarded Amount	Projects Obligated	Obligations	Outlays ¹⁰
1	38	\$1,149,322,000	10	\$164,905,755	10	\$164,905,755	\$24,283,289
Total	38	\$1,149,322,000	10	\$164,905,755	10	\$164,905,755	\$24,283,289

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	5	\$533,057	\$907,922	\$533,557

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	\$30,748,801
5311 Flex ⁶	2	\$1,977,134	\$1,977,134	\$1,977,134
Total	138	\$1,100,390,565	\$35,940,300	\$32,725,935

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 - no projects at risk as of November 7, 2012.

¹⁰ FRA Expenditures as of 9-30-12

Memorandum

To: CHAIR AND MEMBERS
CALIFORNIA TRANSPORTATION COMMISSION

Date: December 5-6, 2012

Reference No.: 3.7
Information Item

From: NORMA ORTEGA
Chief Financial Officer

Prepared by: William D. Bronte
Division Chief
Rail

Subject: **FY 2012-13 FIRST QUARTER INTERCITY RAIL OPERATIONS REPORT**

SUMMARY:

This is the First Quarter Intercity Rail Operations Report for Fiscal Year (FY) 2012-13, July through September 2012, as requested by the California Transportation Commission (Commission). The report contains information for each route on ridership, on-time performance and financial results. These results are also compared to the same period for the prior year and to the performance goals. This data allows the performance of the routes to be easily compared.

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

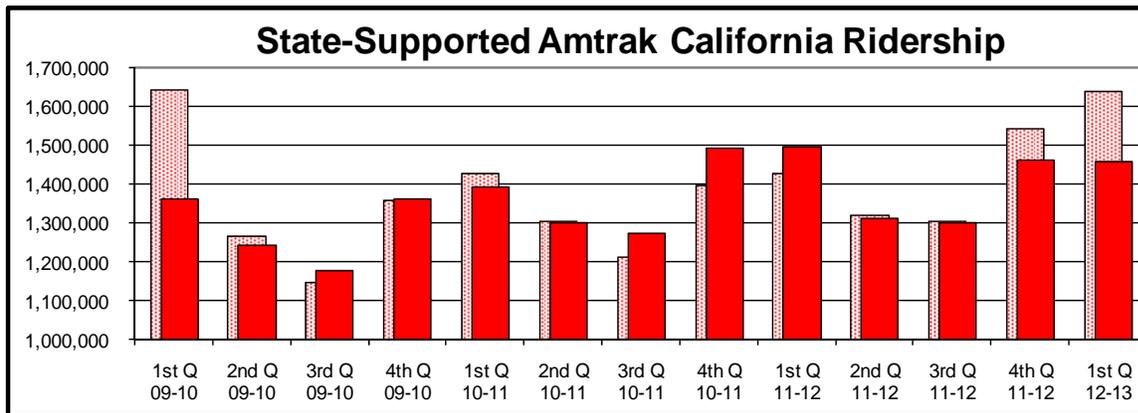
In accordance with the terms of the operating contract between Amtrak and the State, expenses from FY 2009-10 through FY 2012-13 have been calculated based on a predetermined fixed dollar amount (with the exception of fuel and host railroad expenses) rather than actual monthly expenses as recorded in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

The route financial performance goals (revenues, expenses and farebox ratio) in this report are a projection based on the operating contract for each route. Beginning in FY 2011-12, the actual results that are reported in the quarterly report include: actual revenue, fixed price expenses, and three expenses that are billed as actual expenses. These are fuel cost, railroad performance payments and host railroad access fees. The farebox ratio shown is a ratio of the actual revenue to billed expenses, which include both fixed price and the three categories of actual expenses. This is not a traditional farebox ratio of actual revenues to actual expenses.

First Quarter Results

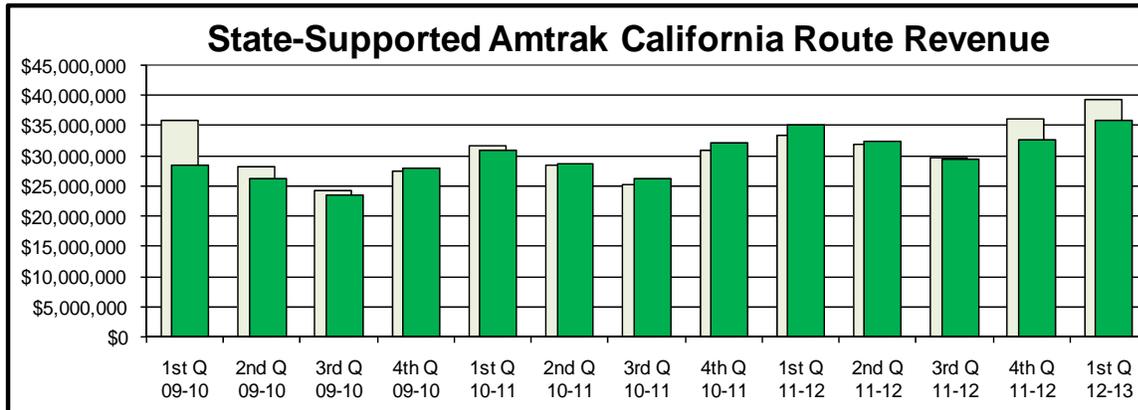
First quarter results for the *San Joaquin Route* were notable, with ridership and revenues higher than the same quarter the previous year, and revenue records were set on the *Capitol Corridor* for the quarter. The *San Joaquin Route* recorded monthly ridership records for each month of the quarter, continuing a string of 25 record-setting months that began in October 2010.

Total ridership during the first quarter (July-September 2012) on the three routes was 2.5 percent below the comparable quarter in FY 2011-12. Ridership was 11.0 percent below the combined performance goal, because the performance goal for both ridership and revenue on the *San Joaquin Route* was erroneously overestimated.



Combined on-time performance (OTP) for the first quarter was 84.0 percent, a 0.2 percentage point improvement over the same quarter in FY 2011-12, but 2.3 percentage points below the combined performance goal. OTP on the *San Joaquin Route* and *Capitol Corridor* were an impressive 86.6 percent and 94.3 percent respectively.

Overall revenue in the first quarter increased 1.7 percent with record-high revenues achieved on the *San Joaquin* and *Capitol Corridor* routes in each month of the quarter, and for the month of September on the *Pacific Surfliner Route*. Revenue was 9.0 percent below the goal, also as a result of the erroneous overestimation for the *San Joaquin Route* as mentioned above. Expenses declined 5.1 percent compared with the same quarter in the previous year, and were 1.5 percent better than the performance goal. The result was that the combined farebox ratio improved 3.9 percentage points, but was 4.8 percentage points below the performance goal.



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

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

State-Supported Amtrak California Services - 1st Quarter 2012-13							
All Routes							
	ACTUAL RESULTS				PERFORMANCE GOALS		
	1st Qtr 12-13	1st Qtr 11-12	Difference	Percent Change	1st Qtr 11-12	Actual to Goals	Percent Difference
Ridership	1,457,007	1,494,857	(37,850)	-2.5%	1,637,701	(180,694)	-11.0%
Revenue	\$ 35,828,328	\$ 35,231,748	\$ 596,580	1.7%	\$ 39,351,243	\$ (3,522,915)	-9.0%
Expense	\$ 61,393,903	\$ 64,675,622	\$ (3,281,719)	-5.1%	\$ 62,310,295	\$ (916,392)	-1.5%
Farebox Ratio	58.4%	54.5%	3.9 PP		63.2%	-4.8 PP	
On-Time Performance	84.0%	83.8%	0.2 PP		86.3%	-2.3 PP	

PP - Percentage Points

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

BACKGROUND:

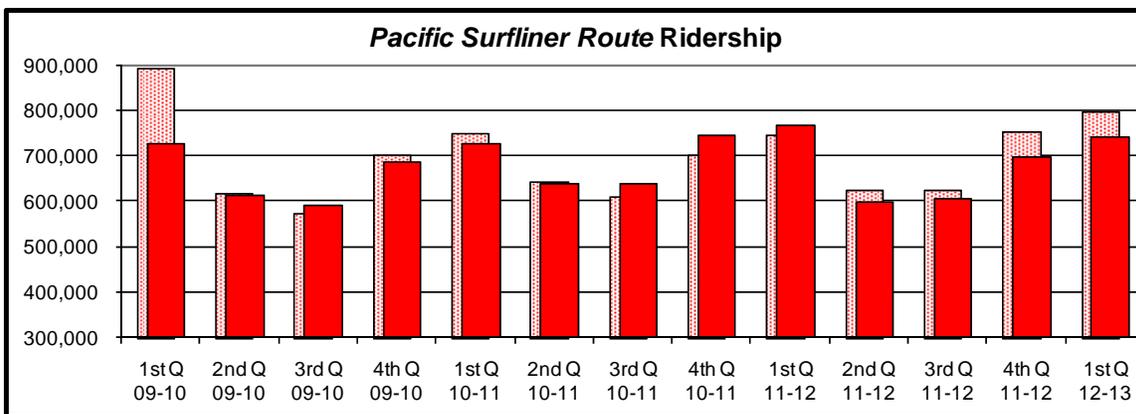
Pacific Surfliner Route

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

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

Ridership on the *Pacific Surfliner Route* declined 3.2 percent in the first quarter compared to the same quarter in the prior year, and was 6.7 percent short of the performance goal. Although ridership was down for July and August, it was up 0.8 percent in September.

The ridership drop on the route has been analyzed by Amtrak, and detailed in the fourth quarter report of FY 2011-12. The primary cause of the decline in ridership on the route from the first quarter of FY 2011-12 and from the performance goal is the realignment of the *Pacific Surfliner* Route schedules; which has resulted in fewer Metrolink passengers utilizing the Rail-2-Rail program. The program permits Metrolink passengers to ride Amtrak trains on a Metrolink ticket with no additional fare. In addition, the morning northbound express train makes fewer stops than the other *Pacific Surfliners*, and has less opportunity to pick up Metrolink passengers. This drop in route ridership has been consistent ever since the new schedules went into effect earlier this year. In addition, the summer-long tie replacement project between Los Angeles and Fullerton disrupted route services and had a negative impact on ridership.



On-time performance (OTP) in the first quarter was 69.9 percent, 0.2 percentage points above the previous year’s first quarter and 13.1 percentage points below the 83 percent performance goal.

For the quarter, between Los Angeles and San Diego, OTP was 66.0 percent. Between Los Angeles and San Luis Obispo, OTP was 80.8 percent. This compares to prior year first quarter OTP of 68.9 percent on service south of Los Angeles and 74.0 percent north of Los Angeles.

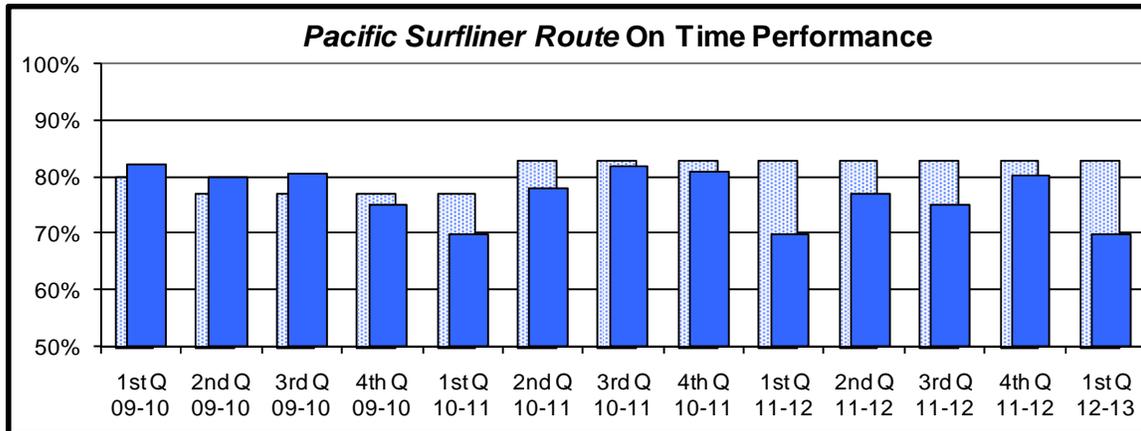
OTP was significantly impacted by a major Burlington Northern Santa Fe Railway Company (BNSF) tie replacement project between Los Angeles and Fullerton during the summer and completed in August. This project impacted all service on the route, including Amtrak, Metrolink and BNSF freight trains. The completion of this project was reflected in the jump in OTP from 52.6 percent in July and 64.9 percent in August to 81.0 percent in September. Between Los Angeles and San Luis Obispo, OTP was 78.1 percent in July and 75.8 percent in August, but jumped to 88.7 percent in September, and for the route as a whole, September's 84.6 percent OTP exceeded the 83 percent OTP goal for the first time since the beginning of the summer track work season began in June. In addition, the OTP for October 2012 was 82.5 percent.

Horse racing at the Del Mar racetrack has been a consistent traffic generator for decades. The 2012 race season ran between July 16 and September 5 and also impacted route OTP. The passengers attending the races were accommodated by adding extra cars to the scheduled trains. This resulted in a second train set made up of older, single level cars that take additional time to load and unload at each station, and require the use of a manually operated lift for mobility impaired passengers. With the end of racing season the train consists returned to normal and station delays declined.

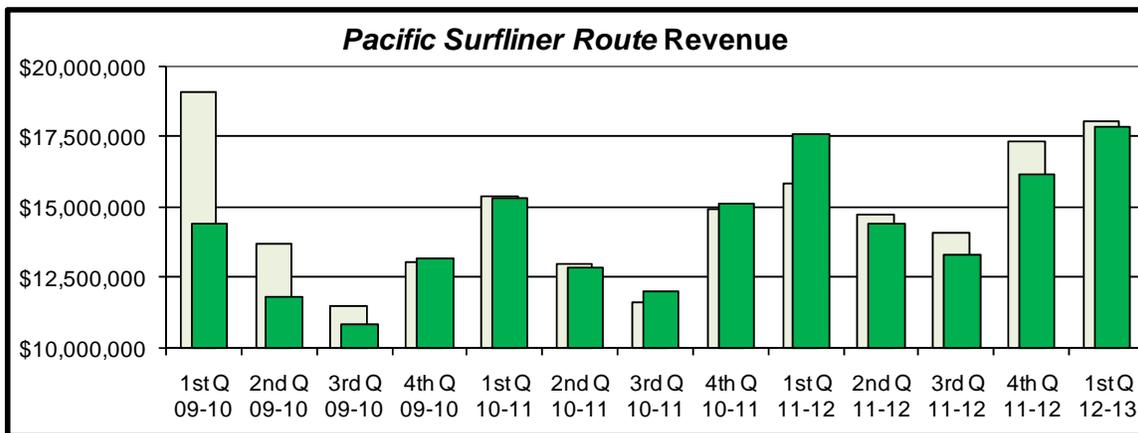
However, as has been noted previously, the primary reason OTP remains below the goal is that there is inadequate rail capacity for all of the intercity, commuter and freight trains operating on the corridor. Between San Diego and Los Angeles, approximately 60 percent of the route is single track; between Los Angeles and San Luis Obispo, about 90 percent of the route is single track. Because of the density of traffic and the lack of additional track capacity, when one train's schedule is disrupted, it can result in a continuing series of delays for subsequent trains on the route. There are a number of capital projects to increase capacity in progress, notably the completion of triple track from Los Angeles to Fullerton, which will result in an improvement on overall OTP.

To improve OTP, the Department has been working with Amtrak to identify delays under Amtrak's control, particularly those related to equipment. In the fall of 2010, the Department formally asked Amtrak to develop a plan to address OTP. As a result, Amtrak has improved the technical training of new equipment maintenance employees, and is doing daily checks on all delay reports to determine the cause of each delay and has developed an ongoing solution for repeated problems. Amtrak also implemented a "rider" program to increase Amtrak staff presence on trains with the goal of pinpointing and resolving problems related to OTP.

Amtrak also works with the dispatching railroads and the Amtrak mechanical and train crews to determine the cause of any delays and how to decrease the incidence of delays in the future. The Amtrak equipment mechanical group is focusing on troubleshooting to identify the root cause of equipment failures and develop procedures to correct the specific problems. Amtrak is working with train crews on the accurate recording of dwell times, and reducing dwell times at station stops.



Farebox ratio for the quarter was 67.5 percent, 6.3 percentage points above the farebox ratio over the same period last year. Revenue in the first quarter increased 1.6 percent compared to the same quarter in the previous year, but was short of the performance goal by 0.9 percent. Expenses were 7.9 percent less than the prior year quarter, but only 0.4 percent below the performance goal.



State-Supported Amtrak California Services - 1st Quarter 2012-13							
Pacific Surfliner Route							
	ACTUAL RESULTS				PERFORMANCE GOALS		
	1st Qtr 12-13	1st Qtr 11-12	Difference	Percent Change	1st Qtr 12-13	Actual to Goals	Percent Difference
Ridership	741,372	765,965	(24,593)	-3.2%	794,353	(52,981)	-6.7%
Revenue	\$ 17,869,359	\$ 17,588,227	\$ 281,132	1.6%	\$ 18,027,340	\$ (157,981)	-0.9%
Expense	\$ 26,480,947	\$ 28,740,278	\$ (2,259,331)	-7.9%	\$ 26,577,574	\$ (96,627)	-0.4%
Farebox Ratio	67.5%	61.2%	6.3 PP		67.8%	-0.3 PP	
OTP-Route	69.9%	69.7%	0.2 PP		83.0%	-13.1 PP	
OTP-North	80.8%	74.0%	6.8 PP				
OTP-South	66.0%	68.9%	-2.9 PP				

PP - Percentage Points

San Joaquin Route

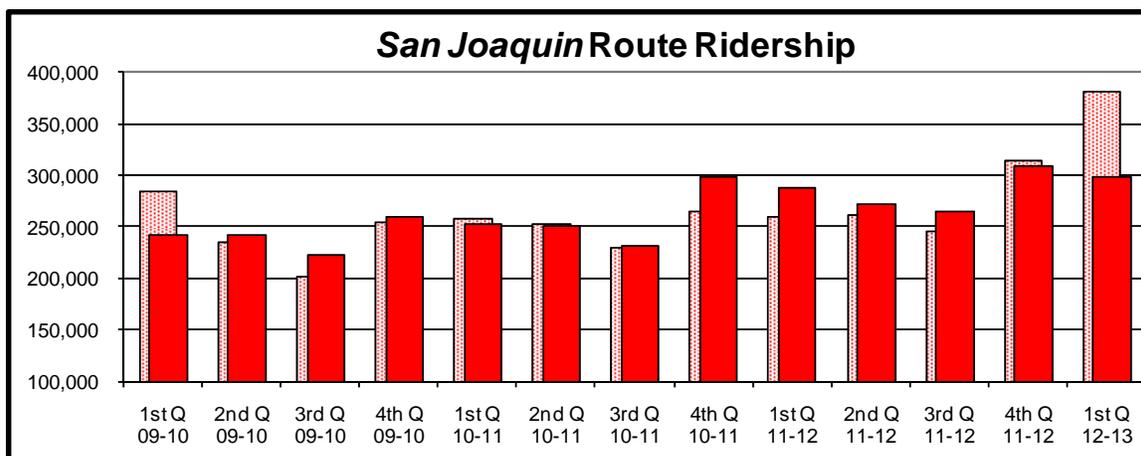
Six daily round-trips serve the *San Joaquin Route*, four operating between Oakland and Bakersfield and two between Sacramento and Bakersfield. All six round-trips have dedicated bus connections between Bakersfield, Los Angeles and other points throughout Southern California. On the north end, buses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

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

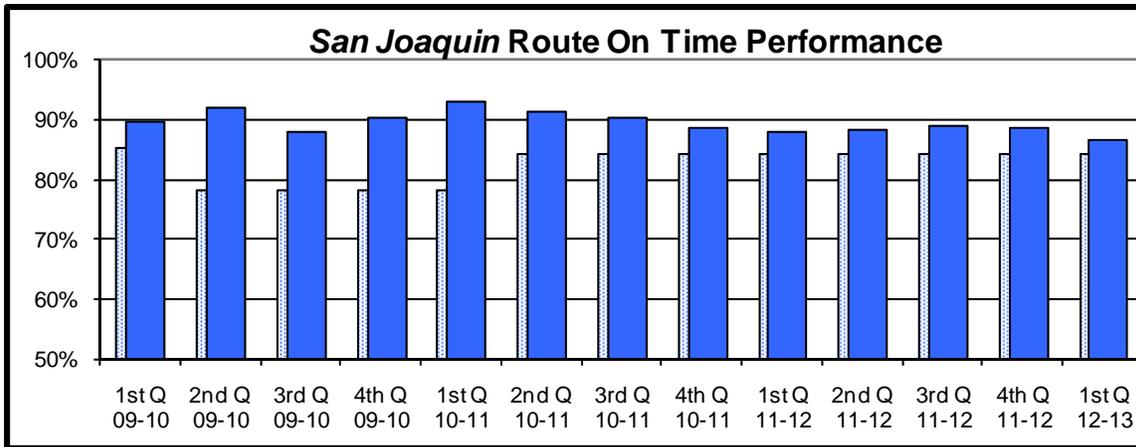
Ridership on the *San Joaquin Route* continued steady growth by climbing 3.8 percent for the quarter. This is the 12th consecutive quarter that ridership has increased over the same quarter in the prior year. Ridership in each month set all time highs for those months, and there have now been 25 consecutive months of record ridership on the route.

The *San Joaquin Route* is now consistently exceeding one million passengers on a 12-month basis. In FY 2010-11, there were 1,032,579 passengers; in FY 2011-12, 1,133,654 passengers; and for the 12 month period, October 2011-September 2012, 1,144,616 passengers rode the *San Joaquin Route*. This has been a significant achievement, considering the current economic environment in the region.

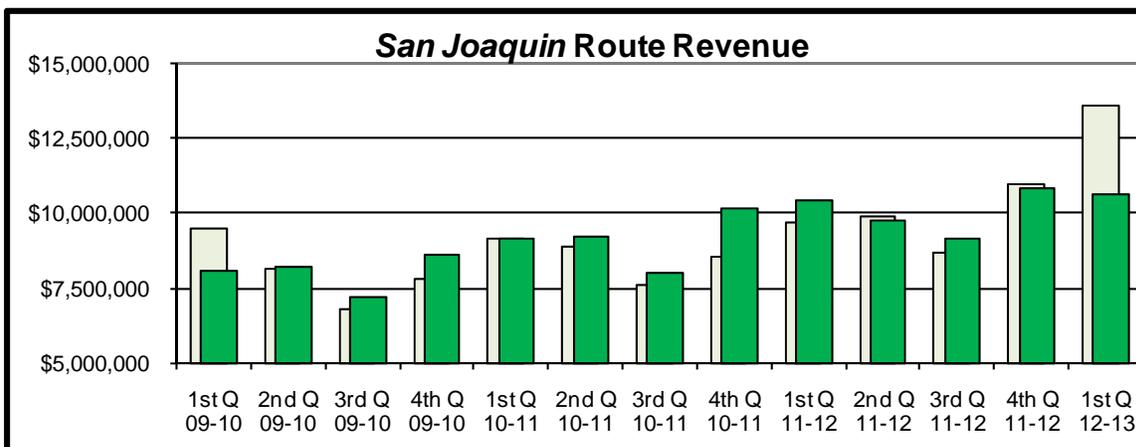
The development of the performance measure of monthly ridership and ticket revenue is calculated by a third-party consultant, utilizing the projection model developed by the Department. The calculation of the July-September results contained an anomaly that was not recognized by the consultant nor the Department. This resulted in overestimation in both categories, and the actual results, although record breaking each month, fell short of these erroneous projections for the quarter.



On-time performance (OTP) in the first quarter was 86.6 percent, down 1.3 percentage points from the same quarter in FY 2011-12. It is 2.6 percentage points above the performance goal of 84 percent. OTP has exceeded the performance goal for each of the last 20 quarters.



Farebox ratio was 57.9 percent in the first quarter FY 2012-13, a 4.6 percentage point improvement over the same quarter the prior year. Revenues for the first quarter increased 2.1 percent compared to the same quarter in the previous year, setting a record for first quarter revenues. Expenses decreased 6.0 percent from the prior year, and were 2.7 percent less than the projected goal.



State-Supported Amtrak California Services - 1st Quarter 2012-13							
San Joaquin Route							
	ACTUAL RESULTS				PERFORMANCE GOALS		
	1st Qtr 12-13	1st Qtr 11-12	Difference	Percent Change	1st Qtr 12-13	Actual to Goals	Percent Difference
Ridership	299,108	288,146	10,962	3.8%	381,261	(82,153)	-21.5%
Revenue	\$ 10,629,407	\$ 10,406,774	\$ 222,633	2.1%	\$ 13,604,205	\$ (2,974,798)	-21.9%
Expense	\$ 18,363,314	\$ 19,545,238	\$ (1,181,924)	-6.0%	\$ 18,875,647	\$ (512,333)	-2.7%
Farebox Ratio	57.9%	53.2%	4.6 PP		72.1%	-14.2 PP	
On-Time Performance	86.6%	87.9%	-1.3 PP		84.0%	2.6 PP	

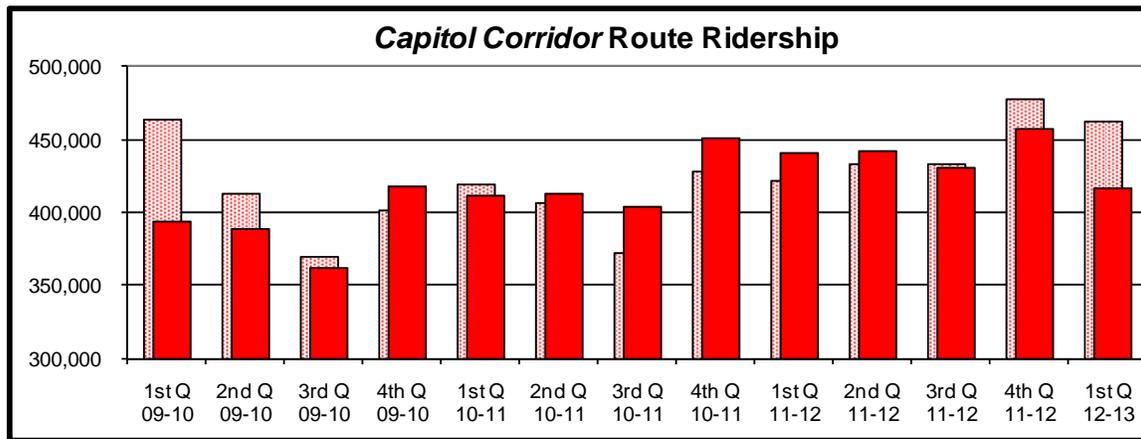
PP - Percentage Points

Capitol Corridor

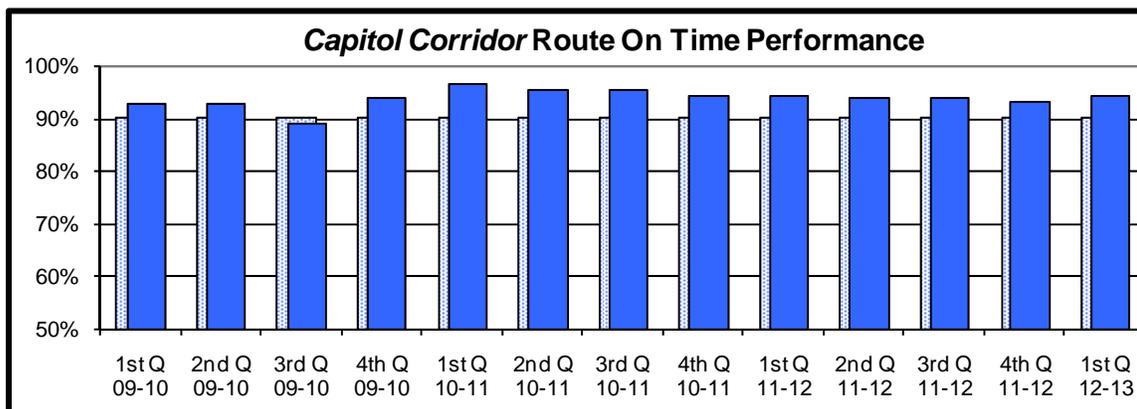
There are currently 15 weekday round-trips between Oakland and Sacramento. One of the trains extends beyond Sacramento to Auburn, and seven of the trains extend beyond Oakland to San Jose. On weekends, there are 11 round-trips between Oakland and Sacramento, with one extension to Auburn and seven round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

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

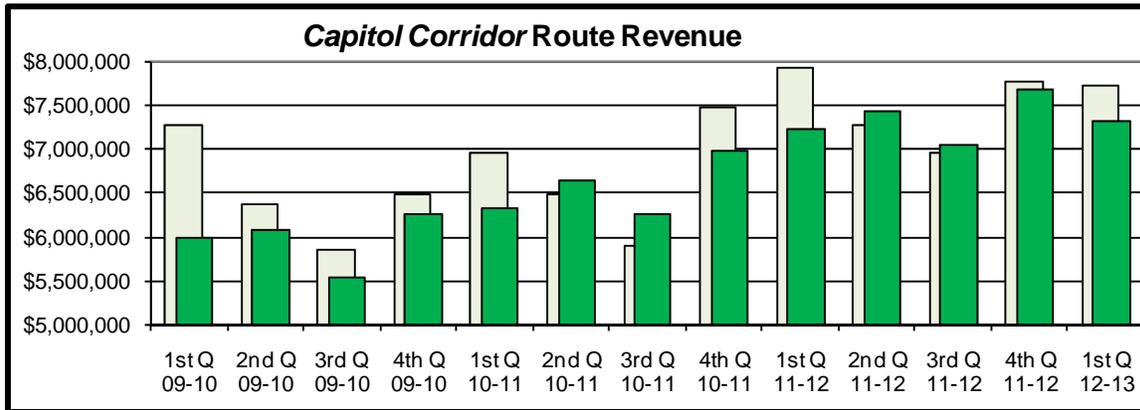
Ridership on the *Capitol Corridor* showed a slight decline during the first quarter of the year, primarily due to the elimination of the “Kids Ride Free” summer program, as well as a significant decline in the ridership in Placer County. Ridership declined 5.5 percent over the same quarter the prior year, and was 9.9 percent below the performance goal for the quarter. In response to this ridership decline, the CCJPA has instituted a 50 percent on-line discount for weekend travel that is showing promising results.



On-time performance (OTP) remains excellent and recorded a first quarter OTP of 94.3 percent, and was 0.1 percentage points above the comparable quarter the previous year. OTP has exceeded the *Capitol Corridor* performance goal of 90 percent in 15 of the last 17 quarters, including the last ten.



Farebox Ratio for the first quarter was 44.3 percent, 0.1 percentage points above the same quarter the previous year but 1.5 percentage points below the performance goal. Revenue for the first quarter increased 1.3 percent compared to the same quarter in the previous year, and achieved record highs each month, however it was 5.1 percent below the performance goal. Expenses increased 1.0 percent, but were 1.8 percent less than the performance goal



State-Supported Amtrak California Services - 1st Quarter 2012-13							
Capitol Corridor							
	ACTUAL RESULTS				PERFORMANCE GOALS		
	1st Qtr 12-13	1st Qtr 11-12	Difference	Percent Change	1st Qtr 12-13	Actual to Goals	Percent Difference
Ridership	416,527	440,746	(24,219)	-5.5%	462,087	(45,560)	-9.9%
Revenue	\$ 7,329,562	\$ 7,236,747	\$ 92,815	1.3%	\$ 7,719,698	\$ (390,136)	-5.1%
Expense	\$ 16,549,642	\$ 16,390,106	\$ 159,536	1.0%	\$ 16,857,074	\$ (307,432)	-1.8%
Farebox Ratio	44.3%	44.2%	0.1 PP		45.8%	-1.5 PP	
On-Time Performance	94.3%	94.2%	0.1 PP		90.0%	4.3 PP	

PP - Percentage Points

Progress Report on Implementation of State Rail Plan Goals

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

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

Following are tables for each route that show the goals for FFY 2011-12 (October 2011-September 2012) and the progress in meeting them.

Pacific Surfliner Route Objectives		FFY 2011-12 Goals	Progress
Improve On-Time Performance		83 percent	July-September 2012 OTP was 69.9 percent. Did not meet goal.
Construct a San Diego Layover Facility - Work With San Diego Association of Governments (SANDAG) to Identify Suitable Location; Develop Funding Partnership for Local, State and Federal Funds; and Develop a Schedule for Delivering the Facility		Identify suitable location and develop funding plan, funding partnership and delivery schedule Proceed with project consistent with funding plan and delivery schedule	A field review with stakeholders identified a new site near Old Town in San Diego. Potentially half the needed acreage is in the City's Redevelopment area, but is privately owned. Stakeholders need to determine if enough additional land can be acquired. Some pre-construction funding is available but no construction funding has yet been identified. Amtrak has provided a preliminary Project Study Report/cost estimate. A meeting between the city of San Diego and the Department took place in January 2011. Future meetings will include BNSF and HSR. It is difficult to proceed with this project due to lack of funding.
Streamline Operations and Improve Passenger Amenities	Implement Automated Ticket Validation (ATV) and Internet ticket purchase	Work with Amtrak, who plans to implement e-ticketing by early 2012.	Amtrak is launching a national e-ticketing program. E-Ticketing was launched in late April 2012 on the San Joaquin Route and Capitol Corridor. The system was expanded to cover the Pacific Surfliner Route in July 2012.
	Implement comprehensive wireless network for on-board, safety and equipment operations	Begin installation of Wi-Fi equipment to be completed end of 2011.	Milestone achieved. A statewide WiFi launch for all three routes occurred in November 2011. Passenger response to WiFi has been very positive.
Improve Multimodal Connectivity	Cross-ticketing and coordinated Schedules With Metrolink and Coaster per LOSSAN integration	Continue to participate in LOSSAN integration	Department continues to participate in LOSSAN integration meetings and short-term and long-term operation analysis and implementation plans have been published. The first integrated schedule is now in place and has improved operations in the corridor.
	Monitor integration of Express Service between Los Angeles and San Diego	Monitor success of service	The Express Service schedule departing San Diego at 7:00 am began on February 15, 2011. The one-year trial period for the train ended on February 14, 2012. Department and Amtrak is conducting an evaluation of the success of the service, and a final report is expected by January 2013.
Reduce Travel Times	San Diego to Los Angeles	Under 2.5 Hours Over 10-Year Period Achieve 2.5 hour travel time by 2017-18	Goal to reduce travel time to 2.5 hours requires completion of multiple capital projects: The Los Angeles to Fullerton Triple Track Project is located on approximately 15 miles of BNSF right-of-way within the LOSSAN Corridor. Completion of the third main track will include; new main track; siding upgrades and extensions; upgrade of the railroad infrastructure, signal system upgrades; including Positive Train Control, and various civil structure modifications. The project is divided into eight segments of track construction and six grade separations. Seven of the track segments have been funded (Segment 7 received a Federal award in August, 2011). Segments 1-6 are complete. Segment 7 construction began in April 2012. Segment 8 is fully funded. Two of the six grade separations are funded. Passions Grade Separation is under construction and contract has been awarded for the Valley View Grade Separation began construction in September 2012. Completion of the project will allow up to 34 Amtrak trains per day operating at 90 percent on-time performance.
	Los Angeles to San Luis Obispo	Under 5.0 Hours Over 10-Year Period Achieve 5 hour travel time by 2017-18	The San Onofre-Pulgas Double Track Project Phase 1 will construct 4.2 miles of double track and complete the environmental and design phases covering both phases. Final design has begun and environmental permitting is in progress. Final design is expected to be completed by December 2012. In October 2010, FRA approved five PE/NEPA projects for this segment that will improve running times when constructed. All of the five projects now have completed grant agreements and work is underway to complete the first task which is a detailed work plan. Goal to reduce travel time to under 5 hours requires completion of multiple capital projects: Two siding extension projects that will improve running time are programmed in the STIP for 2012-13 in Santa Barbara and Ventura Counties. Union Pacific has completed preliminary modeling, which is being evaluated by AECOM to ensure consistency with other models in use. A corridor wide program level EIR/EIS for LOSSAN North is in progress and is necessary for the State to compete for Federal funds. In October 2010, FRA approved four PE/NEPA projects for this segment that will improve running times when constructed. All of the four projects now have completed grant agreements and work is underway to complete the first task which is a detailed work plan. Two Federal Railway Administration (FRA) grants will fund the completion of NEPA and PE for the Ortega and Sealcliff sidings. The other two projects are Van Nuys and Raymar.
Increase Annual Ridership		2,790,000	July-September 2012 ridership was 741,372, short of the quarterly goal by 3.2 percent.
Increase Annual Revenues (dollars in millions)		\$45.0	July-September 2012 revenue was \$17.9 million, exceeding the quarterly goal by 1.6 percent.
Increase Farebox Ratio		60.9 percent	July-September 2012 farebox ratio was 67.5 percent.
Service Frequency (Total Weekday Trains)	Between San Diego and Los Angeles	11	This is the current frequency.
	Between Los Angeles and Coleta (Santa Barbara)	5	This is the current frequency.
	Between Coleta (Santa Barbara) and San Luis Obispo	2	This is the current frequency.

San Joaquin Route Objectives	FFY 2011-12 Goals	Progress
Improve On-Time Performance	84 percent	July-September 2012 OTP was 86.6 percent, and marks 20 consecutive quarters of exceeded goals.
Implement comprehensive wireless network for on-board, safety and equipment operations	Begin installation Wi-Fi equipment to be completed end of 2011.	Milestone achieved. A statewide WiFi launch for all three routes occurred in November 2011. Passenger response to WiFi has been very positive.
Implement Automated Ticket Validation (ATV) and Internet ticket purchase	Work with Amtrak, who plans to implement e-ticketing by early 2012.	Amtrak is launching a national e-ticketing program. E-Ticketing was launched in late April 2012 on the San Joaquin Route and Capitol Corridor. The system was expanded to cover the Pacific Surfliner Route in July 2012.
Implement Positive Train Control (PTC)	BNSF completing project. To be completed by December 2012.	There are four Positive Train Control (PTC) projects, two are funded by Prop 1A and two are proceeding under a Letter of No Prejudice (LONP) that will allow the locals to pay for their own project, with later reimbursement. The BNSF is currently working on PTC on the San Joaquin Corridor and the Pacific Surfliner Corridor between Los Angeles and Fullerton. Installation on both projects expected to be completed by December 2012, and implemented July 2013.
Implement safety and security cameras on trains and at stations	Station and on-board cameras to be implemented by December 2011	Station cameras and all 22 on-board cab-car cameras installation have been installed. Vendor for locomotive cameras has been selected; cameras are being installed as part of the scheduled locomotive overhaul.
Improve Multimodal Connectivity	Increase connectivity consistent with results of coordination efforts	Department has improved the transit transfer program with new uniform transfer tickets and is expanding the number of transit providers in the program for both the San Joaquin and Pacific Surfliner corridors.
Reduce Travel Times	Under 6.0 Hours Over 10-Year Period	Projects to reduce travel time are progressing. Kings Park double track project to reduce travel times was placed into service on March 18, 2011.
	Under 5.0 Hours Over 10-Year Period	Kings Park double track project will benefit Sacramento to Bakersfield service travel times and was placed into service on March 18, 2011.
Increase Annual Ridership	1,204,000	July-September 2012 ridership was 299,108, short of the quarterly goal by 21.5 percent. However, there was an error in the development of the quarterly goal. In fact, ridership in the quarter was 3.8 percent greater than the same quarter in FY 2010-11, and marked the 12th consecutive quarter of ridership growth on the route.
Increase Annual Revenues (dollars in millions)	\$43.1	July-September 2012 revenue was \$10.6 million, exceeding the quarterly goal by 2.1 percent.
Increase Farebox Ratio	57.6 percent	July-September 2012 farebox ratio was 57.9 percent.
Service Frequency (Total Trains)	4	This is the current frequency.
	2	This is the current frequency.

Capitol Corridor Route Objectives	FFY 2011-12 Goals	Progress
Improve On-Time Performance	Maintain 90 percent throughout the ten-year period	July-September 2012 OTP was 94.3 percent. Exceeded goal in last ten quarters.
Enhance Customer Satisfaction	Implement comprehensive wireless network for on-board, safety and equipment operations	Milestone achieved. A statewide WiFi launch for all three routes occurred in November 2011. Passenger response to WiFi has been very positive.
	Implement Automated Ticket Validation System and eTicketing	Amtrak is launching a national e-ticketing program. E-Ticketing was launched in late April 2012 on the San Joaquin Route and Capitol Corridor. The system was expanded to cover the Pacific Surfliner Route in July 2012.
Reduce Travel Times	Implement safety and security cameras on trains and at stations	Station cameras and all 22 on-board cab-car cameras installation have been installed. Vendor for locomotive cameras has been selected; cameras are being installed as part of the scheduled locomotive overhaul.
		Travel time was not reduced in FFY 2010-11 year-to-date and no reductions are planned for the remainder of the FFY or into 2012-13.
Increase Annual Ridership	1,806,000	July-September 2012 ridership was 416,527, short of quarterly goal by 5.5 percent.
Increase Annual Revenues (dollars in millions)	\$29.7	July-September 2012 revenue was \$7.3 million, exceeding the quarterly goal by 1.3 percent.
Increase Farebox Ratio	50.1 percent	July-September 2012 farebox ratio was 44.3 percent.
	Between Oakland and Sacramento	This is the current frequency.
	Between San Jose and Oakland	This is the current frequency.
	Between Sacramento and Roseville	This is the current frequency.
Increase Service Frequency	1	This is the current frequency.
	Between Roseville and Auburn	This is the current frequency.

Memorandum

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: December 5-6, 2012

Reference No.: 3.8
Information Item

From: NORMA ORTEGA
Chief Financial Officer

Prepared by: Karla Sutliff
Division Chief
Project Management

Subject: **FY 2012-13 FIRST QUARTER PROJECT DELIVERY REPORT**

Attached is the California Department of Transportation's Fiscal Year 2012-13 First Quarter Project Delivery Report.

Attachment



First Quarter FY 2012-13 Project Delivery Report

**Quarterly Report to the
California Transportation
Commission**



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The Project Delivery Report is prepared quarterly in December, March, June, and September pursuant to California Transportation Commission (CTC) Resolution G-92-12. The Department of Transportation (Department) staff prepares this report. The purpose of this report is to monitor and track the progress of project delivery during the year and to compare against past years.

Note 1: All costs shown are in \$1,000's unless noted otherwise.

Note 2: Abbreviations and acronyms are listed in the appendix.

Note 3: in historical comparisons within the report, there was no First Quarter FY 2010-11 report due to late Governor's budget resource impacts. Therefore FY 2010-11 is left out for comparison.

Executive Summary

First Quarter - FY 2012-13

FY 2012-13 Contract for Delivery

For FY 2012-13, the dollar value of projects in the Contract for Delivery is \$1,430 million.

Through the end of the first quarter, FY 2012-13, the Department delivered a total of 25 (15 percent of annual plan) highway construction contracts with an estimated value in the contract at \$73.6 million.

Program Delivery Summary

Through the end of the first quarter, FY 2011-13, the Department has delivered:

- A total of 56 projects valued at \$187.7 million from all funding programs.
- A total of 5 (23 percent of annual plan) programmed State Transportation Improvement Program (STIP) highway construction contracts valued at \$20.5 million (16 percent of annual plan).
- A total of 25 (17 percent of annual plan) programmed State Highway Operations and Protection Program (SHOPP) highway construction contracts valued at \$127.6 million (15 percent of annual plan).

Past Years' Contracts for Delivery Award Status

Through the end of the first quarter, FY 2012-13, the Department has awarded:

- 202 projects out of 279 (72 percent) from the FY 2011-12 Contract for Delivery.
- 343 projects out of 346 (99 percent) from the FY 2010-11 Contract for Delivery.

Environmental Document Milestones

In FY 2012-13, the planned total number of environmental document milestones is 158. The Department delivered 22 (18 percent of annual plan) final environmental documents and 3 (8 percent of annual plan) draft environmental documents.

Right of Way Program

In FY 2012-13, the Department received a right-of-way allocation of \$227 million dollars. Through the end of the first quarter, the Department expended \$50.9 million (22 percent of annual plan).

Construction Program

There are 739 on-going construction contracts valued at \$11,547 million.

Report on Completed Projects

Through the end of the first quarter, FY 2012-13, the Department has completed:

- A total of 26 STIP projects. The total amount of State funds that were approved by the commission for these projects was \$185.1 million. The actual cost of the projects completed was \$152.7 million which is 83 percent of the approved funds.
- A total of 72 SHOPP projects. The total amount of State funds that were approved by the commission for these projects was \$565.2 million. The actual cost of the projects completed was \$407.7 million which is 72 percent of the approved funds.

FY 2012-13 Contract for Delivery

Each year, the Department Director signs a contract with each of the Department's 12 district directors committing RTL Milestones for delivery by quarter.

The Contract for Delivery is the Department's fiscal year plan and includes programmed projects and projects funded from other sources including maintenance, toll bridge, and partnership projects. The contract is not subject to change, so it does not include program amendments, emergency, or minor program projects.

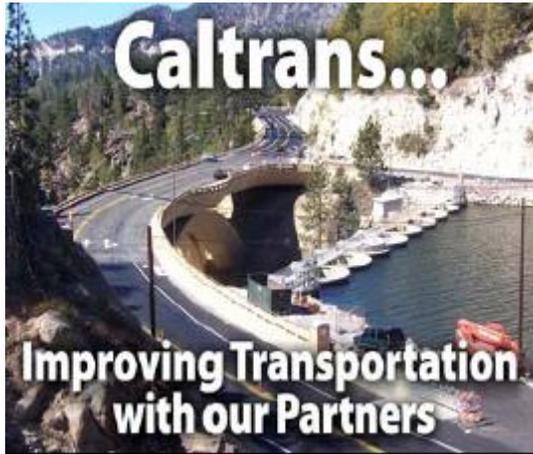
The total estimated value at the "Ready To List" delivery milestone for all 170 projects in the FY 2012-13 Contract for Delivery is \$1.430 billion.

23 out of 29 projects planned in the first quarter were delivered. In addition, 2 projects planned in future quarters were delivered early.

The status of the six projects that were not delivered as planned in the first quarter is as follows:

- Three projects have subsequently been delivered.
- The other three projects need additional time to finalize design and permit requirements.

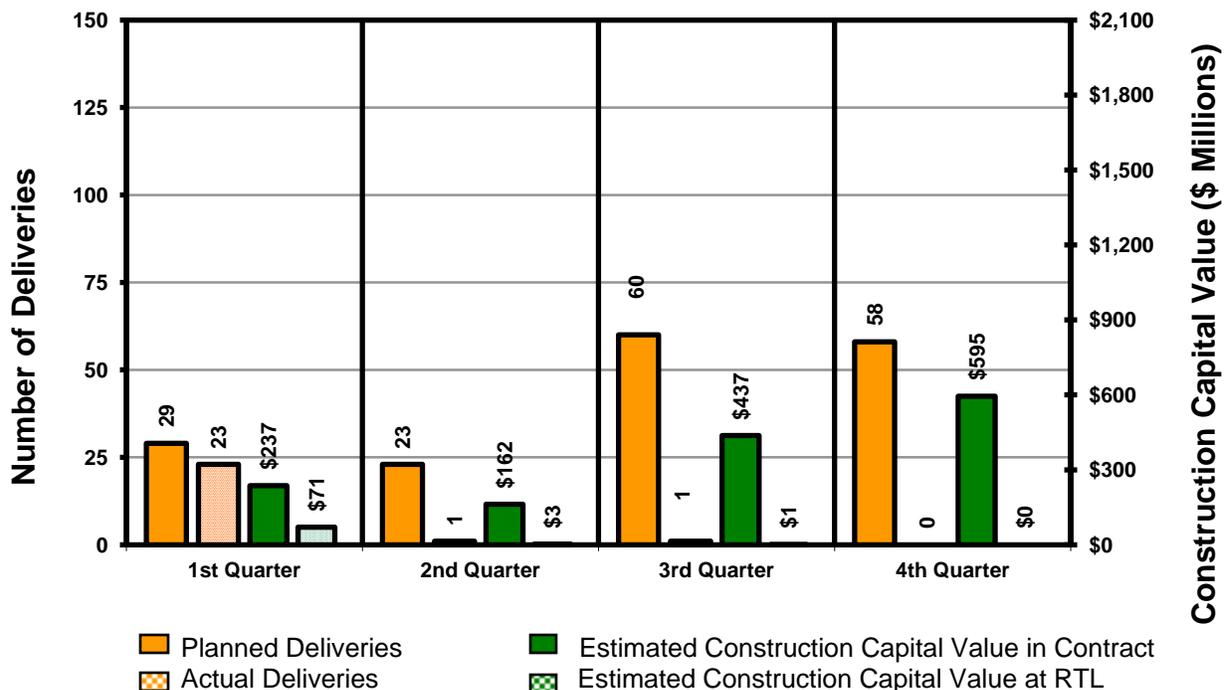
STATUS AS OF SEPTEMBER 30, 2012



STATEWIDE Contract for Delivery FY 2012-13

Ready to List (RTL) Milestone Delivery

Description	1st Quarter	2nd Quarter	3rd Quarter	4th Quarter	TOTAL
NUMBER OF DELIVERIES					
Planned	29	23	60	58	170
Actual	23	1	1	0	25
CONSTRUCTION CAPITAL VALUE (\$ MILLIONS)					
Estimate in Contract	\$ 236.8	\$ 161.9	\$ 437.1	\$ 594.5	\$1,430.4
Estimated at RTL	\$ 70.5	\$ 2.6	\$ 0.6	\$ 0.0	\$ 73.6





The California Department of Transportation Contract for Delivery! FY 2012/2013

1st Quarter Delivery Report 29 Planned Deliveries

DISTRICT	PROJECT	PROGRAM	COUNTY	ROUTE	EST. CONST. CAPITAL VALUE IN CONTRACT (1000's)	BUDGETED PE SUPPORT (1000's)	ACTUAL PE SUPPORT (1000's)	PROJECT DESCRIPTION	PROJ APP & ENV DOC	RIGHT OF WAY CERT	PLANS, SPECS, EST.	READY TO LIST	AWARD
2	0E440	STIP	SIS	97	\$743	\$239	\$278	TURN LANE			AADD	★	12/30/12
2	0E840	STIP	SIS	3	\$743	\$239	\$285	INSTALL LEFT TURN LANE AT JUNIPER DRIVE		★	AADD	★	12/28/12
2	2E291	SHOPP	SIS	96	\$8,200	\$20	\$13	BRIDGE PREVENTIVE MAINTENANCE			AADD	★	12/26/12
3	1A732	SHOPP	ED	50	\$10,144	\$4,889	\$4,191	STORM WATER QUALITY IMPROVEMENTS, OVERLAY, WIDEN SHOULDER, REPLACE		★			02/22/13
4	00394	BATA-REHAB	CC	580	\$3,500	\$2,720	\$2,647	REPLACE MAINTENANCE BUILDINGS					12/01/12
4	01408	OPP/BATA-REH	ALA	80	\$39,000	\$4,850		ALA-80-1.8/0 SFOBB MAINTENANCE OPERATIONS BUILDING-PHASE 1		★		08/24/12	11/13/12
4	0A090	SHOPP	SOL	80	\$2,500	\$1,898	\$2,935	LENGTHENING ON-RAMP AND WIDEN ALAMO CREEK BRIDGE.		★	★	★	2/26/2013
4	4A925	LSP/STIP/LOCA	SM	101	\$6,970	\$690	\$690	INSTALL INTELLIGENT TRANSPORTATION SYSTEM ELEMENTS					12/15/2012
5	0G160	SHOPP	SB	166	\$3,731	\$2,633		RELOCATE DRAINAGE DITCHES		09/07/12	★	09/15/12	02/01/13
6	0H100	SHOPP	FRE	168	\$3,700	\$446	\$478	AC OVERLAY		★	AADD	★	03/02/13
6	0H170	SHOPP	FRE	180	\$3,564	\$1,938	\$1,495	BRIDGE REPLACEMENT					02/01/13
6	0H180	SHOPP	KER	14	\$14,450	\$2,206	\$1,954	BRIDGE REPLACEMENT (SCOUR)		★			03/01/13
6	0M800	SHOPP	MAD	99	\$680	\$368	\$256	INSTALL MEDIAN BARRIER			08/15/12		02/22/13
6	36023	STIP	TUL	99	\$17,700	\$1,850	\$151	4 LANE FREEWAY TO 6 LANE FREEWAY			★		11/30/12
6	48750	STIP	KIN	198	\$15,491	\$3,996		RECONSTRUCT INTERCHANGE		08/15/12		09/15/12	05/15/13
7	25880	SHOPP	LA	5	\$2,600	\$756	\$468	SOIL STABILIZATION & REVEGETATION			AADD		01/31/13
7	3X180	SHOPP	LA	47	\$415	\$83	\$122	STORM DAMAGE REPAIRS *DIR			AADD		01/17/13
8	0G840	SHOPP	SBD	15	\$11,335	\$3,626		UPGRADE AND INCREASE CAPACITY AT THE SAFETY ROADSIDE REST AREA				09/28/12	04/01/13
8	0Q860	SHOPP	SBD	15	\$176	\$180	\$179	REPLACE OVERHEAD SIGN STRUCTURE					12/26/12
10	0G350	SHOPP	SJ	12	\$2,745	\$1,342	\$930	REPLACE BEARING PADS, JOINT SEALS					01/02/13
10	0K330	SHOPP	SJ	5	\$2,590	\$1,406	\$1,406	INSTALL TRAFFIC MONITORING STATIONS (TMS) AT VARIOUS LOCATIONS		★	★		02/20/13
10	0S780	STIP	STA	99	\$1,075	\$572	\$520	BRIDGE ENHANCEMENT, 16 STRUCTURES			AADD	★	11/28/12

FIRST QUARTER JULY 1 - SEPTEMBER 30

Status as of 9/30/2012



- AADD - Authority to Advertise District Delegation
- B - CMIA - Bond - Corridor Mobility Improvement Account
- B - RTE99 - P1B SR99 Improvement
- HM - b - Highway Maintenance - bridge
- HM - d - Highway Maintenance - drainage
- HM - p - Highway Maintenance - pavement
- L - Reimb - Local Reimbursed
- M - Reimb - Measure Reimbursed
- MTC - Metropolitan Transportation Commission
- PE - Preliminary Engineering
- PH2 Ret - Phase 2 Retrofit
- RA - Recovery Act
- Retro-SW - Retrofit Soundwall
- RM2 - Regional Measure 2
- STIPP - State Transportation Improvement Program
- TCIP - Trade Corridors Improvement Program
- TCRP - Traffic Congestion Relief Program
- TOLL - Other Toll
- TOLL-R - Toll Retrofit
- VAR - Various
- SHOPP - State Highway Operation Protection Prog.
- B-SHOPP - Bond - State Highway Operations Protection Program Augmentation

- Completed
- Completed Ahead of Schedule
- Behind Schedule
- To Be Completed/Awarded
- PE Support <= 80% of Budget
- PE Support >= 120% of Budget
- Awarded
- Awarded Ahead of Schedule
- Award Behind Schedule
- Future RTL Status Date
- PE Support Within Budget



The California Department of Transportation

Contract for Delivery!

FY 2012/2013

1st Quarter Delivery Report 29 Planned Deliveries

DISTRICT	PROJECT	PROGRAM	COUNTY	ROUTE	EST. CONST. CAPITAL VALUE IN CONTRACT (1000's)	BUDGETED PE SUPPORT (1000's)	ACTUAL PE SUPPORT (1000's)	PROJECT DESCRIPTION	PROJ APP & ENV DOC	RIGHT OF WAY CERT	PLANS, SPECS, EST.	READY TO LIST	AWARD
10	OT140	SHOPP	AMA	49	\$464	\$476	\$449	INSTALL NEW SIGNAL		★	★	★	01/02/13
11	0223U	RTIP/SHOPP	SD	5	\$74,700	\$3,417		REPLACE BRIDGE, RECONSTRUCT INTERCHANGE, SIGNAL INTERSECTION, ADD		07/13/12	AADD	07/13/12	11/12/12
11	27520	SHOPP	IMP	98	\$5,440	\$1,060		COLD PLANE AND OVERLAY PAVEMENT		★	AADD	09/14/12	03/07/13
11	2T230	LOCAL/ DEMO	SD	78	\$720	\$180	\$187	SR-78 LANDSCAPE			AADD	★	12/21/12
12	OK330	STIP	ORA	91	\$607	\$127	\$197	WILDLIFE CORRIDOR CONNECTIVITY ENHANCEMENT (INSTALL VEGETATION)				★	12/07/12
12	OK530	SHOPP	ORA	91	\$2,520	\$560	\$678	RESURFACE ALL LANES WITH RUBBERIZED DENSE AC		★	★	★	12/15/12
12	0M000	SHOPP	ORA	55	\$300	\$380	\$418	OVERLAY THE CONNECTOR WITH OGAC, MODIFY DRAINAGE, UPGRADE METAL BEAM				★	11/09/12
					\$236,803	\$43,147	\$20,927						

FIRST QUARTER JULY 1 - SEPTEMBER 30

Status as of 9/30/2012



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- B - CMIA - Bond - Corridor Mobility Improvement Account
- B - RTE99 - P1B SR99 Improvement
- HM - b - Highway Maintenance - bridge
- HM - d - Highway Maintenance - drainage
- HM - p - Highway Maintenance - pavement
- L - Reimb - Local Reimbursed
- M - Reimb - Measure Reimbursed
- MTC - Metropolitan Transportation Commission
- PE - Preliminary Engineering
- PH2 Ret - Phase 2 Retrofit
- RA - Recovery Act
- Retro-SW - Retrofit Soundwall
- RM2 - Regional Measure 2
- STIPP - State Transportation Improvement Program
- TCIP - Trade Corridors Improvement Program
- TCRP - Traffic Congestion Relief Program
- TOLL - Other Toll
- TOLL-R - Toll Retrofit
- VAR - Various
- SHOPP - State Highway Operation Protection Prog.
- B-SHOPP - Bond - State Highway Operations Protection Program Augmentation

- Completed
- Completed Ahead of Schedule
- Behind Schedule
- To Be Completed/Awarded
- PE Support <= 80% of Budget
- PE Support >= 120% of Budget
- Awarded
- Awarded Ahead of Schedule
- Award Behind Schedule
- Future RTL Status Date
- PE Support Within Budget

Program Delivery Summary

This section describes by funding programs the number and dollar value of all projects delivered.

Intercity Rail Program

For FY 2012-13, five Intercity Rail projects valued at \$33.8 million are programmed for delivery.

Number of Intercity Rail Projects

	Q1	Q2	Q3	Q4	Annual
Plan	0	0	0	5	5
Actual	0	0	0	0	0

Value of Intercity Rail Projects

	Q1	Q2	Q3	Q4	Annual
Plan	\$ 0.0	\$ 0.0	\$ 0.0	\$ 33.8	\$ 33.8
Actual	\$ 0.0	\$ 0.0	\$ 0.0	\$ 0.0	\$ 0.0

AB 1740 Retrofit Soundwall Program

All 63 planned projects with a construction value of \$215 million have been delivered within the program budget of \$226 million.

	Delivered		Construction Completed	
Locations	63	100%	61	97%
Value	\$ 215	95%	\$ 211	93%

The balance of \$11 million is being held in reserve pending settlement of any potential claims and closing out of all projects. The last two projects under construction have completion dates of February 2013 and July 2014.

Delivery Summary of All Programs

Through the end of the first quarter, FY 2012-13, the Department delivered a total of 56 projects valued at \$187.8 million from all programs.

Projects are shown below by the planned program and dollar value.

Projects by Funding Programs	Number		Value	
	Annual Plan	FYTD	Annual Plan	FYTD
STIP (w TCRP,TFA)	22	5	\$ 125.3	\$ 20.5
SHOPP	144	25	\$ 863.1	\$ 127.6
BOND	4	1	\$ 183.9	\$ 7.0
Partnership*	17	2	\$ 360.5	\$ 4.2
Maintenance (CFD)	0	0	\$ 0.0	\$ 0.0
Minor (CFD)	2	0	\$ 0.4	\$ 0.0
Subtotal	189	33	\$ 1,533.2	\$ 159.3
Emergency		7		\$ 5.7
Minor		9		\$ 6.1
Maintenance		7		\$ 16.6
Total		56		\$ 187.7

* Partnership funds include all local funds and federal fund subventions given to local agencies.

Detailed Delivery Summary of All Projects by Programs

Programs	Annual Number of Projects			Annual Dollar Value of Projects		
	Plan	Actual	Percent	Plan	Actual	Percent
STIP Program						
STIP (w TCRP, TFA)	17	5	29	\$ 91.5	\$ 20.5	22
Intercity Rail	5	0	0	\$ 33.8	\$ 0.0	0
Advanced** STIP		0			\$ 0.0	
TOTAL STIP	22	5	23	\$ 125.3	\$ 20.5	16
SHOPP (w Augmentation)						
SHOPP (w Augmentation)	136	17	13	\$ 794.1	\$ 58.6	7
Amended** SHOPP	8	8	100	\$ 69.0	\$ 69.0	100
Advanced** SHOPP		0			\$ 0.0	
	144	25	17	\$ 863.1	\$ 127.6	15
Other ** Programs in Contract (excluding Intercity Rail Bond Program)						
BOND	4	1	25	\$ 183.9	\$ 7.0	4
Partnership	17	2	12	\$ 360.5	\$ 4.2	1
Maintenance	0	0	0	\$ 0	\$ 0	0
Minor	2	0	0	\$ 0.4	\$ 0	0
TOTAL "Other"	23	3	13	\$ 544.8	\$ 11.2	2
Additional ** Programs						
Emergency		7			\$ 5.7	
Minor		9			\$ 6.1	
Maintenance		7			\$ 16.6	
TOTAL "Additional"		23			\$ 28.4	
TOTAL All Programs						
STIP	22	5	23	\$ 125.3	\$ 20.5	16
SHOPP	144	25	17	\$ 863.1	\$ 127.6	15
Other	23	3	13	\$ 544.8	\$ 11.2	2
Subtotal	189	33	17	\$ 1,533.2	\$ 159.3	10
Additional		23			\$ 28.4	
TOTAL		56			\$ 187.7	

**** Notes:**

Additional – Recent projects not in contract. Includes funding reservations.

Amended – Added or deleted to program by amendment.

Advanced – Delivered early from future program year. (Not included in planned numbers)

Other – planned non-STIP/SHOPP projects committed in contract.

Delivery Percentages – Advances in contracts are included in planned figures, other advances are not included in planned figures, but are added to delivered figures.

Due to multiple funding sources on some projects, the sum of contract projects by funding source will exceed the number of planned contract projects.

Historical Program Delivery Comparison

1st Quarter "Annual Plan" Comparison

Number of STIP Projects

	12-13	11-12	*09-10	08-09	07-08
Annual Plan	22	29	29	34	54
FYTD	5	4	2	2	12
Percent	23	14	7	6	22

Value of STIP Projects

	12-13	11-12	*09-10	08-09	07-08
Annual Plan	\$ 92	\$ 504	\$ 372	\$ 416	\$1,002
FYTD	\$ 21	\$ 14	\$ 18	\$ 7	\$ 239
Percent	22	3	5	2	24

Number of SHOPP Projects

	12-13	11-12	*09-10	08-09	07-08
Annual Plan	144	184	172	89	189
FYTD	25	31	41	48	64
Percent	17	17	24	54	34

Value of SHOPP Projects

	12-13	11-12	*09-10	08-09	07-08
Annual Plan	\$ 863	\$1,083	\$ 981	\$1,422	\$1,755
FYTD	\$ 128	\$ 273	\$ 248	\$ 100	\$ 269
Percent	15	25	25	7	15

Total Number of All Projects

	12-13	11-12	*09-10	08-09	07-08
FYTD	56	63	85	101	124

Total Value of All Projects

	12-13	11-12	*09-10	08-09	07-08
FYTD	\$ 188	\$ 375	\$ 575	\$ 528	\$ 751

*Note: There was no FY 10-11 First Quarter report.

Past Years' Contract For Delivery Award Status

This section describes the contract award status projects in past years for the annual Contract for Delivery.

Contract Award Status

Progress continues to be made to get past years' contracts for delivery projects awarded.

Contract Award Status	Plan	Awarded	Percent
FY 2011-12 Contract for Delivery	279	202	72
FY 2010-11 Contract for Delivery	346	343	99
FY 2009-10 Contract for Delivery	306	306	100
FY 2008-09 Contract for Delivery	334	334	100
FY 2007-08 Contract for Delivery	294	294	100
FY 2006-07 Contract for Delivery	286	286	100
FY 2005-06 Contract for Delivery	174	174	100

Historical Delivery Comparison

Through the first quarter FY 2012-13, for last year's contract for delivery (FY 2011-12), the Department has awarded 202 projects out of 279 projects or 72 percent of the planned projects. As a comparison, as reported a year ago for the same time period, the Department had awarded 279 projects out of 346 planned projects or 81 percent.

Contracts Not Yet Awarded

Of the 80 projects not yet awarded, 58 projects have been allocated and are currently out to bid. Issues for bidding delays are as follows:

- Four projects have been allocated, but need finalization prior to bidding.
- Five projects were future year funds.
- Twelve projects were delayed pending minor issues such as an upgraded right of way cert or federal aid number.
- One project is yet to be delivered, acquiring right of way necessary to deliver.

Contracts Not Yet Awarded	Number
PROJECTS ALLOCATED	
Project currently bid	58
Minor issue to finalize	4
PROJECTS NOT ALLOCATED	
Future year funds	5
Minor issues to finalize	12
Not delivered	1
Total	80

See appendix for a list of projects not yet awarded

Environmental Document Milestones

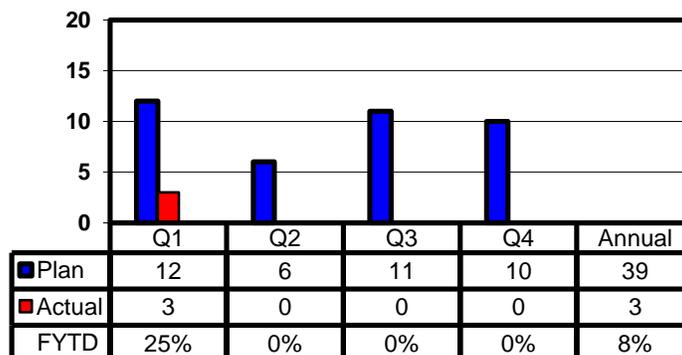
Environmental Delivery Commitment

As part of this report, the Department reports on delivery for the upcoming year of the two environmental milestones that require CTC action for consideration of future funding. The two milestones include Draft Environmental Documents (DED) and Final Environmental Documents (FED). To provide a comprehensive view of environmental documents under development, the Department also includes Categorical Exclusions that do not require CTC review or action. For FY 2012-13, the Department has planned delivery of 158 environmental milestones.

For FY 2012-13, through the end of the first quarter, the Department delivered 25 (16 percent of annual plan) environmental milestones.

Through the end of the first quarter, none of the DED's and FED's planned environmental documents have slipped outside FY 2012-13 (milestones shown in appendix).

Number of DED Milestones



Historical Delivery Comparisons

As a benchmark for comparison, below are historical environmental milestone delivery trend charts for the current year and past four years.

Past 1st Qtr PAED Milestones

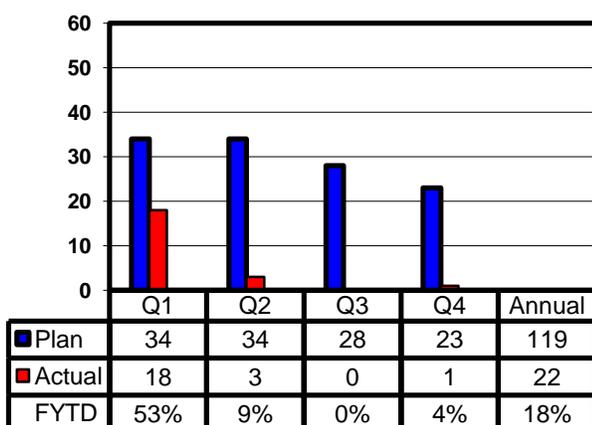
	12-13	11-12	*09-10	08-09	07-08
Plan	119	167	148	151	168
FYTD	22	55	63	67	62
Percent	18	33	43	44	37

Past 1st Qtr DED Milestones

	12-13	11-12	*09-10	08-09	07-08
Plan	39	44	34	41	47
FYTD	3	10	7	4	9
Percent	8	23	21	10	19

*Note: There was no FY 10-11 First Quarter report.

Number of FED Milestones



Right of Way

Right of Way Delivery Commitment

The Department's R/W delivery commitment is twofold. One delivery commitment is to utilize funds approved by the CTC for acquisition of R/W. The second delivery commitment is to secure all necessary R/W requirements and to certify R/W for all projects scheduled for delivery in the current year.

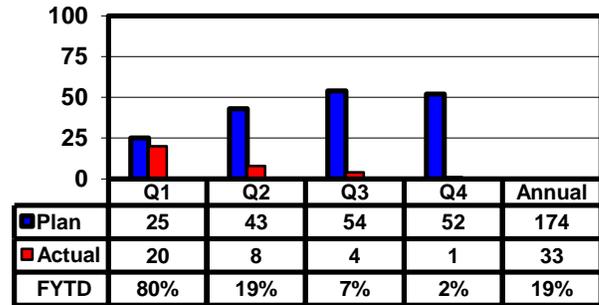
Right of Way Expenditures

R/W activities and expenditures are outlined by the categories below:

Category (\$millions)	Plan	FYTD	Percent
Capital Projects			
STIP	\$ 99.5	\$ 34.4	35
SHOPP	\$ 41.5	\$ 8.6	21
Subtotal	\$ 141.0	\$ 43.0	30
Specific Categories			
Post Certifications	\$ 64.7	\$ 4.2	6
Inverse Condemnation	\$ 20.3	\$ 3.6	18
Project Development	\$ 1.0	\$ 0.1	10
Subtotal	\$ 86.0	\$ 7.9	9
TOTAL	\$ 227.0	\$ 50.9	22

For FY 2011-12, the Department requested and received a R/W allocation of \$227 million.

Right of Way Certifications



For FY 2012-13, the planned number of R/W certifications is 174. Through the end of the first quarter, the Department completed a total of 33 R/W certifications, 19 percent of the annual plan.

Historical Delivery Comparisons

As a benchmark for comparison, below are historical R/W delivery trend charts for the current year and past four years.

Past 1st Qtr Right of Way Expenditures

	12-13	11-12	*09-10	08-09	07-08
Plan	\$227.0	\$217.5	\$237.7	\$235.9	\$284.0
FYTD	\$ 50.9	\$ 51.9	\$ 40.3	\$ 30.1	\$ 40.7
Percent	22	24	17	13	14

Past 1st Qtr Right of Way Certifications

	12-13	11-12	*09-10	08-09	07-08
Plan	174	273	281	304	245
FYTD	33	61	100	107	81
Percent	19	22	36	35	33

*Note: There was no FY 10-11 First Quarter report.

Construction Program

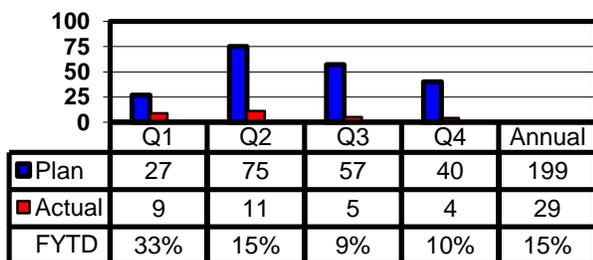
PLANNED CONSTRUCTION PROGRAM

(Excludes some projects such as minor, program amendments and emergency.)

Construction Delivery Commitment

Delivery in the eyes of our customers is achieved when capital improvements are delivered to the traveling public. This is best measured by when the construction contract is accepted.

Planned Construction Contracts Accepted



Through the end of the first quarter, FY 2012-13, the Department had accepted a total of 29 major construction contracts (15 percent) out of a total of 199 planned contracts identified in the Department's delivery plan.

Historical Delivery Comparison

As a benchmark for comparison, shown are historical delivery trend charts for planned major construction contract acceptances.

Past 1st Qtr Construction Contracts Accepted

	12-13	11-12	*09-10	08-09	07-08
Plan	199	272	226	213	248
FYTD	29	65	70	70	78
Percent	15	24	33	33	31

*Note: There was no FY 10-11 First Quarter report.

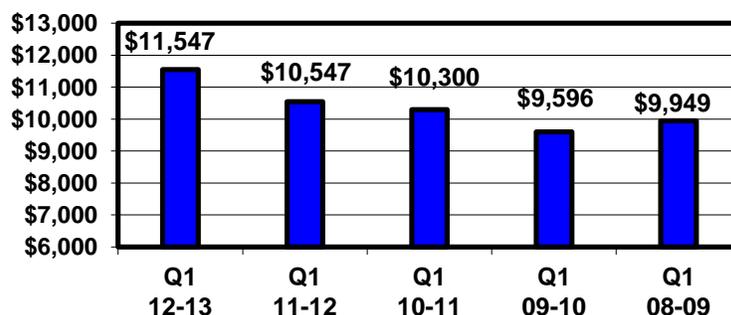
OVERALL CONSTRUCTION PROGRAM

(Includes planned programmed projects and additional minor A, amendments, and some minor B projects that are not programmed.)

Under Construction

At the end of the first quarter, FY 2012-13, the Department had 739 contracts valued at \$11,547 million under construction.

Value of Ongoing Contracts (\$ millions)



1st Quarter Construction Program Results

Construction Starts – 103 construction contracts valued at \$775 million were started (including minor A and some minor B projects that are not programmed).

Accepted Contracts – 128 construction contracts valued at \$390 million were accepted.

Arbitration - The Department currently has 28 construction contracts in arbitration. Two new arbitration case was filed, and six contracts were settled or received a arbitration decision.

Report on Completed Projects

In the 2010 STIP guidelines is a requirement for the Department to provide the Commission with a report on completed projects. This report provides cost information for projects that the Department has accepted the construction contract (CCA milestone).

Cost information at completion consists of all project expenditures to date. The expended costs in this report are compared to the latest approved budget costs resulting from actions taken by the Commission on each project, including: Programmed funds, Allocated funds, Funds adjusted at vote, Supplemental funds, and AB 608 adjustments.

Reporting Program / Project Thresholds

Completed project cost information is presented in the following levels for analysis:

- Program Level
- STIP/SHOPP Component Level
- Individual Project Component Level
- Overall Project Level

Program Level

At the Program level, total costs are reported for STIP and SHOPP program funds.

STIP / SHOPP Component Level

The methodology used to determine the amount of committed funds is based on programmed amounts, allocated funds, or debit and credit adjustments made against county shares in accordance with STIP guidelines.

It should be noted that while some individual components may exceed their approved budget, other components often have significant savings. STIP guidelines restrict the

ability to capture savings. Consequently, some components are over expended while the overall project expenditures is less than the total county shares used to fund the entire project.

Individual Project Component Level

This provides an assessment of estimating trends for each of the six individual programmed cost components.

When projects are initially programmed into a programming document, there are a lot of unknown factors that could result in higher or lower costs by the time a project is ready for construction. A good example of unknowns is project refinements and changes that are implemented by the public hearing and project input process during preliminary engineering.

Sometimes Department expenditures in one component are offset by savings in another component. A common example is additional right of support effort may result in lower right of way capital expenditures. Another example is additional environmental expenditures to produce a publicly acceptable environmental document may be offset by lower design expenditures.

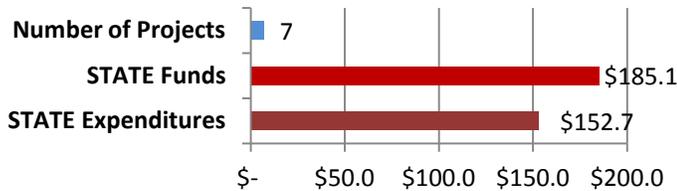
Overall Project Level

This compares expended costs to the approved budget costs for the overall project. At the project level, greater flexibility is provided when costs can be managed within a project budget and transferred between components.

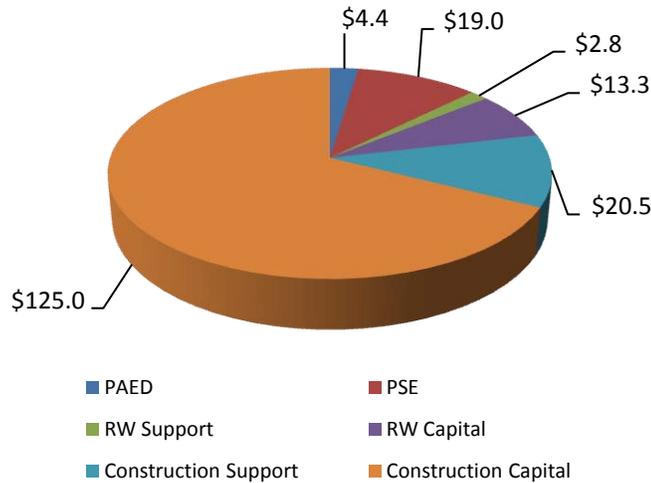
Completed FY 2012-13 STIP Projects

STIP Program Level

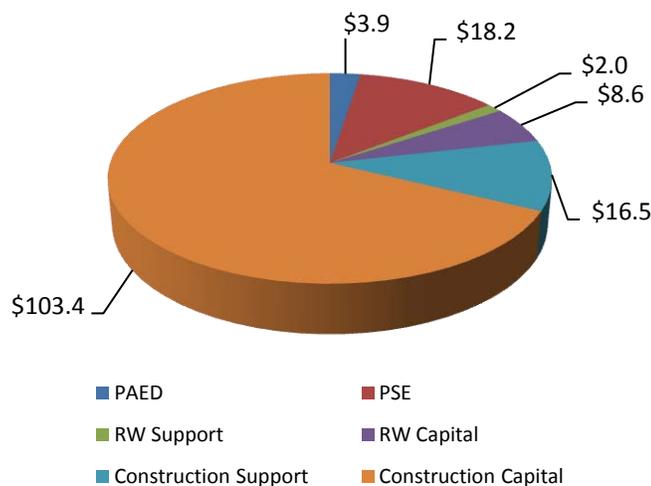
STIP Projects, State Funds Only (millions)



Approved State Funded Budget (millions)



State Funded Expenditures (millions)



There were a total of seven STIP projects that were completed through the first quarter in FY 2012-13. The total amount of State funds⁽¹⁾ that were approved⁽²⁾ by the commission for these projects was \$185.1⁽³⁾ million. The actual cost of the projects completed was \$152.7 million which is 83 percent of the approved funds.

- (1) Funds approved by Commission, STIP, TCRP, SHOPP, ARRA, and Bond.
- (2) Programmed funds, allocated funds, adjusted funds (debits, credits), and supplemental funds.
- (3) Local funds are only included if they were part of the construction contract administered by the Department. Other local funds may not be reflected in accounting and data systems.

STIP Component Level

Project Development

Approved	Expended	Percent
\$23,452	\$22,116	94

Right of Way

Approved	Expended	Percent
\$16,146	\$10,638	66

Construction

Approved	Expended	Percent
\$145,472	\$119,962	82

Overall Project Level – All Components

Approved	Expended	Percent
\$185,070	\$152,717	83

At the STIP component level, construction and right of way components are under budget, and project development is over budget. Due to bid results and award savings, the overall project expenditures are substantially below the total funds approved for these projects.

Individual Project Component Level

PROJECT DEVELOPMENT (PJD) COSTS

Project Development (PJD) - includes PAED and PS&E cost components which are evaluated for adjustments together as a single component. . PAED is the preliminary engineering effort up to completion of the project report and environmental document. PS&E is the final design to prepare a project ready for construction

(\$1,000'S)	PAED	PSE	TOTAL
Approved Budget	\$4,424	\$19,028	\$23,452
Expenditures	\$3,883	\$18,233	\$22,116
Percent	88%	96%	94%

The construction capital cost used is the allocated amount by the commission (as reported to Commission in vote box) unless a higher amount is authorized by G-12 or supplemental vote.

The construction capital cost allocated and reported in vote boxes to the Commission reflects the Departments best estimate of the capital budget for construction. This is the amount that would be debited against county shares if these were STIP projects.

RIGHT OF WAY (RW) COSTS

Right of Way (RW) - includes support and capital cost components which are evaluated for adjustments together as a single component. . Right of Way is the effort necessary to secure right of way necessary to construct a project. It can include utility relocation work, acquisition of property and coordination with railroads.

(\$1,000'S)	Support	Capital	TOTAL
Approved Budget	\$2,798	\$13,348	\$16,146
Expenditures	\$2,001	\$8,637	\$10,638
Percent	72%	65%	66%

OVERALL TOTAL PROJECT LEVEL COSTS

Project - includes four support and two capital cost components. Project costs include all associated direct costs of a project. While project costs are estimated and programmed into six separate components, the total amount programmed can be evaluated against the project total committed and expended .

(\$1,000'S)	Support	Capital	TOTAL
Approved Budget	\$46,707	\$138,364	\$185,070
Expenditures	\$40,635	\$112,081	\$152,717
Percent	87%	81%	83%

CONSTRUCTION COSTS

Construction - includes support and capital cost components which are evaluated for adjustments together as a single component.. Construction is the effort to administer a construction contract and make payments to the contractor.

(\$1,000'S)	Support	Capital	TOTAL
Approved Budget	\$20,456	\$125,016	\$145,472
Expenditures	\$16,518	\$103,444	\$119,962
Percent	81%	83%	82%

COMPONENT COST BREAKDOWN

A breakdown of project component cost information by percent of programmed budget is shown below:

Project Development

	Projects	Percent Projects	Budget (1,000's)	Expended (1,000's)	Costs (1,000's) Over/Under	Percent
< 80%	0	0%	\$ 0	\$ 0	\$ 0	
80-100%	4	57%	\$ 13,292	\$ 11,643	\$ 1,649	
100-120%	2	29%	\$ 10,160	\$ 10,472	(\$ 312)	
>120%	0	0%	\$ 0	\$ 0	(\$ 0)	
No Budget	1	14%	\$ 0	\$ 0	\$ 0	
TOTAL	7		\$ 23,452	\$ 22,116	\$ 1,336	94%

Right of Way

	Projects	Percent Projects	Budget (1,000's)	Expended (1,000's)	Costs (1,000's) Over/Under	Percent
< 80%	5	72%	\$ 15,134	\$ 9,626	\$ 5,508	
80-100%	1	14%	\$ 1,012	\$ 1,012	\$ 0	
100-120%	0	%	\$ 0	\$ 0	(\$ 0)	
>120%	0	%	\$ 0	\$ 0	(\$ 0)	
No Budget	1	14%	\$ 0	\$ 0	\$ 0	
TOTAL	7		\$ 16,146	\$ 10,638	\$ 5,508	66%

Construction

	Projects	Percent Projects	Budget (1,000's)	Expended (1,000's)	Costs (1,000's) Over/Under	Percent
< 80%	1	14%	\$ 42,635	\$ 30,249	\$ 12,386	
80-100%	5	72%	\$ 102,189	\$ 89,010	\$ 13,179	
100-120%	1	14%	\$ 648	\$ 703	(\$ 55)	
>120%	0	0%	\$ 0	\$ 0	(\$ 0)	
No Budget	0	0%	\$ 0	\$ 0	\$ 0	
TOTAL	7		\$ 145,472	\$ 119,962	\$ 25,510	82%

* Constructed by locals.

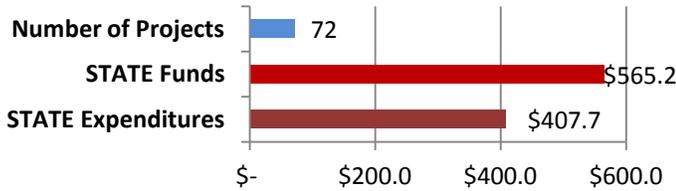
Overall Total Project

	Projects	Percent Projects	Budget (1,000's)	Expended (1,000's)	Costs (1,000's) Over/Under	Percent
< 80%	1	14%	\$ 64,360	\$ 46,720	\$ 17,640	
80-100%	5	72%	\$120,063	\$105,293	\$ 14,770	
100-120%	1	14%	\$ 648	\$ 703	(\$ 55)	
>120%	0	0%	\$ 0	\$ 0	(\$ 0)	
TOTAL	7		\$185,070	\$152,717	(\$32,353)	83%

Completed FY 2011-12 SHOPP Projects (4 support components – 2008 SHOPP)

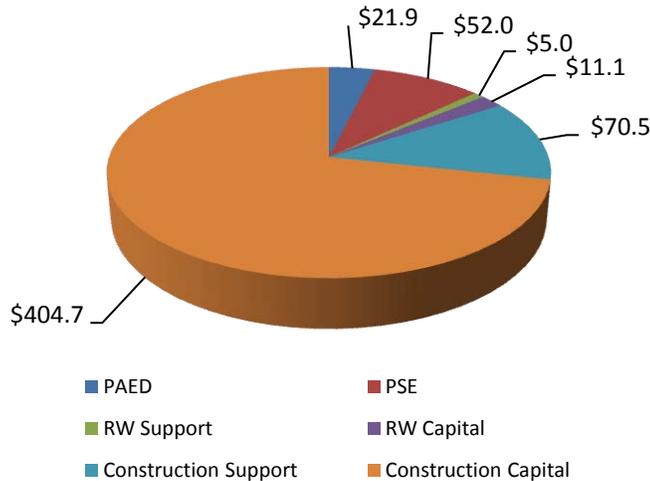
SHOPP Program Level (millions)

SHOPP Projects, State Funds Only



There were a total of 72 SHOPP projects with four programmed support components that were completed through the first quarter in FY 2012-13. The total amount of State funds⁽¹⁾ that were approved⁽²⁾ by the commission for these projects was \$565.2⁽³⁾ million. The actual cost of the projects completed was \$407.7million which is 72 percent of the approved funds.

Approved State Funded Budget (millions)



- (1) Funds approved by Commission, STIP, TCRP, SHOPP, ARRA, and Bond.
- (2) Programmed funds, allocated funds, adjusted funds (debits, credits), and supplemental funds.
- (3) Local funds are only included if they were part of the construction contract administered by the Department. Other local funds may not be reflected in accounting and data systems.

SHOPP Component Level

Project Development

Approved	Expended	Percent
\$73,850	\$67,696	92

Right of Way

Approved	Expended	Percent
\$16,093	\$6,282	39

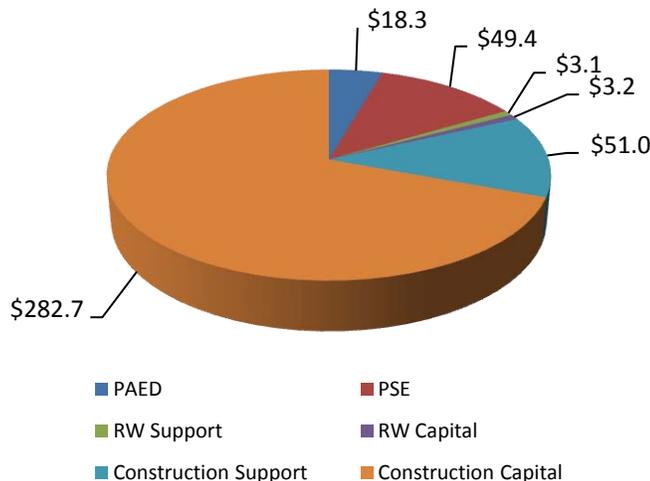
Construction

Approved	Expended	Percent
\$475,231	\$333,697	70

Overall Project Level – All Components

Approved	Expended	Percent
\$565,174	\$407,675	72

State Funded Expenditures (millions)



At the SHOPP component level, construction and right of way components are under budget, and project development is over budget. Due to bid results and award savings, the overall project expenditures are substantially below the total funds approved for these projects.

Individual Project Component Level

PROJECT DEVELOPMENT (PJD) COSTS

Project Development (PJD) - includes PAED and PS&E cost components which are evaluated for adjustments together as a single component. . PAED is the preliminary engineering effort up to completion of the project report and environmental document. PS&E is the final design to prepare a project ready for construction

(\$1,000'S)	PAED	PSE	TOTAL
Approved Budget	\$21,853	\$51,997	\$73,850
Expenditures	\$18,270	\$49,427	\$67,696
Percent	84%	95%	92%

RIGHT OF WAY (RW) COSTS

Right of Way (RW) - includes support and capital cost components which are evaluated for adjustments together as a single component. . Right of Way is the effort necessary to secure right of way necessary to construct a project. It can include utility relocation work, acquisition of property and coordination with railroads.

(\$1,000'S)	Support	Capital	TOTAL
Approved Budget	\$4,965	\$11,128	\$16,093
Expenditures	\$3,119	\$3,164	\$6,282
Percent	63%	28%	39%

CONSTRUCTION COSTS

Construction - includes support and capital cost components which are evaluated for adjustments together as a single component.. Construction is the effort to administer a construction contract and make payments to the contractor.

(\$1,000'S)	Support	Capital	TOTAL
Approved Budget	\$70,530	\$404,701	\$475,231
Expenditures	\$51,013	\$282,684	\$333,697
Percent	72%	70%	70%

The construction capital cost used is the allocated amount by the commission (as reported to Commission in vote box) unless a higher amount is authorized by G-12 or supplemental vote.

CONSTRUCTION CAPITAL COST TRENDS

The construction capital cost allocated and reported in vote boxes to the Commission reflects the Departments best estimate of the capital budget for construction. This is the amount that would be debited against county shares if these were STIP projects.

The table below provides additional information on subsequent adjustments made to the construction capital costs based on bid results and changes during construction. This provides trend information between programmed, allocated, awarded, construction (includes G-12's and supplemental) and expenditures for completed construction projects.

	Cost (\$1,000'S)	Percent of Allocated Funds
Programmed Budget	\$ 481,456	122 %
Allocated Budget	\$ 394,325	100 %
Awarded Budget	\$ 313,413	79 %
Construction Budget	\$ 329,234	83 %
Expended	\$ 282,684	72 %

OVERALL TOTAL PROJECT LEVEL COSTS

Project - includes four support and two capital cost components. Project costs include all associated direct costs of a project. While project costs are estimated and programmed into six separate components, the total amount programmed can be evaluated against the project total committed and expended.

(\$1,000'S)	Support	Capital	TOTAL
Approved Budget	\$149,345	\$475,231	\$565,174
Expenditures	\$121,828	\$333,697	\$407,675
Percent	82%	70%	72%

COMPONENT COST BREAKDOWN

A breakdown of project component cost information by percent of programmed budget is shown below:

Project Development

	Projects	Percent Projects	Budget (1,000's)	Expended (1,000's)	Costs (1,000's) Over/Under	Percent
< 80%	25	35%	\$ 23,839	\$ 11,589	\$ 12,250	
80-100%	9	13%	\$ 15,222	\$ 14,660	\$ 562	
100-120%	9	13%	\$ 24,941	\$ 26,202	(\$ 1,261)	
>120%	19	26%	\$ 9,848	\$ 15,246	(\$ 5,389)	
No Budget	10	14%	\$ 0	\$ 0	0	
TOTAL	72		\$ 73,850	\$ 67,696	\$ 6,154	92%

Right of Way

	Projects	Percent Projects	Budget (1,000's)	Expended (1,000's)	Costs (1,000's) Over/Under	Percent
< 80%	58	81%	\$ 14,189	\$ 4,532	\$ 9,657	
80-100%	2	3%	\$ 1,432	\$ 1,205	\$ 1,307	
100-120%	3	4%	\$ 375	\$ 411	(\$ 36)	
>120%	2	3%	\$ 97	\$ 134	(\$ 37)	
No Budget	7	10%	\$ 0	\$ 0	0	
TOTAL	72		\$ 16,093	\$ 6,282	\$ 9,811	39%

Construction

	Projects	Percent Projects	Budget (1,000's)	Expended (1,000's)	Costs (1,000's) Over/Under	Percent
< 80%	44	61%	\$ 306,283	\$ 179,534	\$ 126,749	
80-100%	26	36%	\$ 166,850	\$ 151,910	\$ 14,940	
100-120%	2	3%	\$ 2,098	\$ 2,253	(\$ 155)	
>120%	0	0%	\$ 0	\$ 0	0	
TOTAL	72		\$ 475,231	\$ 333,697	\$ 141,534	70%

Overall Total Project

	Projects	Percent Projects	Budget (1,000's)	Expended (1,000's)	Costs (1,000's) Over/Under	Percent
< 80%	38	53%	\$ 371,907	\$ 231,821	\$ 194,624	
80-100%	27	38%	\$ 182,628	\$ 164,328	\$ 18,300	
100-120%	5	7%	\$ 9,831	\$ 10,437	(\$ 606)	
>120%	2	3%	\$ 808	\$ 1,089	(\$ 1,001)	
TOTAL	72		\$ 565,174	\$ 407,675	\$ 157,499	72%

Appendix

- (A) Glossary
- (B) Past Years' Contracts for Delivery Award Status
Projects Not Yet Awarded
- (C) Environmental Documents
- (D) Status of Major Projects with Right of Way
- (E) Construction Contract Administration
- (F) Completed Projects Cost Information

Glossary

- #** 1st – First
2nd – Second
3rd – Third
4th - Fourth
- A** AB – Assembly Bill
- B** BATA – Bay Area Toll Authority
BIP –
BOND – Proposition 1B Bond Program
- C** Cap – Capital (has construction)
CE – Categorical Exemption
Cert - Certification
CTC – California Transportation
Commission
Cty - County
- D** Doc – Document
D-EA – District and expenditure
authorization
DED – Draft environmental document
- E** ED – Environmental Document
EIR – Environmental Impact Report
Emerg – Emergency funded project
Env - Environmental
- F** FED – Final environmental document
FY – Fiscal Year
FYTD – Fiscal year to date
- N** ND – Negative Declaration
NOP – Notice of Preparation
- P** PART – Partnership (local funded
projects delivered by state including
contributor funds on state funded
projects (counts all non-STIP or
non- SHOPP Funds)
PAED – Project approval and
environmental document
PM – Post Mile
PSE – Plans, specifications and
estimate
- Q** Q1 – First Quarter
Q2 – Second Quarter
Q3 – Third Quarter
Q4 – Fourth Quarter
Qtr – Quarter
- R** RTL – Ready to list
Rte – Route
R/W – Right-of-way
RWC – Right-of-way certification
- S** SDWLL – Retrofit Soundwall funded
project
SHOPP – State Highway Operations
and Protection Program
STIP – State Transportation
Improvement Program
- T** TBSRA – Toll Bridge Seismic Retrofit
Account
TCRF – Traffic congestion relief funds

Prior Years' Contracts for Delivery Award Status

Projects initial bid.

FY CFD	D-EA	Pgm	Cty	Rte	Description	Value	Ready to List	Vote	Ad	Bid Opening	Award Status
10-11	04-4S270	SHOPP	CC	24	Install Downdrain, Grading And Replace Failed Culvert	\$ 850	06/30/11	08/22/12	09/10/12	10/16/12	FY 12-13 Funds
10-11	04-4S580	SHOPP	SM	1	Construct Lined Ditch And Place Slope Protection	\$ 399	05/26/11	08/22/12			FY 12-13 Funds
10-11	04-01407	SHOPP	ALA	80	Planting And Irrigation	\$ 565	06/01/11	08/22/12	09/04/12	10/02/12	
11-12	01-38572	SHOPP	MEN	001	CONSTRUCT BRIDGE, IMPROVE FISH PASSAGE	\$1,830	03/15/12	08/22/12	09/17/12	11/06/12	
11-12	01-42370	SHOPP	HUM	299	RECONSTRUCT ROADWAY	\$14,591	05/01/12	08/22/12	09/24/12	11/14/12	
11-12	01-46391	SHOPP	HUM	VAR	RECONSTRUCT GUARD RAILING	\$8,200	06/01/12	08/22/12	10/08/12	11/14/12	
11-12	01-47502	SHOPP	HUM	254	REPAIR STORM DAMAGE	\$925	01/13/12	08/22/12	10/01/12	10/30/12	
11-12	02-0E450	STIP	TEH	005	INSTALL NATIVE LANDSCAPING	\$700	03/30/12	06/27/12	08/13/12	09/07/12	
11-12	02-2E510	SHOPP	SHA	299	CURVE IMPROVEMENT	\$8,866	03/22/12	05/24/12	06/11/12	09/25/12	
11-12	02-4C960	STIP	TRI	003	SHOULDERS FOR BIKE LANES	\$970	03/30/12	09/26/12	10/01/12	10/31/12	
11-12	03-1E510	SHOPP	BUT	070	SEISMIC RETROFIT	\$16,302	05/01/12	09/27/12	10/15/12	11/28/12	
11-12	03-1F740	SHOPP	COL	020	CAPM OVERLAY AND SHOULDER BACKING	\$9,000	06/15/12	06/08/12	08/06/12	09/11/12	
11-12	03-2F300	SHOPP	BUT	070	REHABILITATE PAVEMENT	\$10,650	06/15/12	08/22/12	10/01/12	10/30/12	
11-12	03-2F350	SHOPP	NEV	020	REHABILITATE PAVEMENT	\$12,380	06/15/12	08/22/12	10/01/12	11/14/12	
11-12	03-2F360	SHOPP	NEV	020	GUARDRAIL AND AC DIKE	\$8,500	06/15/12	08/22/12	10/01/12	11/14/12	
11-12	04-0A790	SHOPP	CC	004	UPGRADE TRAFFIC BARRIER AND GUARDRAIL END TERMINALS AT VARIOUS	\$5,296	06/22/12	10/24/12	11/13/12	12/18/12	
11-12	04-1A320	SHOPP	CC	580	BRIDGE DECK REPLACEMENT	\$19,000	01/10/12	08/22/12	09/04/12	10/31/12	
11-12	04-1G240	SHOPP	SON	116	LEFT TURN CHANNELIZATION	\$1,150	06/29/12	08/22/12	10/08/12	10/31/12	
11-12	04-2A440	SHOPP	SCL	152	IMPROVE SIGHT DISTANCE, UPGRADE SHOULDERS AND PROVIDE	\$13,930	05/01/12	08/23/12	11/13/12	01/15/13	
11-12	04-3A23U	CMIA/ LOCAL	SON	101	THE PROJECT PROPOSES TO MODIFY AIRPORT/FULTON INTERCHANGE	\$30,000	03/31/12	04/26/12	09/24/12	10/17/12	
11-12	04-4A250	SHOPP	SOL	080	INSTALL METAL BEAM GUARDRAIL	\$4,189	06/01/12	08/22/12	11/13/12	01/15/13	
11-12	04-4A320	SHOPP	SM	280	INSTALL METAL BEAM GUARDRAILING	\$4,521	06/15/12	08/22/12	09/04/12	10/09/12	
11-12	04-4S020	SHOPP	NAP	29	AND REPLACE CULVERTS	\$2,336	06/29/12	08/22/12	09/04/12	10/09/12	
11-12	04-4S030	SHOPP	NAP	128	CONSTRUCT SHEET PILE WALL	\$1,289	05/01/12	06/28/12	09/17/12	10/16/12	
11-12	05-0M970	SHOPP	SCR	001	GUARDRAIL AND CRASH CUSHIONS	\$2,769	03/26/12	04/26/12	09/24/12	10/23/12	
11-12	06-0C130	SHOPP	VAR	033	SEISMIC RESTORATION	\$3,405	04/01/12	09/27/12	10/29/12	12/12/12	
11-12	06-0G840	STIP	KER	099	WIDEN FREEWAY FROM 6 TO 8 LANES	\$13,600	06/01/12	10/24/12	11/13/12	01/16/13	
11-12	06-0K390	SHOPP	KER	058	BRIDGE REPLACEMENT	\$3,200	06/30/12	08/22/12	10/01/12	11/07/12	
11-12	06-0K540	SHOPP	TUL	063	REALIGN INTERSECTION AND INSTALL SIGNAL	\$1,419	03/15/12	06/28/12	08/13/12	09/14/12	
11-12	06-36021	STIP	TUL	099	4-LN FWY TO 6-LN FWY	\$40,000	05/03/12	06/27/12	07/09/12	09/14/12	

FY CFD	D-EA	Pgm	Cty	Rte	Description	Value	Ready to List	Vote	Ad	Bid Opening	Award Status
11-12	06-47100	BOND99/ STIP	MAD	099	MODIFY INTERCHANGE	\$50,000	05/01/12	06/27/12	07/30/12	10/24/12	
11-12	07-1218W	CMIA/STI P	LA	005	CONSTRUCT HOV LANES & INTERCHANGE MODIFICATION, *POR=121821,121831	\$299,820	04/27/12	05/23/12	08/13/12	10/04/12	
11-12	07-22820	SHOPP	VEN	001	STRUCTURE (SEAWALL) RESTORATION	\$14,300	10/14/11	08/22/12	10/22/12	11/29/12	
11-12	07-26610	SHOPP	LA	134	INSTALL MBGR *NOT PROGRAMMED	\$5,098	04/16/12	08/22/12	12/03/12	01/17/13	
11-12	07-26750	SHOPP	LA	010	INSTALL NEW MBGR/CONCRETE RAILING	\$5,000	04/24/12	08/22/12	10/01/12	11/08/12	
11-12	07-27430	SHOPP	LA	091	UPGRADE MBGR, TRTMNTS & CRSH CUSHNS	\$3,090	06/29/12	08/22/12	10/15/12	12/31/12	
11-12	07-27450	SHOPP	LA	005	UPDGRADE MBGR & CRASH CUSHIONS	\$3,859	05/23/12	10/24/12	12/03/12	01/10/13	
11-12	07-27890	SHOPP	VEN	101	UPGRADE WEIGH STATION	\$512	04/12/12	06/28/12	09/17/12	10/18/12	
11-12	07-28500	SHOPP	LA	005	INSTALL AND UPGRADE SIGNAL	\$520	05/15/12	08/22/12	10/01/12	11/01/12	
11-12	07-2X940	SHOPP	LA	110	REPAIR SLOPE EROSIONS	\$2,300	05/22/12	08/22/12	09/24/12	11/01/12	
11-12	07-2X960	SHOPP	LA	710	RECONSTRUCT ERODED SLOPE	\$1,750	04/11/12	08/22/12	10/01/12	11/08/12	
11-12	07-2X980	SHOPP	LA	014	REPAIR ERODED SLOPES AND STRUCTURAL BACKFILL DAMAGED BY STORM	\$4,500	06/08/12	08/22/12	09/24/12	10/25/12	
11-12	07-3X010	SHOPP	LA	VAR	SLOPE STABILIZATION IN SAN DIMAS	\$500	06/01/12	08/22/12	10/08/12	11/29/12	
11-12	07-4Y750	SHOPP	LA	019	METH DECK,JOINT SEALS,RAIL REPAIR,S	\$1,050	04/12/12	06/28/12	07/30/12	08/30/12	
11-12	08-0H330	SHOPP	RIV	215	COLD PLAN 0.15 FT AND PLACE 0.5 FT RUBBERIZED AC TYPE G	\$15,392	03/30/12	06/28/12	08/27/12	10/11/12	
11-12	08-0M210	SHOPP	RIV	074	INSTALL TRAFFIC SIGNALS	\$537	06/15/12	08/22/10	11/26/12	12/20/12	
11-12	08-0M880	SHOPP	SBD	015	INSTALL TRAFFIC SIGNALS	\$580	05/25/12	08/22/12	12/03/12	01/17/13	
11-12	08-0M94U	STIP/ LOCAL	SBD	215	HOV LANE IN EACH DIRECTION	\$168,102	03/30/12	06/27/12	08/27/12	10/11/12	
11-12	08-0N410	SHOPP	SBD	210	REPLACE K-RAIL BARRIER W/ CONCRETE BARRIER	\$3,754	06/15/12	06/28/12	09/10/12	10/11/12	
11-12	08-0N590	SHOPP	SBD	040	BRIDGE REPLACEMENT	\$16,100	06/29/12	08/22/12	11/26/12	01/17/13	
11-12	08-0N910	SHOPP	RIV	062	INSTALL TRAFFIC SIGNALS	\$983	05/21/12	08/22/12	11/26/12	12/20/12	
11-12	08-0Q240	SHOPP	SBD	138	REPAIR/REPLACE 42" CULVERTS	\$1,105	06/01/12	08/22/12	11/26/12	01/10/13	
11-12	08-44830	SHOPP	RIV	015	REHABILITATE ROADWAY & WIDEN MEDIAN SHOULDER	\$31,911	05/01/12	06/28/12	09/10/12	10/18/12	
11-12	10-0M780	SHOPP	SJ	005	ROADWAY REHABILITATION	\$44,497	06/15/12	08/22/12	09/04/12	10/30/12	
11-12	10-0W070	SHOPP	TUO	120	REPLACE BRIDGE DECK	\$1,936	03/02/12	08/22/12	09/04/12	10/02/12	
11-12	11-26930	SHOPP	SD	056	INSTALL RAMP METERS,CCTVS,LOOPS, CMS AND OTHER TSM EQUIPMENT.	\$8,473	04/01/12	08/22/12	09/17/12	10/25/12	
11-12	11-29030	SHOPP	SD	005	SEISMIC RETROFIT AND STRUCTURE REHABILITATION	\$3,698	05/31/12	08/22/12	10/01/12	11/08/12	
11-12	11-29860	SHOPP	SD	008	UPGRADE END TREATMENTS.ADD MBGR AND CONCRETE BARRIER.	\$2,500	04/18/12	08/22/12	10/15/12	11/29/12	

\$ 932,699

FY CFD	D-EA	Pgm	Cty	Rte	Description	Value	Ready to List	Vote	Ad	Bid Opening	Award Status
Projects allocated, not advertised											
11-12	04-1G560	SHOPP	ALA	880	REMOVE EXISTING MEDIAN DOUBLE METAL BEAM BARRIER AND INSTALL TYPE 60A	\$1,500	06/29/12	08/22/12			DELISTED
11-12	06-43070	STIP	TUL	216	WIDEN AND REALIGNMENT OF HOUSTON AVENUE	\$5,500	04/15/12	10/24/12			Delisted - List in JAN W RW 3W
11-12	11-28960	SHOPP	IMP	086	SCOUR MITIGATION	\$9,254	02/22/12	05/24/12			Delayed RTL (actual RTL is 9/27/12)
11-12	12-	SHOPP	ORA	241	REVEGETATION OF EXPOSED SLOPES FOR NPDES CONCERNS AND SOURCE CONTROL	\$1,507	04/01/12	08/22/12			FED AUTH

\$1,809,311

Projects delivered, future year programmed funds

11-12	07-3X000	SHOPP	VEN	033	CONSTRUCT SOLDIER PILE WALL	\$2,500	04/30/12				ADVANCED DELIVERY - funds prog for FY 12/13
11-12	07-3X020	SHOPP	VEN	150	CONSTRUCT SOLDIER PILE WALLS	\$4,000	05/30/12				ADVANCED DELIVERY - funds prog for FY 12/13
11-12	08-0J010	SHOPP	SBD	018	COSNTRCUT LEFT TURN IN BOTH DIRECTION WIDEN SHOULDER WEST BOUND	\$803	06/30/12				ADVANCED DELIVERY - funds prog for FY 13/14
11-12	08-0M310	SHOPP	RIV	060	UPGRADE PEDESTRIAN FACILITIES ADA RAMPS 37 CURB RAMPS	\$673	02/01/12				ADVANCED DELIVERY - funds prog for FY 12/13
11-12	11-07670	SHOPP	IMP	000	CONSTRUCT MAINTENANCE STATION	\$9,158	11/26/11				FED AUTH FY 13/14 FDS

Projects delivered, not allocated with issue pending

10-11	08-36850	SHOPP	SBD	15	Const Comm Veh Enforcement Facility (Cvef)& Agric Inspec Facility (Aif)	\$ 71,244	06/30/11				Needs Dept Finance Approval and Dept Approval
11-12	02-0E360	SHOPP	TEH	005	REBUILD N/B & S/B FACILITIES AT CORNING SRRA'S	\$6,000	12/01/11				FED AUTH
11-12	03-3E620	SHOPP	BUT	099	REPLACE BRIDGE (SCOUR)	\$10,807	05/01/12				FED AUTH; DEC VOTE
11-12	04-3S752	SHOPP	SON	001	REPLACE CULVERT AND ROCK SLOPE PROTECTION	\$340	12/05/11				FED AUTH
11-12	04-3S830	SHOPP	SCL	017	CONSTRUCT HEADWALL AND SOIL WALL, DRAINAGE SYSTEM	\$2,949	01/09/12				FED AUTH
11-12	04-4S080	SHOPP	SCL	101	WITH GEOGRID AND SEAL CRACKED WINGWALL	\$975	06/22/12				Scheduled for CTC vote on 12/7/12.
11-12	07-27670	SHOPP	VEN	001	INSTALL ADA CURB RAMPS	\$499	05/11/12				DELAYED for additional ADA review
11-12	07-27820	SHOPP	LA	010	INSTALL ADA CURB RAMPS	\$3,000	05/22/12				DELAYED for additional ADA review
11-12	08-0G620	SHOPP	SBD	038	GRIND 30MM & OVERLAY 45MM DGAC TYPE A	\$13,155	01/31/12				FED AUTH
11-12	08-0K230	SHOPP	RIV	010	PCC GRINDING AND SLABS REPLACEMENT	\$6,778	05/16/12				FED AUTH
11-12	08-0K280	SHOPP	SBD	040	GRIND 45 MM AND OVERLAY 60 MM AC	\$23,219	08/15/11				FED AUTH, Upgraded RW CERT
11-12	12-0H208	SHOPP	ORA	055	FLATTEN THE SLOPE ABOVE THE MAINTENANCE ACCESS ROAD	\$4,458	03/01/12				VOTE

\$143,424

Projects not delivered

11-12	07-1170U	STIP/CM AQ	LA	010	CONSTRUCT HOV LANES & SOUNDWALLS *COMB WITH 117081 & 11721	\$134,760					Not delivered, RW acquisition ongoing.
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Final Environmental Document (FED) Milestone Delivery

First Quarter - 34 Planned Deliverables

D	EA	Pgm	Cty	Rte	Description	
01	49650	SHOPP	HUM	101	EXCAVATE HAZARDOUS WASTE	
01	0B190	SHOPP	HUM	101	INSTALL MEDIAN BARRIER	
01	0B430	SHOPP	HUM	101	BIG LAGOON SLOUT REPAIR	
01	0B470	SHOPP	MEN	001	REPAIR SLOUT	
02	1E060	STIP	MOD	139	INSTALL CCTV AND RWIS	
02	4E530	SHOPP	SHA	005	BRIDGE REHABILITATION.	
03	0F230	SHOPP	SAC	050	INSTALL TWO 4" MICRODECK SYSTEMS TO REHA	
03	1F280	STIP	GLE	005	NATIVE PLANTING	
03	1F290	STIP	COL	005	NATIVE PLANTING	
03	1F330	SHOPP	ED	193	IMPROVE SUPERELEVATION OF CURVE	
03	2F150	SHOPP	ED	049	LEFT TURN CHANNELIZATION	
03	3F320		SAC	050	PLACE THIN HIGH FRICTION SURFACE	
03	4E480	STIP	SAC	099	INSTALL NATIVE PLANTING	
04	3G300		CC	160	FENDER SYSTEM	
04	4A630	SHOPP	VAR	000	CONSTRUCT WHEELCHAIR RAMPS	
05	1C320	SHOPP	SLO	046	INSTALL RUMBLE STRIPS	
06	0N380	SHOPP	KER	178	CONSTRUCT RETAINING STRUCTURES	
07	27490	SHOPP	LA	110	SOURCE CONTROL *SHOPP CANDIDATE	
07	27590	SHOPP	LA	110	SOURCE CONTROL *SHOPP CANDIDATE	
07	3X350	SHOPP	LA	105	RECONSTRUCT THE FAILED SLOPE *DIR	
07	3X410	SHOPP	LA	002	GRADE SLOPE,PLACE EROSION CONTROL *DIR	
07	4T560	SHOPP	LA	107	SIGNALS	
07	4T570	SHOPP	LA	105	RDWRK/FLSHNG BCN/LGTHNG DRNG,STRPNG	
07	4T580	SHOPP	LA	210	INSTALL TRAFFIC SIGNAL	
08	33630	SHOPP	SBD	38	REPLACE BRIDGE DECK, UPGRADE BRIDGE RAIL,	
08	43541	SHOPP	SBD	040	PLACE ROCK SLOPE PROTECTION	
08	0P310	SHOPP	SBD	395	INSTALL LEFT-TURN PHASING	
08	0Q230	SHOPP	SBD	018	SIGNALIZE INTERSECTION. PLUS CURB RAMPS, A	
08	3348H	STIP	RIV	215	FACILITATE MANAGING LANDSCAPE DESIGN. PL	
09	34650	SHOPP	MNO	266	CURVE CORRECTION/COLLISION SEVERITY REDU	
10	0K021	SHOPP	MER	099	INSTALL ABOUT 220 TREES AND 800 GROUNDCC	
11	26330	STIP	IMP	008	REVISED INTERCHANGE	
11	29230	SHOPP	SD	805	STORM WATER MITIGATION SLOPE EROSION RE	
11	40670	SHOPP	SD	005	PAVEMENT REHABILITATION	

Second Quarter - 34 Planned Deliverables

D	EA	Pgm	Cty	Rte	Description	
01	0C360		MEN	101	INSTALL HIGH FRICTION COURSE TREATMENT	
02	1E000	STIP	MOD	299	INSTALL HAR	
02	29971	STIP	MOD	299	WIDEN TO THREE LANES	
02	4E610	SHOPP	TRI	299	REPAIR SLIDES.	
03	0F270	SHOPP	YUB	065	SCOUR MITIGATION BRIDGE REHAB	
03	1A843	SHOPP	ED	089	STORM WATER QUALITY IMPROVEMENTS O/L, V	
03	1A845	SHOPP	ED	089	STORM WATER QUALITY IMPROVEMENTS O/L, V	
03	1F420	SHOPP	BUT	099	SHOULDER WIDENING ON STRUCTURE	
03	2F000	SHOPP	VAR	000	UPGRADE GUARDRAIL END TREATMENTS	
03	2F970	SHOPP	COL	020	HMA OVERLAY	
03	4E860	SHOPP	PLA	193	IMPROVE AND WIDEN CURVE	
03	4M200	SHOPP	COL	005	SUB-SCOUR MITIGATION-7 BRIDGES	
04	2G870	SHOPP	MRN	001		
04	4A090	SHOPP	NAP	029	REPLACEMENT OF TROUTDAL CREEK BRIDGE ON	
05	0T500	STIP	SCR	000	VISTA POINT INTERPRETIVE DISPLAYS	
05	0T640	SHOPP	SBT	025	CURVE CORRECTION	
06	0E680	STIP	MAD	099	99 CORRIDOR-BRIDGE ENHANCEMENT	
06	0G850		KER	058	WIDEN FREEWAY FROM 4 TO 6 LANES	
06	0J530	SHOPP	TUL	190	INTERSECTION IMPROVEMENTS	
07	26560	SHOPP	LA	138	WIDEN ROADWAY AND PAVE SHOULDERS	
07	28850	SHOPP	LA	405	PAVE AREA, CONSTRUCT SCALE HOUSE	
07	29250	SHOPP	VEN	101	MODIFY TRAFFIC SIGNAL	
08	0071H		SBD	066	REPLACE LANDSCAPE & IRRIGATION	
08	0071J		SBD	215	REPLACE LANDSCAPE AND IRRIGATION	
08	0071K		SBD	215	REPLACE LANDSCAPE AND IRRIGATION	
08	0071L		SBD	215	REPLACE LANDSCAPE AND IRRIGATION	
08	0G900	SHOPP	SBD	247	CONSTRUCT STANDARD PAVED SHOULDER	
08	0M200	SHOPP	RIV	371	CONSTRUCT SHOULDER	
08	0N560	SHOPP	SBD	040	BRIDGE REPLACEMENT	
08	0N591	SHOPP	SBD	040	BRIDGE REPLACEMENT	
08	0R840	SHOPP	SBD	015	REPAIR CULVERT BY COMPACTION GROUTING TH	
10	0U610	SHOPP	SJ	012	REMOVE & REPLACE EXISTING CONCRETE BRIDG	
11	40850	SHOPP	SD	125	INSTALL MEDIAN BARRIER	
12	0J61U	SHOPP	ORA	005	REVEGETATION OF EXPOSED SLOPES FOR NPDES	

Third Quarter - 28 Planned Deliverables

D	EA	Pgm	Cty	Rte	Description	
01	49710	SHOPP	MEN	271	HAZARDOUS WASTE MITIGATION	
01	0B000	SHOPP	LAK	020	REPLACE HOT MIX ASPHALT, APPLY GAP GRADE	
01	0B100	SHOPP	HUM	101	INSTALL CABLE MEDIAN BARRIER	
02	4C402	STIP	SHA	005	WIDEN TO 6 LANES.	
02	4F100	SHOPP	PLU	070	PERM. RESTORATION	
03	3E120	SHOPP	BUT	070	SEISMIC RETROFIT	
03	0F690	SHOPP	BUT	070	REPLACE BRIDGE	
03	1F260	STIP	SIE	089	CONSTRUCT TWO WILDLIFE UNDERCROSSINGS A	
03	1F400		PLA	080	WIDENING EASTBOUND ROADWAY	
03	2F160		SAC	160	RE-ALIGN ROUTE	
03	3C000		SAC	005	CONST HOV LANES	
03	3F000	SHOPP	YUB	020	HMA OVERLAY	
03	3F180	SHOPP	SAC	080	PLACE VEGETATION CONTROL AND GRAVEL	
04	04100		SM	092	RESURFACE ORTHOTROPIC DECK	
04	1SS02	SHOPP	ALA	013		
05	0G040	SHOPP	SLO	101	HIGHWAY REHAB	
06	0M050	SHOPP	FRE	168	REALIGN CURVE	
07	28380	STIP	LA	201	VINE PLANTING TRANS ENHANCEMENT *TIP TE	
07	29090	SHOPP	LA	210	REPLACE MBGR TO CONCRETE BARRIER	
08	04351	STIP	SBD	58	REALIGN & WIDEN 2 TO 4 LANE EXPWY	
08	0J990	SHOPP	SBD	018	REPLACE AND REPAIR DAMAGED SIDEWALK AND	
08	0P980	SHOPP	SBD	018	SIGNALIZE INTERSECTION. ADA REQUIREMENTS	
08	0Q600	SHOPP	SBD	002	MODIFY DIKE AND PLACE CONCRETE SLOPE	
09	33500	SHOPP	MNO	395	MITIGATE MONO LAKE ROCKFALL	
10	0S870	SHOPP	STA	004	SHOULDER WIDENING WITH RUMBLE STRIPS	
11	26041	SHOPP	SD	008	DRAINAGE IMPROVEMENTS	
11	28250	SHOPP	SD	005	STORM WATER MITIGATION STORM WATER MIT	
12	0H900	SHOPP	ORA	055	REMOVE DISEASED EUC. TREES, UPGRADE EXIST	

Fourth Quarter - 23 Planned Deliverables

D	EA	Pgm	Cty	Rte	Description	
01	47940	STIP	DN	199	SHOULDER WIDENING & BRIDGE WIDENING/RE	
01	45000	SHOPP	DN	199	WIDENING	
02	2E740	SHOPP	SHA	299	CURVE IMPROVEMENT	
02	3E410	SHOPP	SHA	299	HIGHWAY REALIGNMENT	
02	3E790	SHOPP	TRI	299	CURVE IMPROVEMENTS	
02	4E410	SHOPP	TRI	299	.121 WEAVERVILLE CAPM	
03	3E110	SHOPP	NEV	080	PAINT STRUCTURES	
04	1G850	SHOPP	SM	092	INSTALL OR MODIFY METAL BEAM GUARD RAILS	
04	3G450		CC	580	REPLACE JOINT SEALS	
04	3G750	SHOPP	SM	092	CONSTRUCT RSP AND INSTALL DRAINAGE	
04	3G760	SHOPP	NAP	128	INSTALL SLOPE INDICATORS,INSTALL NEW HORIZ	
05	0T540	SHOPP	SCR	129	CURVE REALIGNMENT	
07	28720	SHOPP	LA	134	STORM WATER SOURCE CONTROL *2012 SHOPP	
07	28730	SHOPP	LA	210	STORM WATER SOURCE CONTROL *2012 SHOPP	
07	29210	SHOPP	LA	101	MAINTENANCE SAFETY	
07	29220	SHOPP	LA	002	MAINTENANCE SAFETY	
09	35120	SHOPP	INY	395	SHOULDER WIDENING AND CONSTRUCT RUMBL	
10	0Q120	STIP	MER	099	WIDEN FROM FOUR LANES TO SIX LANES	
10	0Q170	SHOPP	SJ	580	DIGOUT AND REPAIR OF LOCALIZED FAILURES/A	
11	26160	SHOPP	SD	005	FREEWAY MAINTENANCE ACCESS	
11	40930	SHOPP	SD	075	BRIDGE REHABILITATION	
11	41060	SHOPP	SD	005	INSTALL AND UPGRADE CURB RAMPS	
12	0H20U	SHOPP	ORA	055	REMOVE DISEASED TREES AND UPGRADE HIGHW	

Legend

- Completed
- Not Needed due to Env Doc Change
- Env Doc Done, Project Report Pending
- Behind Schedule
- To Be Completed
- Delay Out of Year

Draft Environmental Document (DED) Milestone Delivery

First Quarter - 12 Planned DED Deliverables

D	EA	Pgm	Cty	Rte	Description	
03	0F270	SHOPP	YUB	065	SCOUR MITIGATION BRIDGE REHAB	
03	0F690	SHOPP	BUT	070	REPLACE BRIDGE	
03	1F400		PLA	080	WIDENING EASTBOUND ROADWAY	
03	1F420	SHOPP	BUT	099	SHOULDER WIDENING ON STRUCTURE	
03	4E860	SHOPP	PLA	193	IMPROVE AND WIDEN CURVE	
03	4M200	SHOPP	COL	005	SUB-SCOUR MITIGATION-7 BRIDGES	
04	4A090	SHOPP	NAP	029	REPLACEMENT OF TROUTDAL CREEK BRIDGE ON	
05	0G040	SHOPP	SLO	101	HIGHWAY REHAB	
06	43080	STIP	TUL	065	CONSTRUCT 4-L EXPRESSWAY ALONG AN EXISTING	
06	0G850		KER	058	WIDEN FREEWAY FROM 4 TO 6 LANES	
06	0M050	SHOPP	FRE	168	REALIGN CURVE	
08	04351	STIP	SBD	58	REALIGN & WIDEN 2 TO 4 LANE EXPWY	

Second Quarter - 6 Planned DED Deliverables

D	EA	Pgm	Cty	Rte	Description	
01	49710	SHOPP	MEN	271	HAZARDOUS WASTE MITIGATION	
03	3E120	SHOPP	BUT	070	SEISMIC RETROFIT	
03	2F160		SAC	160	RE-ALIGN ROUTE	
05	0T540	SHOPP	SCR	129	CURVE REALIGNMENT	
08	0Q600	SHOPP	SBD	002	MODIFY DIKE AND PLACE CONCRETE SLOPE	
10	0Q120	STIP	MER	099	WIDEN FROM FOUR LANES TO SIX LANES	

Third Quarter - 11 Planned DED Deliverables

D	EA	Pgm	Cty	Rte	Description	
02	3E410	SHOPP	SHA	299	HIGHWAY REALIGNMENT	
02	4C402	STIP	SHA	005	WIDEN TO 6 LANES.	
04	3G620	SHOPP	SF	101	BRIDGE REHABILITATION	
04	4S190	SHOPP	SON	116	CONSTRUCT SOLDIER PILE WALL	
05	0T630	SHOPP	SB	101	CURVE REALIGNMENT	
08	34770	STIP	SBD	58	CONSTRUCT 4-LANE EXPWY ON NEW ALIGN	
08	0J930	SHOPP	SBD	015	REHABILITATE BRIDGE	
08	0Q300	SHOPP	SBD	138	CONSTRUCT TWO LANE CONVENTIONAL HWY	
09	35120	SHOPP	INY	395	SHOULDER WIDENING AND CONSTRUCT RUMBL	
10	0F280	SHOPP	CAL	004	CONSTRUCT WALL FOR SEDIMENT CONTROL	
10	0V290	SHOPP	CAL	026	INSTALL A TWO-WAY LEFT-TURN LANE	

Fourth Quarter - 10 Planned DED Deliverables

D	EA	Pgm	Cty	Rte	Description	
01	26201	STIP	MEN	101	RYAN CREEK FISH PASSAGE - COHO SALMON MIT	
01	49771	SHOPP	MEN	001	PERMANENT RESTORATION: REPAIR SLIPOUT / F	
01	0A360	SHOPP	HUM	299	CURVE IMPROVEMENT	
01	0B500	SHOPP	MEN	101	REPAIR SLIDES	
03	0F240	SHOPP	SAC	005	PLACE 3/4" POLYESTER OVERLAY, REPLACE JT SE	
03	2F210	SHOPP	SAC	050	BRIDGE DECK REHABILITATION	
04	17244	SHOPP	ALA	084	ENVIRONMENTAL MITIGATION	
04	0A020	SHOPP	SON	001	REALIGN ROADWAY	
04	1G020		SM	082	INSTALL LEFT TURN CHANNELIZATION	
08	0N970	SHOPP	SBD	395	CONSTRUCT 4' MEDIAN BUFFER & WIDEN EXISTI	

-  Completed
-  Completed Ahead of Schedule
-  Behind Schedule
-  To Be Completed
-  Delay Out of Year (see delay categories below)

2012/13 FY Right of Way Capital Major Project List

D	EA	PPNO	Cty	Rte	Description	RW Cert Date	RW Capital All Funds	RW Capital STIP/SHOPP	Doc Year	Total RW Capital Estimate	2013 FY Alloc Plan	TOTAL FYTD Commitments as of 07/31/12	Allocation Expended %	Allocation Remaining	1st Qtr	2nd Qtr	3rd Qtr	4th Qtr
01	262001	0125F	MEN	101	CONSTRUCT 4-LANE FREEWAY, PHASE 1	5/28/2010	33,000	26,750	2010	42,188	15,020,000	0	0.00%	15,020,000	1,112	0	0	0
01	3986U1		LAK	053	WIDEN ROADWAY WITH HMA OVER AB	5/25/2010	1,086	1,086	2008	1,031	1,021,000	0	0.00%	1,021,000	0	0	0	0
02	360700	3427	SHA	299	ROADWAY REHABILITATION	4/1/2013	3,092	3,092	2010	2,143	2,039,000	0	0.00%	2,039,000	184,450	0	0	0
03	3C3800	3258	ED	050	STORM WATER MITIGATION	6/1/2013	3,400	3,400	2010	3,002	2,378,000	0	0.00%	2,378,000	70,247	0	0	0
04	245441		SON	101	COLLEGE AVENUE IMPROVEMENT	8/20/2012	4,430	4,100	2010	4,509	1,256,000	0	0.00%	1,256,000	0	0	0	0
04	264071	0360J	MRN	101	CONSTRUCT INTERCHANGE ON RTE 101 AT SAN ANTONIO RD;INCLUDING FRONTAGE	4/26/2012	24,566	8,254	2010	33,803	2,336,000	0	0.00%	2,336,000	15,021	0	0	0
04	264081	0360H	SON	101	CONSTRUCT INTERCHANGE ON RTE 101 AT PETALUMA BLVD;INCLUDING FRONTAGE	4/15/2012	13,406	10,810	0	0	4,815,000	0	0.00%	4,815,000	401,852	0	0	0
04	4A5100	0609K	SF	280	REPLACE BRIDGE HINGES	5/1/2013	3,570	3,570	2010	3,390	1,413,000	0	0.00%	1,413,000	235,364	0	0	0
05	315801	0058E	MON	101	CONSTRUCT NEW INTERCHANGE AT SAN JUAN ROAD	4/2/2012	26,900	16,450	2010	26,899	13,236,000	0	0.00%	13,236,000	4,718	0	0	0
05	330771	0226G	SLO	046	CONVERT TO 4-LANE EXPRESSWAY	1/6/2012	4,400	4,400	2010	3,320	1,150,000	0	0.00%	1,150,000	0	0	0	0
05	344901	0297	SBT	156	WIDEN 2 TO 4 LANES	1/16/2015	14,636	14,636	2010	21,807	5,649,000	0	0.00%	5,649,000	0	0	0	0
05	492801	4928	SLO	001	REALIGN ROADWAY	8/8/2013	14,170	14,170	2010	15,603	8,600,000	0	0.00%	8,600,000	20,150	0	0	0
05	0C6401	6400	SB	246	PASSING LANES AND OPERATIONAL IMPROVEMENTS	4/3/2013	1,205	1,205	2010	1,073	1,056,000	0	0.00%	1,056,000	0	0	0	0
05	4482U1	0482	SB	101	RECONSTRUCT INTERCHANGES (2) AND REPLACE CARPINTERIA CR BR	7/15/2014	9,597	5,883	2010	9,388	3,101,000	0	0.00%	3,101,000	6,000	0	0	0
06	487501	4348	KIN	198	RECONSTRUCT INTERCHANGE	8/15/2012	3,327	1,327	2010	1,704	1,196,000	0	0.00%	1,196,000	40,111	0	0	0
07	119341	0310B	LA	10	CONSTRUCT HOV LANE IN EA DIRECTION *OVERSIGHT ONLY*PR & ENVR ONLY*\$	4/11/2013	8,000	8,000	2010	6,306	4,973,000	0	0.00%	4,973,000	21,227	0	0	0
07	172151	2022C	LA	30	FREEWAY CONSTRUCTION	6/16/2000	31,739	31,739	1998	22,505	3,390,000	0	0.00%	3,390,000	0	0	0	0
07	202111	4137	LA	710	LONG LIFE PAVEMENT & WIDEN BRIDGES	5/11/2011	3,000	3,000	2010	2,270	1,000,000	0	0.00%	1,000,000	0	0	0	0
07	202121	4137A	LA	710	LONG LIFE PAVEMENT & WIDEN BRIDGES	4/8/2013	14,500	14,500	2010	23,297	11,000,000	0	0.00%	11,000,000	0	0	0	0
07	215921	2808	LA	005	ROADWAY WIDENING (SEG 2) *POR=2159A1	1/4/2013	249,994	89,757	2010	400,434	26,930,000	0	0.00%	26,930,000	2,619,199	0	0	0
07	215941	4155	LA	005	ROADWAY WIDENING (SEG 4) *POR=2159A1	3/9/2012	111,583	85,404	2010	239,388	25,568,000	0	0.00%	25,568,000	3,576,110	0	0	0
07	215951		LA	005	ROADWAY WIDENING & STRIPING (SEG 5) *POR=2159A1	1/4/2013	36,452	36,452	2010	83,755	16,000,000	0	0.00%	16,000,000	1,558,572	0	0	0
07	260701	3918	VEN	101	HOV LANES *COMBINED/196401	6/22/2011	1,980	1,980	2010	1,975	1,000,000	0	0.00%	1,000,000	168	0	0	0
07	293901	4554	LA	060	BRIDGE REPLACEMENT	2/3/2012	1,000	1,000	2010	6,105	1,000,000	0	0.00%	1,000,000	768,495	0	0	0
07	1170U1	0309N	LA	010	CONSTRUCT HOV LANES & SOUNDWALLS *COMB WITH 117081 & 111721	6/8/2012	20,304	20,304	2010	31,944	4,500,000	0	0.00%	4,500,000	765,345	0	0	0
08	355560	0174L	SBD	015	ADD N/B MIXED FLOW LANE W/AUX LANE. RECON 'D' & 'E' ST ICS & STODDARD	1/7/2013	23,984	23,984	2010	32,094	5,881,000	0	0.00%	5,881,000	374,359	0	0	0
08	0F6601	0253E	SBD	247	CONSTRUCT SHOULDERS @ VARIOUS LOC	9/6/2013	3,074	3,074	2010	3,473	1,132,000	0	0.00%	1,132,000	29,100	0	0	0
08	3401U1	0239D	SBD	138	WIDEN TO 4 LNS FR BEEKLEY RD TO JCT 15. ADD 1 LN EB FR PHELAN RD TO	12/5/2013	3,569	3,569	2010	9,927	3,569,000	0	0.00%	3,569,000	12,607	0	0	0
10	0A872	9940C		219	WIDEN TO 4 LANES AND INTERSECTION IMPROVEMENTS	11/7/2011	17,281	15,041	2010	15,696	1,600,000	0	0.00%	1,600,000	22,526	0	0	0
11	167891		IMP	078	CONSTRUCT FOUR LANE EXPRESSWAY	4/1/2010	26,375	13,371	2010	18,016	1,912,000	0	0.00%	1,912,000	0	0	0	0
12	0C5601	4587A	ORA	091	PROVIDE AN AUXILIARY LANE FROM NB SR-55 TO TUSTIN AVE OFF-RAMP	6/15/2013	1,700	1,700	2010	6,077	1,700,000	0	0.00%	1,700,000	42,424	0	0	0
12	0E3101	4102	ORA	074	RECONSTRUCT IC AT SR-74	4/19/2012	28,753	28,753	2010	28,753	7,680,000	0	0.00%	7,680,000	153,661	0	0	0
12	0H2081	3577A	ORA	055	FLATTEN THE SLOPE ABOVE THE MAINTENANCE ACCESS ROAD	5/24/2012	11,670	11,670	2010	3,166	2,500,000	0	0.00%	2,500,000	35	0	0	0

Grand Total 185,601,000 0 185,601,000 10,922,852 0 0 0



Division of Construction
CONTRACT ADMINISTRATION
Q1 Fiscal Year 2012/13 (\$ in Millions)



Construction Contracts - Quarterly Status Report^a

	Q1 11/12		Q2 11/12		Q3 11/12		Q4 11/12		Q1 12/13	
	Number	Value								
1. Ongoing Contracts @ Beginning of Quarter	759	\$10,548	715	\$10,547	638	\$ 9,851	635	\$10,942	764	\$ 11,162
2. New Contracts this Quarter	141	\$ 786	72	\$ 341	123	\$ 1,605	245	\$ 919	103	\$ 775
3. Accepted Contracts this Quarter	185	\$ 787	149	\$ 1,037	126	\$ 514	116	\$ 699	128	\$ 390
Ongoing Contracts @ End of Quarter (1+2-3)	715	\$10,547	638	\$ 9,851	635	\$10,942	764	\$11,162	739	\$ 11,547
4. Accepted Contracts @ Beginning of Quarter	1,334	\$ 6,862	1,408	\$ 7,302	1,293	\$ 7,590	1,264	\$ 7,325	1,238	\$ 6,916
5. Accepted Contracts this Quarter	185	787	149	1,037	126	514	116	699	128	390
6. Contracts Closed this Quarter	110	317	257	501	153	659	140	1,103	115	874
7. New Contracts in Arbitration this Quarter	1	30	7	248	2	120	2	5	2	7
Accepted Contracts @ End of Quarter (4+5-6-7) ^b	1,408	\$ 7,302	1,293	\$ 7,590	1,264	\$ 7,325	1,238	\$ 6,916	1,249	\$ 6,425
Accepted Contracts with claims only @ End of Quarter ^c	81	\$ 1,554	88	\$ 887	114	\$1,647	58	\$1,110	64	\$1,394
8. Contracts in Arbitration @ Beginning of Quarter ^d	43	\$ 684	38	\$ 638	40	\$849	38	\$ 913	32	\$ 578
9. New Contracts in Arbitration this Quarter	1	30	7	248	2	120	2	5	2	7
10. Contracts with Arbitration Settlements/Awards this Quarter	6	76	5	37	4	56	8	340	6	100
Contracts in Arbitration @ End of Quarter (8+9-10)	38	\$ 638	40	\$ 849	38	\$ 913	32	\$ 578	28	\$ 485

^a Quarterly figures updated to reflect revised or new data at the end of the current quarter.

^b Accepted contracts with close-out activities in progress. Contracts in arbitration are not included.

^c Beginning Quarter 1 of FY 2010/2011, quarterly figures exclude contracts that have a final estimate (FE), a district director determination (DDD), or district expenditures done (DED).

^d A contractor may file for arbitration 240 days after project acceptance, or within 90 days after final determinations on claims have been made. Contractors must file within 90 days after the Department makes a final determination on claims or lose opportunity for arbitration. (Contractors have 180 days to file on contracts that were approved prior to January 1, 1999.)

Total dollar amount of claims at end of current quarter = \$68M

Total dollar amount filed for in arbitration at end of current quarter = \$56M

Includes contracts flagged as: Emergency, Local Assistance, and Warranty

Memorandum

To: CHAIR AND COMMISSIONERS

CTC Meeting: December 6, 2012

Reference No.: 4.1
Information

From: BIMLA G. RHINEHART
Executive Director

Subject: **STATE AND FEDERAL LEGISLATION**

STATE LEGISLATION

The Legislature convened an organizational session on December 3, 2012 to begin the first-year of the new two-year session. At the Commission's January 2013 meeting, staff will provide a copy of the 2013 tentative legislative calendar. Staff will also provide a report on any bills that are introduced that may be of interest to the Commission pursuant to the Commission's criteria to guide staff in monitoring legislation and selecting bills that should be brought forward for consideration.

FEDERAL LEGISLATION

The first session of the 113th Congress is scheduled to convene on January 3, 2013. No other updates on federal legislation are applicable at this time.

Memorandum

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: December 5-6, 2012

Reference No.: 2.1a.(1)
Action Item

From: NORMA ORTEGA
Chief Financial Officer

Prepared by: Rachel Falsetti
Division Chief
Transportation Programming

Subject: **TRAFFIC CONGESTION RELIEF PROGRAM –PROJECT AMENDMENT**
RESOLUTION TAA-12-04, AMENDING RESOLUTION TAA-09-05

RECOMMENDATION:

The California Department of Transportation (Department) recommends the California Transportation Commission (Commission) approve this Traffic Congestion Relief Program (TCRP) project amendment for TCRP Project 115-South Light Rail Extension Meadowview-Calvine Project (PPNO 3L05), as described below.

ISSUE:

The Sacramento Regional Transit District (RT), is requesting that TCRP Project 115 (PPNO 3L05) be amended to transfer \$1,043,000 from PS&E (Design) and \$10,429,000 from Right of Way (R/W), to the construction phase in Fiscal Year (FY) 2012-13.

The Sacramento Area Council of Governments concurs with this request.

BACKGROUND:

This project was originally programmed with \$70,000,000 of TCRP and consists of extending the light rail system from Meadowview Road to Calvine Road to accommodate growth and alleviate traffic congestion in the area. The project is included in the Commission's TCRP Allocation Plan under Tier 2 for possible future allocation.

Due to current unavailability of additional TCRP funds for this project, other funds are being used to complete the Design and R/W phases. RT expects construction of the main track to begin in Spring 2013 using a combination of local, federal and Proposition 1B - Public Transportation Modernization, Improvement, and Service Enhancement Account Program funding. RT proposes to transfer the remaining unallocated Design (\$1,043,000) and R/W (\$10,429,000) programming to the construction phase in FY 2012-13. This programming change will allow RT to be reimbursed for construction activities when TCRP funds become available in the future.

The proposed revisions are shown in the funding table as follows:

REVISES:

County	District	PPNO	EA	Element	Const. Year	PMBack	PM Ahead	Route/Corridor					
Sacramento	3	3L05	R929TC	MT	2012-13								
Implementing Agency: (by component)	PA&ED	Sacto Regional Transit Dist				PS&E	Sacto Regional Transit Dist						
	R/W	Sacto Regional Transit Dist				CON	Sacto Regional Transit Dist						
RTPA/CTC:	Sacramento Area Council of Governments												
Project Title:	South LRT ext, Meadowview-Calvine (TCRP #115)												
Location:	In Sacramento, South Line from Meadowview Road to Calvine/Auberry.												
Description:	Extend light rail line (TCRP # 115)												
(DOLLARS IN THOUSANDS)													
FUND	TOTAL	Project Totals by Fiscal Year						Project Totals by Component					
		Prior	12/13	13/14	14/15	15/16	16/17	R/W	CON	PA&ED	PS&E	R/W Supp	CON Supp
RIP (PTA)													
Existing	4,307	4,307						4,307					
Change	0	0						0					
Proposed	4,307	4,307						4,307					
TCRP (Committed)													
Existing	70,000	70,000	0				10,429	46,428	12,100	1,043			
Change	0	(11,472)	11,472				(10,429)	11,472	0	(1,043)			
Proposed	70,000	58,528	11,472				0	57,900	12,100	0			
FTA Funds													
Existing	7,100	7,100								7,100			
Change	0	0							7,100	(7,100)			
Proposed	7,100	7,100							7,100	0			
FTA Funds													
Existing	113,184	113,184					7,352	102,088		3,744			
Change	21,816	0	21,816				(5,486)	24,722	3,678	(1,098)			
Proposed	135,000	113,184	21,816				1,866	126,810	3,678	2,646			
Local Funds													
Existing	32,206	32,206					8,452	20,513	3,236	5			
Change	(5,602)	(5,602)					(3,581)	(10,827)	8,811	(5)			
Proposed	26,604	26,604					4,871	9,686	12,047	0			
Local Funds													
Existing	140	140							140				
Change	157	157						105	52				
Proposed	297	297						105	192				
Local Funds													
Existing	3,989	3,989						3,095	894				
Change	753	753						743	10				
Proposed	4,742	4,742						3,838	904				
Local Funds													
Existing	803	803							803				
Change	678	678						1,158	(480)				
Proposed	1,481	1,481						1,158	323				
SLPP													
Existing													
Change	7,200	7,200						7,200					
Proposed	7,200	7,200						7,200					
PTMISEA													
Existing													
Change	18,747	10,713	8,034					17,366		1,381			
Proposed	18,747	10,713	8,034					17,366		1,381			
Total													
Existing	230,926	230,926	0				26,233	176,431	16,370	11,892			
Change	35,871	(5,451)	41,322				(19,496)	43,581	19,651	(7,865)			
Proposed	275,478	234,156	41,322				6,737	228,370	36,344	4,027			

RESOLUTION TAA-12-04:

Be it Resolved, that the California Transportation Commission does hereby amend TCRP Project 115 - South Light Rail Extension Meadowview-Calvine Project (PPNO 3L05) in accordance with the information described above.

Memorandum

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: December 5-6, 2012

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

From: NORMA ORTEGA
Chief Financial Officer

Prepared by: Rachel Falsetti
Division Chief
Transportation Programming

Subject: **TRAFFIC CONGESTION RELIEF PROGRAM –PROJECT AMENDMENT
RESOLUTION TAA-12-05, AMENDING RESOLUTION TAA-11-07**

RECOMMENDATION:

The California Department of Transportation recommends the California Transportation Commission (Commission) approve this Traffic Congestion Relief Program (TCRP) project amendment for TCRP Project 126 - Watt Avenue at Route 50 Interchange Improvements Project (PPNO 0127A), as described below.

ISSUE:

Sacramento County, with concurrence from the Sacramento Area Council of Governments, is requesting that TCRP Project 126 (PPNO 0127A) be amended to un-program \$5,112,000 of TCRP funds from the construction phase of the Watt Avenue at Route 50 Interchange Improvements Project.

BACKGROUND:

TCRP Project 126 is listed under the Tier 2 category of the Commission's TCRP Allocation Plan which means there is presently no underlying cash for an actual allocation. In April 2012, the Commission approved an amendment to program \$6,280,000 in TCRP funding to the construction phase of this project with the understanding that under statute, should the TCRP program be funded again in the future, Sacramento County would be eligible for reimbursement for local Measure A funds spent to construct the project in lieu of TCRP funds.

In September 2012, the construction contract was awarded with substantial savings, thereby reducing the amount of local Measure A funding needed for the project. Sacramento County now proposes to un-program \$5,112,000 of the \$6,280,000 in TCRP programmed for construction, leaving \$1,168,000 programmed for future reimbursement, if necessary.

RESOLUTION TAA-12-05:

Be it Resolved, that the California Transportation Commission does hereby amend TCRP Project 126 - Watt Avenue at Route 50 Interchange Improvements Project (PPNO 0127A) in accordance with the information described above and illustrated in the following table.

REVISES:

County	District	PPNO	EA	Element	Const. Year	PM Back	PM Ahead	Route/Corridor					
Sacramento	3	0127A	37120	CO	2012-13	5.0	5.6	50					
Implementing Agency: (by component)		PA&ED	Sacramento County			PS&E							
		R/W				CON	Sacramento County						
RTPA/CTC:		Sacramento Area Council of Governments											
Project Title:		Watt Ave @ Route 50 Interchange Improvements - TCRP #126											
Location		In the city of Sacramento, on Route 50 at Watt Avenue from La Riviera Drive, to Kiefer Boulevard.											
Description:		Modify the interchange, widen Watt Avenue, and add bike/pedestrian and public transit facilities.											
(DOLLARS IN THOUSANDS)													
FUND	TOTAL	Project Totals by Fiscal Year						Project Totals by Component					
		Prior	12/13	13/14	14/15	15/16	16/17	R/W	CON	PA&ED	PS&E	R/W Supp	CON Supp
TCRP (Committed)													
Existing	7,000	720	6,280						6,280	720			
Change	(5,112)	0	(5,112)						(5,112)	0			
Proposed	1,888	720	1,168						1,168	720			
RSTP													
Existing	1,500	1,500								1,500			
Change	0	0								0			
Proposed	1,500	1,500								1,500			
Demo													
Existing	2,880	2,880									2,880		
Change	0	0								0			
Proposed	2,880	2,880								2,880			
Local Funds													
Existing	12,956	3,202	9,754					2,111	9,754	195	896		
Change	0	0	0					0	0	0	0		
Proposed	12,956	3,202	9,754					2,111	9,754	195	896		
State Bond - SLPP													
Existing	8,586	8,586							8,586				
Change	0	0							0				
Proposed	8,586	8,586							8,586				
State Bond - CMIA													
Existing	12,109	12,109							12,109				
Change	0	0							0				
Proposed	12,109	12,109							12,109				
Total													
Existing	45,031	28,997	16,034					2,111	36,729	2,415	3,776		
Change	(5,112)	0	(5,112)					0	(5,112)	0	0		
Proposed	39,919	28,997	10,922					2,111	31,617	2,415	3,776		

Memorandum

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: December 5-6, 2012

Reference No.: 2.1c.(1a)
Action Item

From: NORMA ORTEGA
Chief Financial Officer

Prepared by: Rachel Falsetti
Division Chief
Transportation Programming

Subject: **CMIA PROGRAM AMENDMENT**
RESOLUTION CMIA-PA-1213-10, AMENDING RESOLUTION CMIA-P-1112-14B

RECOMMENDATION:

The California Department of Transportation recommends that the California Transportation Commission (Commission) amend the Corridor Mobility Improvement Account (CMIA) baseline agreement for the I-10 Tippecanoe Avenue Interchange Improvements (Phase 1) project (PPNO 0154F) in San Bernardino County.

ISSUE:

The San Bernardino Associated Governments (SANBAG) proposes to amend the CMIA baseline agreement for the I-10 Tippecanoe Avenue Interchange Improvements (Phase 1) project (PPNO 0154F) to update the project funding plan to include additional local funds.

BACKGROUND:

The project is located in the cities of San Bernardino and Loma Linda. The project will widen the eastbound I-10 off-ramp to Tippecanoe Avenue and also widen the eastbound I-10 to provide four mixed-flow lanes and one auxiliary lane in the vicinity of the interchange. Once completed, these improvements will eliminate severe traffic queuing in the vicinity of the interchange and will also accommodate the ultimate I-10 widening for high occupancy vehicle (HOV) lanes.

Update project funding plan

The original CMIA baseline agreement approved by the Commission at its April 2012 meeting unintentionally omitted \$2,000,000 in local and federal funds which were planned to be used for construction management. The funding plan is being revised to correct that omission. In addition, the distribution of local funds between construction management and construction capital is being revised to reflect actual obligations.

The construction contract was advertised in June 2012. When bids were opened, the lowest bid came slightly over the Engineer's Estimate. The contract was awarded in July 2012 with a total project allotment of \$13,787,000, an increase of \$787,000 over the approved budget. This shortfall was

covered with a combination of local and federal funds. The revised funding plan shown on the next page reflects the addition of these funds.

RESOLUTION CMIA-PA-1213-10

Be it Resolved, that the California Transportation Commission does hereby amend the Corridor Mobility Improvement Account baseline agreement for the I-10 Tippecanoe Avenue Interchange Improvements (Phase 1) project (PPNO 0154F) in San Bernardino County with the information described above and tabulated below.

REVISE: I-10 Tippecanoe Avenue Interchange Improvements (Phase 1) project (PPNO 0154F)

County	District	PPNO	EA	Element	Const. Year	PMBack	PM Ahead	Route/Corridor					
San Bernardino	8	0154F	44811	CO	2011-12	25.3	26.3	10					
Implementing Agency: (by component)	PA&ED	SANBAG				PS&E	SANBAG						
	R/W	Department				CON	SANBAG						
RTPA/CTC:	San Bernardino Associated Governments												
Project Title:	I-10 Tippecanoe Ave Interchange Improvements (Phase 1)												
Location	In the cities fo San Bernardino and Loma Linda, from Waterman Avenue to Tippecanoe Avenue.												
Description:	Widen eastbound Tippecanoe Avenue off ramp and widen eastbound I-10 to provide four mixed flow lanes and one auxiliary lane.												
(DOLLARS IN THOUSANDS)													
FUND	TOTAL	Project Totals by Fiscal Year					Project Totals by Component						
		Prior	10/11	11/12	12/13	13/14	14/15	R/W	CON	PA&ED	PS&E	R/W Supp	CON Supp
State Bond - Corridor Mobility Improvement Account (CMIA)													
Existing	10,000			10,000				10,000					
Change	0			0				0					
Proposed	10,000			10,000				10,000					
Federal Demonstration (Demo) Funds													
Existing	515	515						515					
Change	0	0						0					
Proposed	515	515						515					
Local Funds - City of Loma Linda													
Existing	3,000			3,000				2,091					909
Change	52			52				52					0
Proposed	3,052			3,052				2,143					909
Local Measure Funds - SANBAG													
Existing	2,318	2,308	10					727	1,581	10			
Change	0	0	0					0	0	0			
Proposed	2,318	2,308	10					727	1,581	10			
Regional Surface Transportation Program (STP) Funds - SANBAG													
Existing	0			0				0					0
Change	2,735			2,735				1,644					1,091
Proposed	2,735			2,735				1,644					1,091
Total													
Existing	15,833	2,823	10	13,000				12,091	1,242	1,581	10		909
Change	2,787	0	0	2,787				1,696	0	0	0		1,091
Proposed	18,620	2,823	10	15,787				13,787	1,242	1,581	10		2,000

Memorandum

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: December 5-6, 2012

Reference No.: 2.1c.(1b)
Action Item

From: NORMA ORTEGA
Chief Financial Officer

Prepared by: Rachel Falsetti
Division Chief
Transportation Programming

Subject: **CMIA PROGRAM AMENDMENT**
RESOLUTION CMIA-PA-1213-11, AMENDING RESOLUTION CMIA-PA-1112-028

RECOMMENDATION:

The California Department of Transportation (Department) recommends that the California Transportation Commission (Commission) amend the Corridor Mobility Improvement Account (CMIA) baseline agreement for the Sonoma-101 Airport Interchange Improvements (North Phase B) project (PPNO 0749D) in Sonoma County.

ISSUE:

The Department and the Sonoma County Transportation Authority (SCTA) propose to amend the CMIA baseline agreement for the Sonoma-101 Airport Interchange Improvements (North Phase B) project (PPNO 0749D) to update the project funding plan to include additional local funds.

BACKGROUND:

The project is located in the town of Windsor in Sonoma County. The project will reconfigure two existing partial interchanges at Fulton Road and Airport Boulevard into a single complete interchange by replacing the existing Airport Boulevard Overcrossing at Route 101. The project will also construct soundwalls at selected locations within the project limits.

Update project funding plan

At its April 2012 meeting, the Commission allocated \$17,742,000 of CMIA funds and \$1,866,000 of State-Local Partnership Program (SLPP) funds. The project funding plan also included \$10,392,000 of local funds. The project was advertised in June 2012. When bids were opened on August 8, 2012, the lowest bid came in 12 percent over the Engineer's Estimate. The two lowest bidders were found to be non-responsive. Eventually, all of the bids were rejected.

The project was re-advertised on September 24, 2012. When bids were opened on October 17, 2012, the lowest bid came in 7.9 percent over the Engineer's Estimate. The Sonoma County Transportation Authority (SCTA) is proposing to cover the funding shortfall of \$3,813,000 with a combination of SLPP funds (\$1,827,000) and local funds (\$1,986,000). The Commission programmed and allocated

these additional SLPP funds at its September 2012 meeting. The table below shows the revised project funding plan to reflect these changes.

The Metropolitan Transportation Commission concurs with these changes.

RESOLUTION CMIA-PA-1213-11

Be it Resolved, that the California Transportation Commission does hereby amend the Corridor Mobility Improvement Account baseline agreement for the Sonoma-101 Airport Interchange (North Phase B) Improvements project (PPNO 0749D) in Sonoma County with the information described above and tabulated below.

REVISE: Sonoma-101 Airport Interchange Improvements (North Phase B) project (PPNO 0749D)

County	District	PPNO	EA	Element	Const. Year	PM Back	PM Ahead	Route/Corridor					
Sonoma	4	0749D	3A23U	CO	2012-13	25.6	29.2	101					
Implementing Agency: (by component)		PA&ED	SCTA			PS&E	SCTA						
		R/W	Department			CON	Department						
RTPA/CTC:	Metropolitan Transportation Commission												
Project Title:	North B - Sonoma Highway 101 Airport Interchange and soundwalls												
Location:	In Windsor, between Fulton Road and Windsor River Road.												
Description:	Replace the existing Airport Boulevard Overcrossing. Construct soundwalls in Windsor.												
(DOLLARS IN THOUSANDS)													
FUND	TOTAL	Project Totals by Fiscal Year						Project Totals by Component					
		Prior	12/13	13/14	14/15	15/16	16/17	R/W	CON	PA&ED	PS&E	R/W Supp	CON Supp
State Bond - Corridor Mobility Improvement Account (CMIA)													
Existing	22,242	22,242						17,742					4,500
Change	0	0						0					0
Proposed	22,242	22,242						17,742					4,500
State Bond - State Local Partnership Program (SLPP)													
Existing	1,866	1,866	0					1,866					
Change	1,827	0	1,827					1,827					
Proposed	3,693	1,866	1,827					3,693					
Local Funds (SCTA)													
Existing	21,700	21,700	0					5,638	10,392	790	4,130	750	
Change	1,986	0	1,986					0	1,986	0	0	0	
Proposed	23,686	21,700	1,986					5,638	12,378	790	4,130	750	
Total													
Existing	45,808	45,808	0					5,638	30,000	790	4,130	750	4,500
Change	3,813	0	3,813					0	3,813	0	0	0	0
Proposed	49,621	45,808	3,813					5,638	33,813	790	4,130	750	4,500

Memorandum

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: December 5-6, 2012

Reference No.: 2.1c.(1c)
Action Item

From: NORMA ORTEGA
Chief Financial Officer

Prepared by: Rachel Falsetti
Division Chief
Transportation Programming

Subject: **CMIA PROGRAM AMENDMENT**
RESOLUTION CMIA-PA-1213-12, AMENDING RESOLUTION CMIA-P-1112-22B

RECOMMENDATION:

The California Department of Transportation recommends that the California Transportation Commission (Commission) amend the Corridor Mobility Improvement Account (CMIA) baseline agreement for the I-15 Duncan Canyon Road Interchange project (PPNO 0168Q) in San Bernardino County.

ISSUE:

The City of Fontana proposes to amend the CMIA baseline agreement for the I-15 Duncan Canyon Road Interchange project (PPNO 0168Q) to update the project funding plan to include additional local funds.

BACKGROUND:

The project is located in the city of Fontana in San Bernardino County. The project will construct a new interchange on I-15 at the Duncan Canyon Road Interchange. Once completed, these improvements will eliminate severe congestion and improve traffic operations within the project limits.

Update project funding plan

This project was programmed into the State-Local Partnership Program (SLPP) in November 2010. At its June 2012 meeting, the Commission also programmed this project into the CMIA program. Concurrently, the Commission allocated \$1,972,000 in SLPP funds and \$12,000,000 in CMIA funds.

The project was advertised in July 2012. When bids were opened, the lowest bid came in over the Engineer's Estimate. The contract was awarded in August 2012 with a total project allotment of \$26,054,000, an increase of \$954,000 over the approved budget. This funding shortfall was covered with local funds. The revised funding plan shown on the next page reflects the addition of these funds.

RESOLUTION CMIA-PA-1213-12

Be it Resolved, that the California Transportation Commission does hereby amend the Corridor Mobility Improvement Account baseline agreement for the I-15 Duncan Canyon Road Interchange project (PPNO 0168Q) in San Bernardino County with the information described above and tabulated below.

REVISE: I-15 Duncan Canyon Road Interchange project (PPNO 0168Q)

County	District	PPNO	EA	Element	Const. Year	PMBack	PM Ahead	Route/Corridor					
San Bernardino	8	0168Q	0H130	CO	2011-12	9.8	11.9	15					
Implementing Agency: (by component)	PA&ED	City of Fontana				PS&E	City of Fontana						
	R/W	City of Fontana				CON	City of Fontana						
RTPA/CTC:	San Bernardino Associated Governments												
Project Title:	I-15/Duncan Canyon Road Interchange												
Location	In Fontana at Duncan Canyon Road.												
Description:	Construct interchange.												
(DOLLARS IN THOUSANDS)													
FUND	TOTAL	Project Totals by Fiscal Year					Project Totals by Component						
		Prior	10/11	11/12	12/13	13/14	14/15	R/W	CON	PA&ED	PS&E	R/W Supp	CON Supp
State Bond - State Local Partnership Program (SLPP)													
Existing	1,972		1,000	972				1,972					
Change	0							0					
Proposed	1,972		1,000	972				1,972					
Local Funds													
Existing	16,348	3,520	2,800	10,028			2,800	7,128	1,020	2,500			2,900
Change	954	0	0	954			0	954	0	0			0
Proposed	17,302	3,520	2,800	10,982			2,800	8,082	1,020	2,500			2,900
Local Funds													
Existing	4,000			4,000				4,000					
Change	0			0				0					
Proposed	4,000			4,000				4,000					
State Bond													
Existing	12,000			12,000				12,000					
Change	0			0				0					
Proposed	12,000			12,000				12,000					
Total													
Existing	34,320	3,520	3,800	27,000			2,800	25,100	1,020	2,500			2,900
Change	954	0	0	954			0	954	0	0			0
Proposed	35,274	3,520	3,800	27,954			2,800	26,054	1,020	2,500			2,900

Memorandum

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: December 5-6, 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-1213-13, AMENDING RESOLUTION CMIA-PA-1112-025

RECOMMENDATION:

The California Department of Transportation (Department) recommends that the California Transportation Commission (Commission) amend the Corridor Mobility Improvement Account (CMIA) baseline agreement for the Freeway Performance Initiative (FPI) – TOS and Ramp Metering project (PPNO 0024) in Alameda County.

ISSUE:

The Department proposes to amend the CMIA baseline agreement for the Freeway Performance Initiative (FPI) – TOS and Ramp Metering project (PPNO 0024) to revise the funding plan.

BACKGROUND:

The project scope consists of installing ramp metering and various traffic operations system (TOS) elements at five separate locations in various counties in the San Francisco Bay Area. Although the approved baseline agreement is only for the combined project, the project improvements are being delivered in five separate contracts:

- Contract 1: 04-15300 Alameda-92 PM 4.1/6.0, Alameda-880 PM 10.0/33.9
- Contract 2: 04-15420 Santa Clara-85 PM R18.0/R23.9
- Contract 3: 04-15113 Alameda-580 PM 9.5/31.0, Alameda-238 PM 14.4/16.1
- Contract 4: 04-15320 Santa Clara-680 PM 0.0/9.9
- Contract 5: 04-15350 Solano-80 PM 0.0/R28.4

The construction capital for the overall project is funded with \$27,000,000 (43.5 percent) federal-aid funds from the State Highway Operation and Protection Program (SHOPP) for Capital Outlay and \$35,004,000 (54.5 percent) Corridor Mobility Improvement Account (CMIA) funds.

At its April 2012 meeting, the Commission allocated \$1,434,000 in SHOPP funds and \$3,852,000 in CMIA funds to Contract 1. When bids were opened in July 2012, the lowest bid came \$449,000 over the Engineer's Estimate. At its September 2012 meeting, the Commission approved a financial allocation amendment to reduce the SHOPP allocation for Contract 2 by \$449,000 and to

increase the SHOPP allocation for Contract 1 by the same amount. Contract 1 was awarded on October 15, 2012. All the other contracts have also been awarded.

The following table summarizes the revised funding plan for each contract to reflect award savings for the overall Freeway Performance Initiative (FPI) project.

Contract	Construction Contract Award	
	SHOPP	CMIA
# 1: 04-15300 Alameda-92 PM 4.1/6.0, Alameda-880 PM 10.0/33.9	\$1,883,000	\$3,852,000
# 2: 04-15420 Santa Clara-85 PM R18.0/R23.9	\$6,702,000	\$1,161,000
# 3: 04-15113 Alameda-580 PM 9.5/31.0, Alameda-238 PM 14.4/16.1	\$4,839,000	\$1,989,000
# 4: 04-15320 Santa Clara-680 PM 0.0/9.9	\$7,970,000	\$5,534,000
# 5: 04-15350 Solano-80 PM 0.0/R28.4	\$285,000	\$15,568,000
Overall project totals	\$21,679,000	\$28,104,000
Contribution share	43.5%	56.5%

In addition to these changes, the project funding plan is also being revised to reflect previously incurred SHOPP expenditures for pre-construction activities for Contract 3. These past expenditures were inadvertently omitted from the original baseline agreement.

Concurrent with this CMIA baseline amendment request, there are also separate requests to de-allocate a total of \$6,900,000 CMIA funds from Contracts 2, 3, 4, and 5 on this month's commission agenda.

RESOLUTION CMIA-PA-1213-13

Be it Resolved, that the California Transportation Commission does hereby amend the Corridor Mobility Improvement Account baseline agreement for the Freeway Performance Initiative – TOS and Ramp Metering project (PPNO 0024) in accordance with the information described above and illustrated in the following table.

REVISE: Freeway Performance Initiative (FPI) – TOS and Ramp Metering project (PPNO 0024)

County	District	PPNO	EA	Element	Const. Year	PMBack	PM Ahead	Route/Corridor						
Alameda Santa Clara/Solano	4	0024	Various	CO	2011-12	Various	Various	Various						
Implementing Agency: (by component)	PA&ED	Department				PS&E	Department							
	R/W	Department				CON	Department							
RTPA/CTC:	Metropolitan Transportation Commission													
Project Title:	Freeway Performance Initiative - TOS and Ramp Metering													
Location:	At various locations in Alameda, Santa Clara, and Solano Counties.													
Description:	Install ramp metering and traffic operations system elements along various routes. The project will be implemented with five construction contracts.													
(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 (CMA) funds														
Existing	42,957			42,957					35,004					7,953
Change	(6,900)			(6,900)					(6,900)					0
Proposed	36,057			36,057					28,104					7,953
Congestion Mitigation and Air Quality (CMAQ) Program funds														
Existing	14,782	14,592	190					190		7,052	6,657	883		
Change	0	0	0					0		0	0	0		
Proposed	14,782	14,592	190					190		7,052	6,657	883		
Other State - State Highway Operation and Protection Program (SHOPP) funds														
Existing	27,000	0		27,000					27,000	0	0			
Change	(5,121)	585		(5,706)					(5,706)	238	347			
Proposed	21,879	585		21,294					21,294	238	347			
Total														
Existing	84,739	14,592	190	69,957				190	62,004	7,052	6,657	883		7,953
Change	(12,021)	585	0	(12,606)				0	(12,606)	238	347	0		0
Proposed	72,718	15,177	190	57,351				190	49,398	7,290	7,004	883		7,953

NOTE: Changes to SHOPP funding above reflect award savings as well as the addition of previously omitted SHOPP expenditures for project development activities for Contract 3.

2.1c.(1e)

**CMIA PROJECT AMENDMENT FOR THE
I-5 HOV/EMPIRE AVENUE AND BURBANK BOULEVARD PROJECT**

INFORMATION ON THIS ITEM WILL BE
PROVIDED PRIOR TO THE DECEMBER 5-6, 2012
CALIFORNIA TRANSPORTATION COMMISSION MEETING

Memorandum

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: December 5-6, 2012

Reference No.: 2.1c.(2a)/2.5g.(2a)
Action Item

From: NORMA ORTEGA
Chief Financial Officer

Prepared by: Rachel Falsetti
Division Chief
Transportation
Programming

Subject: **FINANCIAL ALLOCATION AMENDMENT AND PROJECT BASELINE AMENDMENT FOR PROPOSITION 1B STATE ADMINISTERED STATE ROUTE 99 CORRIDOR BOND PROGRAM PROJECT ON THE STATE HIGHWAY SYSTEM RESOLUTION R99-AA-1213-04, AMENDING RESOLUTION R99-A-1112-016 RESOLUTION R99-PA-1213-02, AMENDING RESOLUTION R99-PA-1112-008**

RECOMMENDATION:

The California Department of Transportation (Department) recommends the California Transportation Commission (Commission) amend Resolution R99-A-1112-016 to de-allocate \$1,248,000 in Proposition 1B State Route 99 (SR99) bond funds for the Goshen to Kingsburg Landscape project (PPNO 6480Y) in Tulare and Fresno Counties, thereby reducing the original SR99 construction capital allocation of \$5,000,000 to \$3,752,000 to reflect contract award savings, and revise the project funding plan accordingly.

BACKGROUND:

At its June 2012 meeting, the Commission approved Resolution R99-A-1112-016, allocating \$5,000,000 in Proposition 1B SR99 bond funds for construction capital for the Goshen to Kingsburg Landscape project. The construction contract was awarded on October 1, 2012 with SR99 Bond savings of \$1,248,000.

The necessary changes are reflected in strikethrough and bold on the vote box below.

RESOLUTION R99-AA-1213-04:

Be it Resolved, that \$5,000,000 in Proposition 1B State Route 99 Bond funds originally allocated under Resolution R99-A-1112-016 for the Goshen to Kingsburg Landscape project (PPNO 6480Y) in Tulare and Fresno Counties is hereby amended by \$1,248,000, reducing the original SR99 construction capital allocation to \$3,752,000 in accordance with the revised vote box below.

Memorandum

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: December 5-6, 2012

Reference No.: 2.1c.(2b)/2.5g.(2b)
Action Item

From: NORMA ORTEGA
Chief Financial Officer

Prepared by: Rachel Falsetti
Division Chief
Transportation Programming

Subject: **FINANCIAL ALLOCATION AMENDMENT AND PROJECT BASELINE AMENDMENT FOR PROPOSITION 1B STATE ADMINISTERED STATE ROUTE 99 CORRIDOR BOND PROGRAM PROJECT ON THE STATE HIGHWAY SYSTEM RESOLUTION R99-AA-1213-05, AMENDING RESOLUTION R99-A-1112-007 RESOLUTION R99-PA-1213-03, AMENDING RESOLUTION R99-PA-1112-006**

RECOMMENDATION:

The California Department of Transportation (Department) recommends the California Transportation Commission (Commission) amend Resolution R99-A-1112-007 to de-allocate \$1,846,000 in Proposition 1B State Route 99 (SR99) bond funds for the State Route 99/Riego Road Interchange project (PPNO 3L44) in Sutter and Sacramento Counties, thereby reducing the original SR99 construction capital allocation of \$17,610,000 to \$15,764,000 to reflect contract award savings, and revise the project funding plan accordingly.

BACKGROUND:

At its March 2012 meeting, the Commission approved Resolution R99-A-1112-007, allocating \$17,610,000 in Proposition 1B SR99 bond funds for construction capital for the State Route 99/Riego Road Interchange project. Additional construction capital funding included \$3,060,000 of Federal Demonstration (Demo) funds and \$1,330,000 of developer funds for a total of \$22,000,000. The construction contract was awarded on October 1, 2012 with total savings of \$1,938,000.

Due to a slowdown in the local real estate market, only \$642,000 of developer funds is currently available. Additionally, the Demo funding has been reduced from \$3,060,000 to \$3,056,000. The Sacramento Area Council of Governments (SACOG) has added \$600,000 of Regional Surface Transportation Program funds to offset the reduction of other funds.

The necessary changes are reflected in strikethrough and bold on the vote box below.

RESOLUTION R99-PA-1213-05:

Be it Resolved, that \$17,610,000 in Proposition 1B State Route 99 Bond funds originally allocated under Resolution R99-A-1112-007 for the State Route 99/Riego Road Interchange project (PPNO 3L44) in Sutter and Sacramento Counties is hereby amended by \$1,846,000, reducing the original SR99 construction capital allocation to \$15,764,000 in accordance with the revised vote box below.

RESOLUTION R99-PA-1213-03:

Be it Resolved, that the California Transportation Commission does hereby amend the State Route 99 Corridor Bond Program baseline agreement for the State Route 99/Riego Road Interchange project (PPNO 3L44) in Sutter and Sacramento Counties with the information described above.

Memorandum

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: December 5-6, 2012

Reference No.: 2.1c.(2c)/2.5g.(2c)
Action Item

From: NORMA ORTEGA
Chief Financial Officer

Prepared by: Rachel Falsetti
Division Chief
Transportation Programming

Subject: **FINANCIAL ALLOCATION AMENDMENT AND PROJECT BASELINE AMENDMENT FOR PROPOSITION 1B STATE ADMINISTERED STATE ROUTE 99 CORRIDOR BOND PROGRAM PROJECT ON THE STATE HIGHWAY SYSTEM RESOLUTION R99-AA-1213-06, AMENDING RESOLUTION R99-A-1112-004 RESOLUTION R99-PA-1213-04, AMENDING RESOLUTION R99-PA-1011-006**

RECOMMENDATION:

The California Department of Transportation recommends the California Transportation Commission (Commission) amend Resolution R99-A-1112-004 to de-allocate \$195,000 in Proposition 1B State Route 99 (SR99) bond funds for Phase 2 of the Los Molinos project (PPNO 3326) in Tehama County, thereby reducing the original SR99 construction capital allocation of \$2,566,000 to \$2,371,000 to reflect contract award savings, and revise the project funding plan accordingly.

BACKGROUND:

At its January 2012 meeting, the Commission approved Resolution R99-A-1112-004, allocating \$2,566,000 in Proposition 1B SR99 bond funds for construction capital for Phase 2 of the Los Molinos project. The construction contract was awarded on May 31, 2012 with SR99 Bond Savings of \$195,000.

The necessary changes are reflected in strikethrough and bold on the vote box below.

RESOLUTION R99-AA-1213-06:

Be it Resolved, that \$2,566,000 in Proposition 1B State Route 99 Bond funds originally allocated under Resolution R99-A-1112-004 for Phase 2 of the Los Molinos project (PPNO 3326) in Tehama County is hereby amended by \$195,000, reducing the original SR99 construction capital allocation to \$2,371,000 in accordance with the revised vote box below.

RESOLUTION R99-PA-1213-04:

Be it Resolved, that the California Transportation Commission does hereby amend the State Route 99 Corridor Bond Program baseline agreement for the Phase 2 of the Los Molinos project (PPNO 3326) in Tehama County with the information described above.

Memorandum

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: December 5-6, 2012

Reference No.: 2.1c.(2d)/2.5g.(2d)
Action Item

From: NORMA ORTEGA
Chief Financial Officer

Prepared by: Rachel Falsetti
Division Chief
Transportation
Programming

Subject: **FINANCIAL ALLOCATION AMENDMENT AND PROJECT BASELINE AMENDMENT FOR PROPOSITION 1B STATE ADMINISTERED STATE ROUTE 99 CORRIDOR BOND PROGRAM PROJECT ON THE STATE HIGHWAY SYSTEM**
RESOLUTION R99-AA-1213-07, AMENDING RESOLUTION R99-A-1112-008
RESOLUTION R99-PA-1213-05, AMENDING RESOLUTION R99-PA-1112-007

RECOMMENDATION:

The California Department of Transportation recommends the California Transportation Commission (Commission) amend Resolution R99-A-1112-008 to de-allocate \$2,987,000 in Proposition 1B State Route 99 (SR99) bond funds for the Island Park 6-Lane project (PPNO 6274) in Fresno and Madera Counties, thereby reducing the original SR99 construction capital allocation of \$50,600,000 to \$47,613,000 to reflect contract award savings, and revise the project funding plan accordingly.

BACKGROUND:

At its April 2012 meeting, the Commission approved Resolution R99-A-1112-008, allocating \$50,600,000 in Proposition 1B SR99 bond funds for construction capital for the Island Park 6-Lane project. The construction contract was awarded on October 10, 2012 with SR99 Bond Savings of \$2,987,000.

The necessary changes are reflected in strikethrough and bold on the vote box below.

RESOLUTION R99-AA-1213-07:

Be it Resolved, that \$50,600,000 in Proposition 1B State Route 99 Bond funds originally allocated under Resolution R99-A-1112-008 for the Island Park 6-Lane project (PPNO 6274) in Fresno and Madera Counties is hereby amended by \$2,987,000, reducing the original SR99 construction capital allocation to \$47,613,000 in accordance with the revised vote box below.

Memorandum

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: December 5-6, 2012

Reference No.: 2.1c.(2e)/2.5g.(2e)
Action Item

From: NORMA ORTEGA
Chief Financial Officer

Prepared by: Rachel Falsetti
Division Chief
Transportation
Programming

Subject: **FINANCIAL ALLOCATION AMENDMENT AND PROJECT BASELINE AMENDMENT FOR PROPOSITION 1B STATE ADMINISTERED STATE ROUTE 99 CORRIDOR BOND PROGRAM PROJECT ON THE STATE HIGHWAY SYSTEM**
RESOLUTION R99-AA-1213-08, AMENDING RESOLUTION R99-A-1112-014
RESOLUTION STIP1B-AA-1213-05, AMENDING RESOLUTION STIP1B-A-1112-019
RESOLUTION R99-PA-1213-06, AMENDING RESOLUTION R99-PA-1112-010

RECOMMENDATION:

The California Department of Transportation (Department) recommends the California Transportation Commission (Commission) amend Resolutions R99-A-1112-014 and STIP1B-A-1112-019 to de-allocate \$2,357,000 in Proposition 1B State Route 99 (SR99) bond funds for the multi-funded State Route 99 Widening in Manteca and San Joaquin Phase 3 project (PPNO 7634C) in San Joaquin County, thereby reducing the original SR99 construction capital allocation of \$6,010,000 to \$3,653,000 to reflect contract award savings, and revise the project funding plan accordingly.

BACKGROUND:

Move Utility Costs from Construction to Right of Way

The Department did not have sufficient resources to coordinate utility relocations, so the San Joaquin Council of Governments (SJCOG) agreed to do the work. The Department planned to add funds to Supplemental Work so the Department's resident engineer could reimburse SJCOG for the utility coordination, as it had done on Phases 1 and 2 (PPNOs 7634A and 7634B) of this project. However, the Department has a policy that places a cap on Supplemental Work, which prevented the utility work from being added to Supplemental Work for Phase 3 of this project. Therefore, it is proposed to increase Right of Way Capital by \$3,307,000, from \$14,500,000 to \$17,807,000, and fund this cost increase from SJCOG Measure K contract award savings as described below.

Contract Award Savings

At its June 2012 meeting, the Commission approved Resolution R99-A-1112-014 and STIP1B-A-1112-019, allocating \$6,010,000 in Proposition 1B SR99 bond funds for construction capital for the State Route 99 Widening in Manteca and San Joaquin Phase 3 project; additional

construction capital funding included \$51,437,000 of SJCOG Measure K funds and \$24,984,000 of Regional Improvement Program (RIP) funds. The construction contract was awarded on October 11, 2012 with savings of \$49,643,000. It is proposed that the award savings be calculated proportionally, with all of the RIP savings realized by SJCOG Measure K. Additionally, since SJCOG Measure K funds will fund all of the above Right of Way cost increase, the designated SR 99 Bond share of the Right of Way cost increase will now be used for construction.

The necessary changes are reflected in strikethrough and bold on the vote box below.

RESOLUTIONS R99-AA-1213-08 AND STIP1B-AA-1213-05:

Be it Resolved, that \$6,010,000 in Proposition 1B State Route 99 Bond funds originally allocated under Resolution R99-A-1112-014 and STIP1B-A-1112-019 for the State Route 99 Widening in Manteca and San Joaquin Phase 3 project (PPNO 7634C) in San Joaquin County is hereby amended by \$2,357,000, reducing the original SR99 construction capital allocation to \$3,653,000 in accordance with the revised vote box below.

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
2.5g.(2e) Allocation Amendment - Proposition 1B – State-Administered Multi-Funded STIP/SR99 Project on the State Highway System				
			Resolution R99-AA-1213-08, Amending Resolution R99-A-1112-014 Resolution STIP1B-AA-1213-05, Amending Resolution STIP1B-A-1112-019	
1 \$30,994,000 \$28,637,000	SR99 Widening in Manteca and San Joaquin Phase 3. In Manteca, from 0.6 mile south of Cottage Avenue to 0.4 mile north of Arch Road. Reconstruct interchanges.	10-7634C RIP/12-13 CON ENG \$7,500,000 CONST \$24,984,000	2010-11 304-6058 TFA 20.20.075.600	\$24,984,000
Department of Transportation <u>SJCOG</u> San Joaquin 10-SJ-99 6.9/15	Final Project Development – N/A Final Right of Way Share Adjustment - RIP: Support Estimate: \$ 285,000 Programmed Amount: \$ 1,100,000 Adjustment: \$ 815,000 (Credit)	SR99/12-13 CONST \$6,040,000 \$3,653,000 1000020442 4 0E6134	2010-11 304-6072 SR99 20.20.722.000	\$6,040,000 \$3,653,000
<u>(Concurrent SR99 Baseline Amendment under Resolution R99-PA-1213-06; December 2012.)</u>				
(Future Consideration of Funding – Resolution E-10-60, June 2010.)				
(Contributions from other sources: \$51,437,000 \$844,000.)				
<u>Outcome/Output:</u> When combined with the other SR 99 Widening in Manteca and San Joaquin Projects, will provide the following benefits: Daily Travel Time Savings of 12,592 hours and Peak Period Time Savings of 1,002,757 minutes				
<u>Amend Resolution R99-A-1112-014 to de-allocate \$2,357,000 SR99 CONST to reflect award savings.</u>				

REVISES: State Route 99 Widening in Manteca and San Joaquin Phase 3 (PPNO 7634C)

(DOLLARS IN THOUSANDS)													
FUND	TOTAL	Project Totals by Fiscal Year						Project Totals by Component					
		Prior	12/13	13/14	14/15	15/16	16/17	R/W	CON	PA&ED	PS&E	R/W Supp	CON Supp
RIP													
Existing	32,769	285	32,484						24,984			285	7,500
Change	0	0	0						0			0	0
Proposed	32,769	285	32,484						24,984			285	7,500
State Bond													
Existing	14,500	14,500						6,590	6,010			1,900	
Change	(2,357)	(2,357)						0	(2,357)			0	
Proposed	12,143	12,143						6,590	3,653			1,900	
Local Funds													
Existing	66,104	14,667	51,437					7,910	51,437		6,757		
Change	(47,286)	3,307	(50,593)					3,307	(50,593)		0		
Proposed	18,818	17,974	844					11,217	844		6,757		
Total													
Existing	113,373	29,452	83,921					14,500	82,431		6,757	2,185	7,500
Change	(49,643)	950	(50,593)					3,307	(52,950)		0	0	0
Proposed	63,730	30,402	33,328					17,807	29,481		6,757	2,185	7,500

RESOLUTION R99-PA-1213-06:

Be it Resolved, that the California Transportation Commission does hereby amend the State Route 99 Corridor Bond Program baseline agreement for the State Route 99 Widening in Manteca and San Joaquin Phase 3 project (PPNO 7634C) in San Joaquin County with the information described above.

Memorandum

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: December 5-6, 2012

Reference No.: 2.1c.(2f)/2.5g.(2f)
Action Item

From: NORMA ORTEGA
Chief Financial Officer

Prepared by: Rachel Falsetti
Division Chief
Transportation Programming

Subject: **FINANCIAL ALLOCATION AMENDMENT AND PROJECT BASELINE AMENDMENT FOR PROPOSITION 1B STATE ADMINISTERED STATE ROUTE 99 CORRIDOR BOND PROGRAM PROJECT ON THE STATE HIGHWAY SYSTEM RESOLUTION R99-AA-1213-09, AMENDING RESOLUTION R99-A-1112-011 RESOLUTION R99-PA-1213-07, AMENDING RESOLUTION R99-P-1011-002**

RECOMMENDATION:

The California Department of Transportation (Department) recommends the California Transportation Commission (Commission) amend Resolution R99-A-1112-011 to de-allocate \$1,417,000 in Proposition 1B State Route 99 (SR99) bond funds for the State Route 99/113 Interchange project (PPNO 8373) in Sutter County, thereby reducing the original SR99 construction capital allocation of \$15,250,000 to \$13,833,000 to reflect contract award savings, and revise the project funding plan accordingly.

BACKGROUND:

At its June 2012 meeting, the Commission approved Resolution R99-A-1112-011, allocating \$15,250,000 in Proposition 1B SR99 bond funds for construction capital for the State Route 99/113 Interchange project. The construction contract was awarded on October 16, 2012 with SR99 bond savings of \$1,417,000.

The necessary changes are reflected in strikethrough and bold on the attachment.

RESOLUTION R99-AA-1213-09:

Be it Resolved, that \$15,250,000 in Proposition 1B State Route 99 (SR99) bond funds originally allocated under Resolution R99-A-1112-011 for the State Route 99/113 Interchange project (PPNO 8373) in Sutter County is hereby amended by \$1,417,000, reducing the original SR99 construction capital allocation to \$13,833,000 in accordance with the revised vote box below.

Memorandum

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: December 5-6, 2012

Reference No.: 2.1c.(2g)/2.5g.(2g)
Action Item

From: NORMA ORTEGA
Chief Financial Officer

Prepared by: Rachel Falsetti
Division Chief
Transportation
Programming

Subject: **FINANCIAL ALLOCATION AMENDMENT AND PROJECT BASELINE AMENDMENT FOR PROPOSITION 1B STATE ADMINISTERED STATE ROUTE 99 CORRIDOR BOND PROGRAM PROJECT ON THE STATE HIGHWAY SYSTEM**
RESOLUTION R99-AA-1213-10, AMENDING RESOLUTION R99-A-1112-010
RESOLUTION R99-PA-1213-08, AMENDING RESOLUTION R99-P-1112-003

RECOMMENDATION:

The California Department of Transportation recommends the California Transportation Commission (Commission) amend Resolution R99-A-1112-010 to de-allocate \$4,478,000 in Proposition 1B State Route 99 (SR99) bond funds for the South Bakersfield 8-Lane Widening project (PPNO 6268) in Kern County, thereby reducing the original SR99 construction capital allocation of \$27,300,000 to \$22,822,000 to reflect contract award savings, and revise the project funding plan accordingly.

BACKGROUND:

At its June 2012 meeting, the Commission approved Resolution R99-A-1112-010, allocating \$27,300,000 in Proposition 1B SR99 bond funds for construction capital for the South Bakersfield 8-Lane Widening project. The construction contract was awarded on October 24, 2012 with SR99 Bond Savings of \$4,478,000.

The necessary changes are reflected in strikethrough and bold on the vote box below.

RESOLUTION R99-AA-1213-10:

Be it Resolved, that \$27,300,000 in Proposition 1B State Route 99 Bond funds originally allocated under Resolution R99-A-1112-010 for the South Bakersfield 8-Lane Widening project (PPNO 6268) in Kern County is hereby amended by \$4,478,000, reducing the original SR99 construction capital allocation to \$22,822,000 in accordance with the revised vote box below.

RESOLUTION R99-PA-1213-08:

Be it Resolved, that the California Transportation Commission does hereby amend the State Route 99 Corridor Bond Program baseline agreement for the South Bakersfield 8-Lane Widening project (PPNO 6268) in Kern County with the information described above.

Memorandum

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: December 5-6, 2012

Reference No.: 2.1c.(6a)
Action Item

From: NORMA ORTEGA
Chief Financial Officer

Prepared by: Ed Lamkin
Division Chief
Traffic Operations

Subject: **TRAFFIC LIGHT SYNCHRONIZATION PROGRAM BASELINE AMENDMENT
RESOLUTION TLSP-PA-1213-02**

RECOMMENDATION:

The California Department of Transportation (Department) recommends that the California Transportation Commission (Commission) approve the baseline agreement amendment for the following Traffic Light Synchronization Program (TLSP) projects:

- San Francisco MTA – Franklin, Gough & Polk Streets

ISSUE:

An amendment to the baseline agreement is needed for one TLSP project to reflect a delay in construction. There is no change to the TLSP funding amount.

BACKGROUND:

The Commission has approved 22 traffic light synchronization projects totaling \$147,000,000 for the City of Los Angeles and 59 additional traffic light synchronization projects totaling \$98,000,000 for agencies other than Los Angeles.

The project baseline agreement has been received and reviewed by the Department. The agreement for the project was signed by the Department on October 28, 2008. The baseline amendment is needed for the project below and specific changes to the baseline are reflected in the attached spreadsheet.

San Francisco MTA – Franklin, Gough & Polk Streets (Project 6800)

Due to a delay in construction scheduling with another traffic upgrade project, the project schedule has been modified. The project is in construction and completion is scheduled for December 2013. The baseline agreement is being amended to show the new project milestone dates.

Attachment

**TRAFFIC LIGHT SYNCHRONIZATION PROGRAM
PROJECT AMENDMENT LIST
(other than City of LA)**

Reference No.: 2.1c.(6a)
December 5-6, 2012
Attachment

County	Applicant Name	Corridor Name	Current Project Cost	Revised Project Cost	Current Match Amount	Revised Match Amount	Approved TLSP CONST Funding	Current CONST Start Date	Revised CONST Start Date	Current CONST End Date	Revised CONST End Date
San Francisco	SFMTA	Franklin, Gough & Polk Streets	\$ 12,020,000		\$ 6,910,000		\$ 5,110,000	January-10		June-12	December-13

Memorandum

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: December 5-6, 2012

Reference No.: 2.1c.(6b)
Action Item

From: NORMA ORTEGA
Chief Financial Officer

Prepared by: Ed Lamkin
Division Chief
Traffic Operations

Subject: **TRAFFIC LIGHT SYNCHRONIZATION PROGRAM BASELINE AMENDMENT
RESOLUTION TLSP-PA-1213-03**

RECOMMENDATION:

The California Department of Transportation (Department) recommends that the California Transportation Commission (Commission) approve a baseline agreement amendment for the following Traffic Light Synchronization Program (TLSP) project:

- City of San Jose – TLSP.

ISSUE:

An amendment to the baseline agreement is needed for one TLSP project to reflect a delay in construction and a change in scope. There is no change to the TLSP funding amount.

BACKGROUND:

The Commission has approved 22 traffic light synchronization projects totaling \$147,000,000 for the City of Los Angeles and 59 additional traffic light synchronization projects totaling \$98,000,000 for agencies other than Los Angeles.

The project baseline agreement has been received and reviewed by the Department. The agreement for the project was signed by the Department on September 24, 2008. The baseline amendment is needed for the project below and specific changes to the baseline are reflected in the attached spreadsheet.

City of San Jose – TLSP (Project 6801)

The project is currently in construction and the baseline agreement is being amended to show the new scope and the new project milestone dates.

The City of San Jose (City) proposes to change the original scope to include the following elements. The City is confident the proposed changes will not have a negative impact on the project benefits to be achieved.

	<u>Original</u>	<u>Final</u>	<u>Change</u>
1. Fiber Communication Trunk Installation			
Conduit Installation (miles)	1	15.5	14.5
Fiber Optic Cable Installation (miles)	36	56.14	20.14
2. Smart Intersection Upgrade			
Conduit Installation (miles)	2	2.25	0.25
Communication Device (intersections)	680	784	104
Controller Upgrade (signals)	785	787	2
Traffic Surveillance Camera Locations	141	137	-4
Signal Cabinet Upgrade	0	82	82
3. Dynamic Traffic Management System			
Dynamic Timing Plans (intersections) (See Note ***)	33	35	2
4. Signal Synchronization			
Coordinated Signals (signals)	549	590	41

The City is also requesting a schedule modification to provide an extension to the construction completion date. The project is unable to maintain the original schedule due to extended delivery delays in fiber installation and Dynamic Traffic Control equipment where work must be performed within State of California and Valley Transportation Authority rights-of-way. The construction delay was also due to unanticipated freeway interchange and roadway construction work within the project limits.

Note***

The Dynamic Traffic Management System at 2 intersections at the San Jose International Airport was eliminated due to planned land use changes. The Dynamic Traffic Management System at the Tully Road Commercial District was eliminated due to freeway construction. Additional intersections to other corridors were added to achieve optimal travel benefit in the most congested areas of the city where some exceed the average daily traffic volume of 40,000. The evaluation of this change was performed by the project consultant.

Attachment

**TRAFFIC LIGHT SYNCHRONIZATION PROGRAM
PROJECT AMENDMENT LIST
(other than City of LA)**

Reference No.: 2.1c.(6b)
December 5-6, 2012
Attachment

County	Applicant Name	Corridor Name	Current Project Cost	Revised Project Cost	Current Match Amount	Revised Match Amount	Approved TLSP CONST Funding	Current CONST Start Date	Revised CONST Start Date	Current CONST End Date	Revised CONST End Date
Santa Clara	City of San Jose	TLSP	\$ 20,600,000		\$ 5,600,000		\$ 15,000,000	January-09		December-12	June-13

Memorandum

To: CHAIR AND COMMISSIONERS

CTC Meeting: December 6, 2012

Reference No.: 2.2b. (1)
Action

From: BIMLA G. RHINEHART
Executive Director

Subject: **DRAFT ENVIRONMENTAL IMPACT REPORT/ENVIRONMENTAL IMPACT ASSESSMENT FOR THE REDWOOD PARKWAY-FAIRGROUNDS DRIVE IMPROVEMENT PROJECT**

ISSUE:

Should the Commission, as a Responsible Agency, provide comments in response to the Draft Environmental Impact Report/Draft Environmental Impact Assessment (DEIR/DEIA) for the Redwood Parkway-Fairgrounds Drive Improvement Project located in Solano County?

RECOMMENDATION:

Staff recommends that the Commission make no comments regarding the environmental issues addressed in the REIR/SEA. However, staff recommends that a letter be sent to the California Department of Transportation (Department) and the Solano Transportation Authority (STA) that states:

- The Commission has no comments with respect to the project's purpose and need, the alternatives studied, the impacts to be evaluated, and the evaluation methods used.
- The Commission recommends that the Department, the STA identify and secure the necessary funding to complete the project.
- If, in the future, funds or other actions under the purview of the Commission are anticipated, notification should be provided to the Commission as a Responsible Agency.

BACKGROUND:

The proposed project is located in the City of Vallejo in Solano County. The project consists of modifications to the existing Interstate 80 (I-80)/Redwood Parkway interchange, realignment of Fairgrounds Drive, widening of Fairgrounds Drive between Redwood Street and State Route (SR) 37, widening of the westbound exit ramp from SR 37 to Fairgrounds Drive, and improvements to the SR 37/Fairgrounds Drive interchange intersections.

The alternatives evaluated in the DEIR/DEIS include the Build Alternative and the No-Build Alternative.

Memorandum

To: CHAIR AND COMMISSIONERS

CTC Meeting: December 6, 2012

Reference No.: 2.2b. (1)
Action

From: BIMLA G. RHINEHART
Executive Director

Subject: RECIRCULATION OF DRAFT ENVIRONMENTAL IMPACT REPORT AND SUPPLEMENTAL ENVIRONMENTAL ASSESSMENT FOR THE 197/199 SAFE STAA ACCESS PROJECT

ISSUE:

Should the Commission, as a Responsible Agency, provide comments in response to the recirculation of the Draft Environmental Impact Report/Supplemental Environmental Assessment (RDEIR/SEA) for the 1977/199 Safe STAA Access Project located in Del Norte County?

RECOMMENDATION:

Staff recommends that the Commission make no comments regarding the environmental issues addressed in the REIR/SEA. However, staff recommends that a letter be sent to the California Department of Transportation District 1 North Region Environmental Office (Department) that states:

- The Commission has no comments with respect to the project's purpose and need, the alternatives studied, the impacts to be evaluated, and the evaluation methods used.
- If, in the future, funds or other actions under the purview of the Commission are anticipated, notification should be provided to the Commission as a Responsible Agency.

BACKGROUND:

The Department, as assigned by the Federal Highway Administration (FHWA), pursuant to the California Environmental Quality Act (CEQA) and the National Environmental Policy Act (NEPA) is the designated lead agency for this project. The Department published a DEIR/EA for review and comment in June 2010. Based on strong public interest in the project's potential impacts on trees and tree root systems, in particular large old redwoods, the Department conducted additional analysis and is re-circulating relevant portions of the original environmental document as the RDEIR/SEA.

The proposed project is located in Del Norte County on State Route (SR) 197 and US 199, east of US 101. The project consists of roadway widening, shoulder widening, roadway curve improvements, bridge replacement and culvert replacements. segmented into four smaller projects. In addition to the proposed project and the no-build scenario, alternatives for consideration in the DEIR include two-foot shoulders, four-foot shoulders, or two-foot shoulders in spot locations; upstream bridge replacement, downstream bridge replacement, or bridge preservation; and cut slope or retaining wall installation.

Memorandum

To: CHAIR AND COMMISSIONERS

CTC Meeting: December 6, 2012

Reference No.: 2.2b. (1)
Action

From: BIMLA G. RHINEHART
Executive Director

Subject: **DRAFT ENVIRONMENTAL IMPACT REPORT/ENVIRONMENTAL ASSESSMENT FOR THE TULARE EXPRESSWAY PROJECT**

ISSUE:

Should the Commission, as a Responsible Agency, provide comments in response to the Draft Environmental Impact Report/Environmental Assessment (DEIR/EA) for the Tulare Expressway Project located in Tulare County?

RECOMMENDATION:

Staff recommends that the Commission make no comments regarding the environmental issues addressed in the DEIR/EA. However, staff recommends that a letter be sent to the California Department of Transportation (Department) that states:

- The Commission has no comments with respect to the project's purpose and need, the alternatives studied, the impacts to be evaluated, and the evaluation methods used.
- The Commission recommends that the Department and its partners identify and secure the necessary funding to complete the project.
- If, in the future, funds or other actions under the purview of the Commission are anticipated, notification should be provided to the Commission as a Responsible Agency.

BACKGROUND:

The proposed project will realign State Route (SR) 65 and construct a two-lane expressway in Tulare County from Hermosa Street in Lindsay to Avenue 300 on SR 245 northeast of Exeter. The proposed project also includes frontage roads, railroad overhead crossings, new bridges, controlled access and utility relocations.

The alternatives evaluated in the DEIR/EA include two Build Alternatives and a No-Build Alternative.

Memorandum

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: December 5-6, 2012

Reference No.: 2.2b.(1)
Action Item

From: NORMA ORTEGA
Chief Financial Officer

Prepared by: Jay Norvell
Division Chief
Environmental Analysis

Subject: **COMMENTS ON DRAFT ENVIRONMENTAL IMPACT REPORTS**

RECOMMENDATION:

The Department of Transportation (Department) recommends that the California Transportation Commission (Commission) review and comment at the December 2012 Commission meeting on the following Draft Environmental Impact Reports (DEIR):

ISSUE:

04-Sol-80, PM 4.0/4.9; 04-Sol-37, PM 10.6/11.2; Redwood Parkway – Fairgrounds Drive Improvement Project

This project in Solano County will modify the existing Interstate 80/Redwood Parkway interchange to a tight diamond configuration, realign Fairgrounds Drive to a tee intersection north of the Interstate 80 westbound ramps, widen Fairgrounds Drive between Redwood Street and State Route 37, widen the westbound exit ramp from State Route 37 to Fairgrounds Drive, and improve the intersections at the State Route 37/Fairgrounds Drive Interchange. The project is not yet funded; however, the project is expected to be fully funded with local funds. The total estimated cost for capital and support is \$46,400,000. Depending on the availability of funding, construction is estimated to begin in Fiscal Year 2012-13.

Alternatives considered for the proposed project include:

- No Build Alternative.
- Build Alternative. Will modify the existing Interstate 80/Redwood Parkway interchange to a tight diamond configuration, realign Fairgrounds Drive to a tee intersection north of the Interstate 80 westbound ramps, widen Fairgrounds Drive between Redwood Street and State Route 37, widen the westbound exit ramp from State Route 37 to Fairgrounds Drive, and improve the intersections at the State Route 37/Fairgrounds Drive Interchange.

The decision to prepare an EIR was made due to analysis results indicating unavoidable significant environmental impacts. Impacts include:

- Paleontological resources
- Biological resources

- Residential relocations
- Impacts to Waters of the U.S.
- Visual resources

The following measures would be incorporated to minimize impacts of the project:

- Incorporate design characteristics and aesthetic treatments to minimize visual impacts.
- Preparation of a paleontological monitoring program.
- Conduct nesting bird surveys prior to construction.
- Compensatory mitigation for jurisdictional water features.
- Caltrans Relocation Assistance Program.

Attachment 1

ISSUE:

01-DN-197 PM 4.5, PM 3.2/4.0; 01-DN-199, PM 20.5/20.9, 23.92/24.08, 5.55/25.65, 22.7/23.0, and 26.3/26.5; 197/199 Safe STAA Access Project

This project in Del Norte County will improve spot locations on State Route 197 and U.S. 199 in Del Norte County so that two Surface Transportation Assistance Act (STAA) trucks passing in opposite directions can be accommodated. The proposed work consists of roadway widening, shoulder widening, roadway curve improvements, bridge replacements and culvert replacements. The project will bring State Route 197 and U.S. 199 into compliance with federal and state legislations regarding access for STAA trucks.

The overall 197/199 Safe STAA Access Project consists of four smaller projects as follows:

Ruby 1 (EA 48110) is fully funded in the State Highway Operation and Protection Program Minor A Program. The total estimated cost is \$2,499,000. Construction is estimated to begin in Fiscal Year 2013-14.

Ruby 2 (EA 45490) is fully funded in the State Highway Operation and Protection Program Minor A Program. The total estimated cost is \$3,400,000. Construction is estimated to begin in Fiscal Year 2014-15.

Patrick Creek Narrows (PPNO 1047) will improve U.S. 199 from Post Mile 20.5 to Post Mile 25.5. The project is programmed in the 2012 State Transportation Improvement Program. The total estimated cost for capital and support is \$21,302,000. Construction is estimated to begin in Fiscal Year 2012-13.

The Narrows and Washington Curve (PPNO 1073) will improve U.S. 199 from Post Mile 22.7 to Post Mile 26.5. The project is programmed in the 2012 State Highway Operation and Protection Program. The total estimated cost for capital and support is \$6,750,000. Construction is estimated to begin in Fiscal Year 2015-16.

For the four projects contained in the DEIR there are a total 12 build alternatives being proposed as well as the no build alternative. Alternative details are contained within the attached DEIR Executive Summary.

The decision to prepare an EIR was made due to analysis results indicating unavoidable significant environmental impacts. Impacts include:

- Biological resources in the form of permanent removal of natural communities.
- Impacts to Waters of the U.S.
- Visual resources.

The following measures would be incorporated to minimize impacts of the project:

- Incorporate design characteristics and aesthetic treatments to minimize visual impacts.
- Pre-construction botanical surveys.
- Replanting of natural areas disturbed by the project.
- Compensatory mitigation for jurisdictional water features.

Attachment 2

ISSUE:

06-Tul-65, PM 29.5/R38.3; 06-Tul-245, PM 0.0/0.5; Tulare Expressway Project

This project in Tulare County will realign State Route 65 and construct a two-lane expressway on a four-lane right of way from Hermosa Street in Lindsay to Avenue 300 on State Route 245 northeast of Exeter. The project is not fully funded. The project is programmed in the 2012 State Transportation Improvement Program. The total estimated cost for capital and support is \$102,711,000. Construction is estimated to begin in Fiscal Year 2018-19.

Alternatives considered for the proposed project include:

- No Build Alternative.
- Build Alternative 1- Proposed project would parallel the east and west side of existing Spruce Avenue depending on location.
- Build Alternative 2- Proposed project would parallel the west side of existing Spruce Avenue.

The decision to prepare an EIR was made due to analysis results indicating unavoidable significant environmental impacts. Impacts include:

- Farmland
- Commercial and residential relocations
- Biological resources

The following measures would be incorporated to minimize impacts of the project:

- Best management practices to minimize impacts to jurisdictional Waters of the U.S.
- Establishment of environmentally sensitive areas 130 feet from any existing elderberry shrubs.
- Conduct pre-construction surveys for the San Joaquin kit fox and the Swainson's hawk.
- Compensatory mitigation for jurisdictional water features.
- Compensation for any disturbed agricultural land at 1.1 acre to 1 acre ratio.
- Caltrans Relocation Assistance Program.

Attachment 3

Summary

The Solano Transportation Authority (STA), Solano County, and the City of Vallejo, in cooperation with the California Department of Transportation (Department), propose to modify the existing Interstate 80 (I-80)/Redwood Parkway interchange to a tight diamond configuration, realign Fairgrounds Drive to a tee intersection north of the I-80 westbound ramps, widen Fairgrounds Drive between Redwood Street and State Route 37 (SR 37), widen the westbound exit ramp from SR 37 to Fairgrounds Drive, and improve the intersections at the SR 37/Fairgrounds Drive Interchange. Current transportation issues in this area include poor circulation during peak commute periods, long delays at intersections, short acceleration and deceleration areas, and limited sight distance. In addition, the existing capacity of the roadways in this area would not accommodate the projected future traffic volumes. **Figure 1-1** depicts the project location and **Figures 1-2a** through **1-2c** depicts the proposed Build Alternative improvements.

JOINT CEQA/NEPA DOCUMENT

The project is subject to Federal and State environmental review requirements because the STA proposes the use of federal funds from the Federal Highway Administration (FHWA) and requires a FHWA approval action. Project documentation, therefore, has been prepared in compliance with both the California Environmental Quality Act (CEQA) and the National Environmental Policy Act (NEPA). STA is the project proponent and the lead agency under CEQA. FHWA's responsibility for environmental review, consultation, and any other action required in accordance with applicable Federal laws for this project is being, or has been, carried out by the Department under its assumption of responsibility pursuant to Section 6005 of SAFETEA-LU codified at 23 U.S.C. 327(a)(2)(A). Effective July 1, 2007, FHWA has assigned, and the Department has assumed, all the U.S. Department of Transportation (USDOT) Secretary's responsibilities under NEPA. The assignment applies to all projects on the State Highway System (SHS) and all Local Assistance Projects off the SHS within the State of California, with the exception of the responsibilities concerning certain categorical exclusions, which were assigned to the Department under the June 7, 2007 Memorandum of Understanding (MOU), projects excluded by definition and specific project exclusions.

Some impacts determined to be significant under CEQA may not lead to a determination of significance under NEPA. Because NEPA is concerned with the significance of the project as a whole, it is quite often the case that a "lower level" document is prepared for NEPA. One of the most commonly seen joint document types is an Environmental Impact Report/Environmental Assessment (EIR/EA).

Following receipt of comments from the public and reviewing agencies, a final environmental document will be prepared. STA and the Department may undertake additional environmental and/or engineering studies to address comments. The final environmental document will include responses to comments received on the Draft EIR/EA and will identify the preferred alternative. If the decision is made to approve the Build Alternative, a Notice of Determination will be published for compliance with CEQA, and the Department will decide whether to issue a Finding of No Significant Impact (FONSI) or require an Environmental Impact Statement (EIS) for compliance with NEPA. A Notice of Availability (NOA) of the FONSI will be sent to the affected units of Federal, State, and local government, and to the State Clearinghouse in compliance with Executive Order 12372.

OVERVIEW OF THE PROJECT AREA

The proposed improvements are located within an existing urban context, with a mixture of commercial, office, residential, and recreation facility developments. Beginning at the southernmost portion of the project study area, the I-80/Redwood Parkway interchange and Redwood Parkway/Fairground Drive intersection are surrounded by a mixture of commercial and residential development. The area along Fairgrounds Drive, between Valle Vista Avenue and Coach Lane is developed with multi-family homes and medical office buildings, as well as vacant lands. The area between Coach Lane and SR 37 along Fairgrounds Drive is primarily developed with recreational facilities. Six Flags Discovery Kingdom Amusement Park (Six Flags) and associated surface parking areas are located to west of Fairgrounds Drive. Lake Chabot is also on the west side of Fairgrounds Drive. The Solano County Fairgrounds and associated surface parking areas are located to the east, along with a Courtyard Marriot hotel and fast-food restaurants. The area to the north of SR 37, along Fairgrounds Drive, is comprised of single-family homes, a gas station, and Best Western Inn hotel.

Rindler Creek enters the project study area at the intersection of Coach Lane and Fairgrounds Drive, from under I-80 and then follows the outer boundary of the County Fairgrounds property. The creek flows northwest along Fairgrounds Drive before crossing beneath the road via a series of culverts. The creek forms some backwater channels between the road embankment and the embankment for the Six Flags Amusement Park, and then flows into Lake Chabot.

Related Projects

The revitalization of the 149-acre Solano County Fairgrounds property, located on the east side of Fairgrounds Drive, between Coach Lane and SR 37 is planned for future redevelopment. Future land uses include features such as a public entertainment zone and the fair of the future zone. The public entertainment zone would provide an active gathering place that would be home to a waterside pedestrian trail, restaurants, public art, main street shops, terraced seating, and water-related activities. The fair zone continues the 60-year tradition of the annual Solano County Fair and would house a world class

exhibition hall, organic demonstration farm, children's discovery island, and flexible sports fields and other multi-use facilities.

The analyses of the potential effects of the proposed Build Alternative reflect the local land use and road improvements planned to be in place by 2035.

PURPOSE AND NEED

Current transportation issues within the project corridor include poor circulation during peak commute periods, long delays at intersections, short acceleration and deceleration areas, and limited sight distance. In addition, the existing capacity of the roadways in this area will not accommodate projected future traffic volumes planned for in the project vicinity.

The purpose of the project is to address these issues by:

- Relieving existing congestion and improving traffic flow on the local roadway network for approved redevelopment and planned land uses in the area;
- Improving the existing interchanges and intersection operations; and
- Improving the safety of the local roadway network by reducing congestion.

PROPOSED ACTION

The types of interchange improvements that would be possible at the existing Fairgrounds Drive/SR 37 and the Redwood Parkway/I-80 interchange are limited because these areas are physically constrained by the existing residential and commercial development. With the exception of the Build Alternative, other interchange configurations would require the reconstruction of the existing overcrossing structures and have severe right-of-way impacts combined with extremely high construction costs. Similarly, along the Fairgrounds Drive right-of-way, no other alignment alternatives were possible because of the steep grades and developed land uses and/or water features on either side of the roadway.

Because of these constraints, no other design alternatives were carried forward beyond initial design screenings. The alternatives evaluated in this environmental document include the Build Alternative and the No-Build (No Action) Alternative.

Build Alternative

Figures 1-2a through **1-2c** illustrate the improvements proposed under the Build Alternative, which would include the following major elements:

- Modification of the Redwood Parkway/I-80 Interchange
- Relocation of the Fairgrounds Drive/Redwood Street Intersection

- Moorland Street Cul-de-sacs
- Widening of Fairgrounds Drive
- Modifications to the Fairgrounds Drive/SR 37 interchange
- Signal Modifications

The total length of the project corridor is approximately 1.5 miles, and extends from the Fairgrounds Drive/ SR 37 interchange (postmile 4.0-4.9) to the Redwood Parkway/Interstate 80 (I-80) interchange (postmile 10.6-11.2).

No-Build (No Action) Alternative

The No-Build Alternative is being evaluated in accordance with NEPA and CEQA requirements, and serves as the baseline comparison to the Build Alternative. Under the No-Build Alternative, Fairgrounds Drive would maintain its existing configuration. No realignment of the Fairgrounds Drive/Redwood Street intersection would occur. There would be no improvements to the SR 37/Fairgrounds Drive or I-80/Redwood Parkway/Admiral Callaghan Lane interchanges.

Traffic volumes within the project corridor would increase under the No-Build Alternative. As there are no improvements proposed to the existing local roadway network, the No-Build Alternative would not achieve the project purpose of increasing the local roadway network capacity to accommodate existing and approved redevelopment and growth in the area. In addition, the increased traffic volumes without capacity improvements would worsen the congestion and slow traffic flow on the local roadway network. Without the realignment of the Fairgrounds Drive/Redwood Street intersection, the No-Build Alternative would not improve the current safety issues related to limited sight distance in this area. In addition, without modifying the I-80 eastbound ramps to a tight diamond configuration, short acceleration and deceleration lanes would remain, resulting in nonstandard merge and diverge distances.

Project Impacts

Table S-1 summarizes the adverse effects of the Build Alternative in comparison with the No-Build Alternative. The proposed avoidance, minimization, and/or mitigation measures to reduce the effects of the Build Alternative are also presented. For a complete description of potential adverse effects and recommended measures, please refer to the specific sections within **Chapter 2.0, Affected Environment, Environmental Consequences, and Avoidance, Minimization, and/or Mitigation Measures**.

Table S-1 Project Impacts

Environmental Topic	No Build Alternative	Build Alternative	Avoidance, Minimization, and/or Mitigation Measures
Land Use			
Division of an established community	None expected	None expected	None
Compatibility with land use plans	Low	High consistency	None
Compatibility with habitat conservation plan	Not applicable	Not applicable	None
Growth			
No Effect			
Farmlands/Timberlands			
No Effect			
Community Impacts			
Displacement of existing housing	None	19 residential parcels potentially affected	Caltrans Relocation Assistance Program
Displacement of significant number of people	None expected	Unknown	Caltrans Relocation Assistance Program
Disproportionately affect environmental justice communities	No	No	None
Utilities/Emergency Services			
No Effect			
Traffic and Transportation			
Conflict with applicable plans, ordinances, policies, or programs	None	None	None
Increase congestion	Yes	Will reduce congestion	None
Increase hazards as a result of a design feature	None	None	None

Environmental Topic	No Build Alternative	Build Alternative	Avoidance, Minimization, and/or Mitigation Measures
Visual Resources			
Adverse effect on scenic views/damage scenic resources	Same as Build Alternative	No scenic resources in project area	None
Degradation of existing visual character or quality	None expected	Potential visual quality lost	Roadway design would adhere to City of Vallejo Standard Specifications All landscaping removed by project would be replaced
Create a new source of light or glare	None expected	Temporary due to construction	Caltrans light and glare screening measures
Cultural Resources			
Create an adverse change in the significance of a historical resource	None expected	No historical resources in project vicinity	None
Create an adverse change in the significance of an archaeological resource	None expected	No archaeological resources in project vicinity.	An Archaeological Monitoring and Discovery Plan has been prepared that specifies the appropriate construction monitoring locations and protocols recommended for an area near the known redeposit of archaeological materials outside of the project's area of potential effect (APE).
Disturbance to human remains	None expected	None expected	If human remains discovered, activity will stop (State Health and Safety Code Section 7050.5). If the remains are thought to be Native American, the Native American Heritage Commission will be contacted (Public Resources Code Section 5097.98).
Hydrology and Floodplain			
Within a 100-year floodplain	Same as Build Alternative	Small portion of Fairgrounds Drive, north of Coach Lane	None

Environmental Topic	No Build Alternative	Build Alternative	Avoidance, Minimization, and/or Mitigation Measures
Expose people/structures to a significant risk of loss	Unknown	None expected	None
Water Quality and Storm Water Runoff			
Result in substantial drainage pattern alteration	None	None expected	None
Violation of water quality standards	None	Temporarily during construction	Storm Water Pollution Prevention Plan
Change to groundwater supply or groundwater recharge	None	None	None
Substantially degrade water quality	None	Possible operation impacts	Design Pollution Prevention and Treatment Best Management BMPs.
Geology			
Expected Likelihood of seismic related issues, including ground shaking and liquefaction	Same as Build Alternative	High potential for ground shaking, liquefaction potential varies	Caltrans seismic design standards
Expose people or structures to potential adverse effects	None expected	Worker safety	Occupational Safety and Health Act Section 5(a)(1)
Paleontology			
Unearth previously unidentified paleontological resources (i.e., fossil remains and sites)	None expected	Potential due to excavation and construction activities	Preparation and implementation of a Department-approved paleontological monitoring and mitigation program. See Mitigation Measure PAL-1
Hazardous Materials			
Create a hazard to the environment	None expected	Potential due to excavation and construction activities	Additional subsurface sampling, Soil Management Plan, and Caltrans Variance Follow regulations requiring abatement of asbestos-containing materials and lead-based paint.

Environmental Topic	No Build Alternative	Build Alternative	Avoidance, Minimization, and/or Mitigation Measures
Create a hazard to the public	None expected	None expected	Additional subsurface sampling, Soil Management Plan, and Caltrans Variance Follow regulations requiring abatement of asbestos-containing materials and lead-based paint.
Location on a site that is included on a list of hazardous materials sites	Same as Build Alternative	Varies throughout project area, sites on several lists	Additional subsurface sampling, Soil Management Plan, and Caltrans Variance Follow regulations requiring abatement of asbestos-containing materials and lead-based paint.
Noise			
Exposure of the public to excessive noise levels, including groundborne noise levels	None	Some temporary noise effects, no permanent ambient noise increase with mitigation	Noise abatement measures, sound walls
A substantial increase in permanent noise levels	None expected	Potential permanent noise level increases ranging from 0 to 6 dBA (varies throughout project area)	Potential noise abatement measures
A substantial increase in temporary noise levels	None	Due to construction activities	Restricted construction hours, equipment mufflers, equipment placed away from sensitive receptors, "quiet" air compressors, no unnecessary idling, equipment must conform to Standard Specifications
Energy			
No Effect			

Environmental Topic	No Build Alternative	Build Alternative	Avoidance, Minimization, and/or Mitigation Measures
Biological Resources			
Effects to sensitive or special status species	None	Western pond turtle, potential effect to bird habitat	Limit construction zone, limit artificial lighting, dispose of food-related trash, no firearms on site, no pets on site, conduct nesting bird surveys prior to construction and butterfly survey, biological monitor present during Rindler Creek relocation
Effects to habitat or sensitive natural communities	None	Wetlands/riparian woodlands effected due to realignment of Rindler Creek	Compensatory mitigation for jurisdictional water features. See Mitigation Measure BIO-1.
Conflict with local policies/plans	None	None	None

COORDINATION WITH PUBLIC AND OTHER AGENCIES

Notice of Preparation and Scoping

“Scoping” is the process of determining the scope, focus, and content of an environmental document. The scoping process allows agencies and other interested parties to provide input on the proposed project, range of alternatives, topics being evaluated, environmental effects, methods of assessment, and mitigation measures being considered.

Scoping for this project included the use of several channels of communication, including the Notice of Preparation (NOP), mailers, internet, and newspaper ads. In addition, a public open house scoping meeting was held on January 26, 2011 to inform the public and agencies of the project and scoping process. The NOP was issued to the State Clearinghouse on January 11, 2011. A mailer, which provided information on the project and details of the scoping meeting, was distributed to approximately 2,000 stakeholders in the project vicinity. Stakeholders include property owners within 500 feet of the project, elected officials and public agencies, special interest organizations, and neighborhood groups. The list of stakeholders was developed with the aid of the City of Vallejo Planning Department, the Solano 360 project stakeholder list, and local parcel data. This information was also posted on January 11, 2011 to the STA website: www.sta.ca.gov. The project information on the website was available both in English and Spanish and provided project location maps.

An e-mail address (fairgroundsdriveproject@gmail.com) was created as an additional method for the public to comment on the Build Alternative.

A display advertisement announcing the scoping period and the public open house scoping meeting ran in the Vallejo Times-Herald and Cronicas (the local Spanish-language newspaper) on Tuesday, January 11, 2011.

There were eight written comments submitted at the January 26 scoping meeting. Two comment sheets were mailed to STA and six e-mails were received via fairgroundsdriveproject@gmail.com. One comment letter was received from the California Department of Fish and Game, one letter was received from the Governor’s Office of Planning and Research, and one comment letter was received from the California Transportation Commission. Key issues raised during the scoping period are addressed in **Chapter 2.0, Affected Environment, Environmental Consequences, and Avoidance, Minimization, and/or Mitigation Measures**, of this environmental document.

A public meeting was held on January 18, 2012 to provide information and answer questions about the Build Alternative. Invitation letters were sent to property owners whose residence or business may potentially be directly impact by the project. Thirteen property owners and residents signed in at the meeting and one written comment was received.

Necessary Permits and Approvals

Table S-2 identifies the permits/approvals that would be required for project construction.

Table S-2 Permits and Approvals

Agency	Permit/Approval	Status
United States Army Corps of Engineers	Section 404 Permit – Nationwide	Issued during the Final Design Phase
United States Fish and Wildlife Service	Concurrence with “no effect” determination	Issued during the Final Design Phase
California Department of Fish and Game	1602 Agreement	Issued during the Final Design Phase
California Water Resources Board	NPDES Permit	Issued during the Final Design Phase
Regional Water Quality Control Board	Section 401 Certification	Issued during the Final Design Phase

Temporary construction easements may be required from the City of Valley and Solano County to accommodate work outside State-owned right-of-way.

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Executive Summary

This Recirculated Draft Environmental Impact Report / Supplemental Draft Environmental Assessment (RDEIR/SDEA) for the proposed 197/199 Safe STAA Access Project provides new information relevant to the proposed project that was not included in the Draft EIR/EA that was circulated for public review and comment in July and August 2010.

The California Department of Transportation (Department) published a Draft Environmental Impact Report/Environmental Assessment pursuant to CEQA and NEPA for the 197/199 Safe STAA Access Project in June 29, 2010 and accepted comments until August 23, 2010. Since the close of the public review period the Department has evaluated the comments received on the Draft EIR/EA and modified the document as necessary. Based in part on the strong public interest in the project's potential effects on trees and tree root systems, in particular those of large old redwood trees, and also in response to many public comments submitted in response to the DEIR/EA, the Department conducted additional analysis of the project's potential effects on trees and tree root systems, incorporated the results into the environmental document and is recirculating relevant portions pursuant to CEQA Guidelines section 15088.5(a) and CFR 1502.9(c)(1)(ii) under NEPA, contained primarily in Chapter 2.3 Biological Environment, to provide the public an opportunity to comment on the analysis and new information. As described below, the RDEIR/SDEA concludes that the Project will not result in significant impacts to trees and tree root systems, including the roots of large old redwoods.

The Department contracted with a Certified Arborist and a Registered Professional Forester to review the scientific literature, develop a methodology and use it to assess root impacts and other potential impacts to trees within and adjacent to the project footprint that would not be removed during construction. The specialists developed a methodology and assessed effects at the Ruby 1, Ruby 2 (Two-foot Widening in Spot Locations Alternative), Patrick Creek Narrows Location 2 (Downstream Bridge Replacement), and Washington Curve (Cut Slope Alternative) project locations. The specialists produced a report detailing the potential effects, analysis methods and results.

The report concluded that no large old redwoods (>36 inches diameter at breast height [dbh]) within or adjacent to the proposed project footprints at Ruby 1 and Ruby 2: Two-Foot Widening in Spot Locations Alternative would be significantly affected by the analyzed project alternatives. Some trees adjacent to Patrick Creek Location 2 and at the top of the cut at Washington Curve may have moderate effects due to the project; these effects are summarized in this document and detailed in the specialist report. None of the additional effects to trees were determined to be significant under CEQA or NEPA.

This document contains the revised Chapter 2.3.1 Biological Environment Natural Communities which contains information on large old redwood and Douglas-fir trees. This document also contains the revised Section 2.3.3 Biological Environment – Plant Species, because Siskiyou iris (*Iris brachea*) a new California Rare Plant Rank (CRPR) 3.3 was detected and analyzed. Supporting sections (References) and Appendices (E, K, N, and R) are included for reference and/or because information has changed reflecting the changes in Section 2.3.1 and 2.3.3. The Department will be responding to comments on these revised sections only, in accordance with

CEQA Guidelines 15088(f)(2), and requests that reviewers limit their comments to only subjects relevant to these revised sections.

The Department is proposing to construct improvements at spot locations on State Route 197 (SR 197) and U.S. Highway 199 (US 199) in Del Norte County to be able to reclassify the routes as part of the Federal Surface Transportation Assistance Act (STAA) truck route network and to comply with federal and state legislation and regional programs, plans, and policies to allow STAA access. The proposed project is made up of five previously identified, separately proposed projects. These five projects were referred to as Ruby 1, Ruby 2, Patrick Creek Narrows (Locations 1, 2, and 3), the Narrows, and Washington Curve and include a total of seven locations. Since circulation of the original Draft Environmental Document in 2010, the Narrows and Washington Curve have been combined into one project. The proposed project for CEQA and NEPA review in this document combines these four projects into one (due to shared purpose and need) and makes use of the names of the original five projects to identify the location of each improvement currently proposed. All seven project locations currently have roadway geometries that can result in STAA trucks and other long-wheelbase vehicles offtracking across the double yellow line and entering the oncoming traffic lane. Additionally, the limited sight distances at all seven project locations do not allow enough time for drivers to adequately react to roadway conditions ahead and make timely decisions to avoid unexpected conditions ahead.

Overview of Project Area

The proposed project is located in Del Norte County on SR 197 and US 199, east of US 101. The project vicinity and locations are shown in Figure 1-1. Within the project limits, SR 197 and US 199 are rugged, two-lane conventional highways with tight curves and steep cut-slopes providing narrow traffic lanes with narrow shoulders, if shoulders exist.

SR 197 is the designated route for the movement of extralegal¹ truck loads between US 101 and the SR 197/US 199 intersection because it avoids traversing Jedediah Smith Redwoods State Park (located along the westernmost segment of US 199 between US 101 and the SR 197/US 199 intersection) and therefore minimizes impacts on the park and associated environmental resources. SR 197, also known as North Bank Road, is a curvilinear two-lane highway built in the 1930s. It is an important link between US 199 and US 101. SR 197 primarily serves regional and interregional traffic, providing access to homes and public recreational facilities along the Smith River, including Ruby Van Deventer County Park, which provides river access.

Within the project limits, US 199 traverses the canyon of the Middle Fork Smith River. US 199 within the project limits was built in the early 1920s. Highway attributes that characterize this area include cliffs, rocky outcrops, dramatic views of the Middle Fork Smith River, and a tightly curved alignment. US 199 links US 101 north of Crescent City to Interstate 5 in Grants Pass, Oregon.

¹ An *extralegal load* is defined in CVC Section 320.5 as a single unit or an assembled item that, because of its design, cannot be reasonably reduced or dismantled in size or weight so that it can be legally transported as a load without a permit as required by CVC Section 35780. This code section does not apply to loads on passenger cars. Section 35780 requires permits for variances such as size and weight.

Purpose and Need

The purpose of the proposed project is to improve spot locations on SR 197 and US 199 in Del Norte County so that two STAA trucks passing in opposite directions can be accommodated. By making improvements to accommodate STAA trucks, the prohibition for STAA vehicles would be removed, the SR 197/US 199 route would be consistent with federal and state legislation and regional programs, plans, and policies, and the safety and operation of US 199 and SR 197 would be enhanced. This would improve goods movement, and also enhance safety on the routes for automobiles, trucks, and other large vehicles such as motor-homes, buses, and vehicles pulling trailers.

The need for the proposed project is compliance with federal and state legislation and regional programs, plans, and policies to allow STAA access. Additionally, the project is needed because spot locations on SR 197 and US 199 currently have sub-standard curves; absence of, or substandard, shoulders along the traveled way; and narrow lanes, which restrict STAA truck access in the SR 197/US 199 corridor. In 1982, the federal government passed the STAA, which indicates that states must allow STAA trucks reasonable access to terminals. Specifically, the Federal STAA requires that "States must allow commercial motor vehicles that do not exceed federal maximum width and minimum length limits applicable to the National Network to have reasonable access between the National Network and terminals and facilities for food, fuel, repairs, and rest. Terminals are defined as any location where freight originates, terminates, or is handled in the transportation process²." In summary, if there is a highway that connects two interstate routes, states must provide STAA trucks with reasonable access to terminals. US Route 101 and Interstate Route 5 are interstate routes that allow STAA trucks and that are connected by SR 197 and US 199. SR 197 and the California portion of US 199 do not allow STAA access (while the Oregon portion of US 199 does). The Federal STAA contributes to the need for the proposed project.

In support of the Federal STAA, California passed Assembly Bill (AB) 866 in 1983 to implement the STAA provisions. The 2008 Regional Transportation Improvement Program (RTIP)³ and 2007 and 2011 Regional Transportation Plans (RTPs)⁴ support and request improvement of the 197/199 corridor to allow STAA truck access. The 1999 Route Concept Reports for SR 197 and US 199 concluded that the routes should be widened and realigned to safely accommodate STAA trucks. This federal and state legislation and the regional programs, plans, and policies are discussed in further detail elsewhere in the DEIR/EA: see Section 1.2 regarding State Assembly Bill 866 (1983), see Section 2.1.1.2 for the RTIP, Section 2.1.5.1 for the RTP, and Section 1.2 for the Route Concept Reports.

US 199 serves as Del Norte County's most direct transportation link to the interstate highway system (I-5 in Grants Pass, Oregon). The Del Norte County Local Transportation Commission considers US 199 to be the route that contributes the most to goods movement and mobility in

² U.S. Department of Transportation, Federal Highway Administration, Office of Freight Management and Operations. 2004. Federal Size Regulations for Commercial Motor Vehicles. Access from the internet at http://ops.fhwa.dot.gov/freight/publications/size_regs_final_rpt/size_regs_final_rpt.pdf on 1/20/12.

³ 2008 RTIP accessed at http://www.dnlc.org/planningdocs/RTIP_2008.pdf on 1/26/12

⁴ 2007 RTP accessed at http://dnlc.org/planningdocs/RTP_2007.pdf on 1/26/12; 2011 RTP accessed at http://www.dnlc.org/planningdocs/RTP_2011_Final_061611.pdf accessed on 1/26/12

support of the county's economy. SR 197 is the designated route for the movement of extralegal loads⁵ between US 101 and US 199 (California Department of Transportation 1999a); therefore, it is a secondary component of this transportation link. According to the Route Concept Report for Route 197, SR 197 is the existing designated route for the movement of extralegal truck loads between US 101 and the SR 197/US 199 intersection. The SR 197–US 199 corridor is important for the goods movement because Del Norte County has neither a railway nor a deep-water shipping port. Most heavy-freight trucks leaving Del Norte County are hauling export goods bound for distribution hubs and population centers via the most expeditious route.

Alternative access to the interstate highway system is much less direct. Currently, STAA trucks that travel north on US 101 through Del Norte County to I-5 in Grants Pass must travel approximately 247 miles and more than 5 hours. Conversely, with STAA truck access on US 199, a one-way journey to I-5 in Grants Pass would be approximately 90 miles and less than 2 hours (Fehr & Peers 2010). To use US 199 to reach the interstate highway system presently, STAA truck cargo being transported from US 101 must be unloaded and transferred to shorter trucks before entering the SR 197–US 199 corridor; for trailers shorter than 48 feet, tractors can be swapped before entering the corridor.

Proposed Project

A summary of the proposed project is described below by project site. Alternatives are described where alternatives are proposed. Figures of the project sites and alternatives from the original DEIR/EA (some updated) are included in this Document for reference. More detailed descriptions can be found in the original Draft Environmental Impact Report/Environmental Assessment.

Ruby 1 (SR 197: PM 4.5)

One build alternative is being considered at this project location. To improve the roadway, the curve of the road would be lengthened and shoulders would be increased from their existing 0- to 1-foot widths. On the southbound side, the new shoulder width would vary from 0 to 4 feet. Four-foot shoulders are proposed on the northbound side. To match the new roadway width, one existing culvert would be extended, one would be replaced, and a new drainage inlet would be installed. This alignment was designed specifically to avoid removal of large old redwoods and minimize root impacts.

Ruby 2 (SR 197: PM 3.2 to 4.0)

Three build alternatives are being considered at this project location: Four-Foot Shoulders, Two-Foot Shoulders, and Two-Foot Widening in Spot Locations. Each alternative would

⁵ An *extralegal load* is defined in California Vehicle Code Section 320.5 as a single unit or an assembled item that, because of its design, cannot be reasonably reduced or dismantled in size or weight so that it can be legally transported as a load without a permit as required by California Vehicle Code Section 35780. This code section does not apply to loads on passenger cars. Section 35780 requires permits for variances such as size and weight.

improve the existing road curve, roadbed elevation, and roadway width. To match the new roadway width, four culverts would be extended or replaced. The approaches to eight private roads and one public road would be upgraded to match the modified roadway. The differences in the three alternatives are described briefly below.

Four-Foot Shoulders Alternative

This alternative would increase the shoulder widths to 4 feet on both sides of the roadway.

Two-Foot Shoulders Alternative

This alternative would increase the shoulder widths to 2 feet on both sides of the roadway.

Two-Foot Widening in Spot Locations Alternative

This alternative would increase the shoulder widths to 2 feet in spot locations. This alternative was designed specifically to avoid removal of large old redwoods and minimize root impacts. This is currently the preferred alternative for this location, because it has the least impacts to large old redwoods.

Patrick Creek Narrows Location 1 (US 199: PM 20.5 to 20.7)

One build alternative is being considered at this project location. The existing roadway curves would be improved and the roadway would be widened to accommodate two 12-foot-wide lanes and 4-foot shoulders throughout the majority of the location, transitioning to 1- to 4-foot wide shoulders at both ends of the location. To accommodate the widening and broader roadway curves, an approximately 190-foot-long, 5-foot-tall retaining wall is proposed along the river side of the road above a portion of the existing steep rock-armored riverbank. Two 18-inch culverts at PM 20.57 and 20.58 would be replaced with 24-inch culverts.

Patrick Creek Narrows Location 2 (US 199: PM 23.9 to 24.3)

Three alternatives for improvements are being considered at this project location: the Upstream Bridge Replacement, Downstream Bridge Replacement, and Bridge Preservation with Upslope Retaining Wall Alternatives. The alternatives would realign and widen the existing 11- to 12-foot lanes to 12 feet and would increase the shoulders to a width of 8 feet, transitioning to 2 to 8 foot shoulders at both ends of the project. A cut slope of 0.75:1 is anticipated. Because of the fractured nature of the bedrock, rock fall may be expected after construction. Therefore, a permanent rock-fall mitigation system may be needed. This could consist of a wire-mesh drape or incorporate a rock-fall catchment area at roadway level. One culvert within the limits within this project location would be replaced to match the new roadway width. The differences in the three alternatives are described briefly below. A sand trap would be installed along the inboard ditch. A new cross culvert will be added to carry the flow across the roadway.

Upstream Bridge Replacement Alternative

This alternative would replace the existing Middle Fork Smith River Bridge with a bridge upstream from its current location. In addition a retaining wall/rock bolting⁶ or rock net drapery would be constructed on the cut slope side of the highway. The retaining wall/rock bolting area would be approximately 400 feet long and up to 100 feet high.

Downstream Bridge Replacement Alternative

This alternative would replace the existing bridge with a bridge downstream from the current location. In addition to the retaining wall discussed above under the common features, an additional retaining wall or viaduct would be constructed downstream from the new bridge extending for approximately 240 feet and transition directly into the proposed new bridge approach. The approach structure could also be a combination of both the retaining wall and a sidehill viaduct, which would be a total length of approximately 345 feet. This is currently the preferred alternative for this location.

Bridge Preservation with Upslope Retaining Wall Alternative

This alternative would retain the existing bridge but realign the roadway on either end of the bridge to allow large trucks to cross. In addition to the retaining wall discussed above under the common features an additional retaining wall/rock bolting or rock net drapery would be constructed on the cut slope side of the highway, measuring approximately 300 feet long and up to 100 feet high.

Patrick Creek Narrows Location 3 (US 199: PM 25.55 to 25.65)

One build alternative is being considered for this project location. This alternative would increase the shoulder width to at least 8 feet on both sides of the road and eliminate the current "S" curve. To support the wider roadway, an approximately 180-foot-long wall up to an approximate height of 15 feet is proposed on the river side. Two 18" culverts within the limits of this project location at PM 25.55 and 25.69 would be replaced with 24" culverts." Drainage inlets would be installed at the inlets for the culverts at PM 25.55, 25.61, and 25.69.

The Narrows (US 199: PM 22.7 to 23.0)

One build alternative is being considered for this project location. This alternative would increase lane widths to 12 feet and provide 2-foot shoulders. Widening would be accomplished by excavating into the existing cut slope. A 1-foot-wide paved drainage ditch would be added at the shoulder of the road for a total paved width of approximately 29 feet. One new culvert and drain inlet would be constructed. Also, an existing culvert and drain inlet would be replaced to match the new edge of pavement. In addition to roadway widening, isolated outcrops of overhanging or loose rock above the excavation limits would be stabilized with rock bolting or other means.

⁶ The purpose of rock bolting is to pin two planes of rock together by bolting the slipping plane to a solid rock plane. Rock bolts secure permanent steel bars that are grouted, tensioned, and locked into place with a metal faceplate on the final cut slope.

Washington Curve (US 199: PM 26.3 to 26.5)

Two build alternatives are being considered at this project location: the Cut Slope and the Retaining Wall Alternatives. The features common to both build alternatives include the following. These alternatives would improve the compound curve at this project location and increase widths to a minimum of 12 foot lanes and 4 foot shoulders. The differences in the two alternatives are described briefly below.

Cut Slope Alternative

A new slope would be excavated on the cut slope side of the roadway. This is currently the preferred alternative for this location.

Retaining Wall Alternative

This alternative would construct a retaining wall along the cut slope of the roadway to provide additional roadway width.

CEQA/NEPA Environmental Document

The proposed project is a joint project by the Department and the Federal Highway Administration (FHWA), and is subject to state and federal environmental review requirements. Therefore, project documentation has been prepared in compliance with both the California Environmental Quality Act (CEQA) and the National Environmental Policy Act (NEPA). The Department is the lead agency under CEQA. In addition, FHWA's responsibility for environmental review, consultation, and any other action required in accordance with applicable Federal laws for this project is being, or has been, carried out by the Department under its assumption of responsibility pursuant to 23 U.S. Code 327.

Some impacts determined to be significant under CEQA may not lead to a determination of significance under NEPA. Because NEPA is concerned with the significance of the project as a whole, it is quite often the case that a "lower level" document is prepared for NEPA. One of the most commonly seen joint document types is an Environmental Impact Report/Environmental Assessment (EIR/EA).

Following receipt of public comments on the Recirculated Draft EIR/ Supplemental EA and circulation of the Final EIR/EA, the Department will be required to take actions regarding the environmental document. The Department will determine whether to certify that the EIR and issue Findings and a Statement of Overriding Considerations under CEQA and to issue a Finding of No Significant Impact (FONSI) or require an Environmental Impact Statement (EIS) under NEPA.

Project Impacts

Table S-1 summarizes the potential project effects after measures to avoid and minimize environmental harm are implemented. These effects have not changed since the DEIR/EA with the new information. For every project site and alternative in the table, each potential effect is categorized as having either "no impact," if it would not affect a given environmental topic; "no

Table S-1. Continued

Environmental Topic	Potential Effect	SR 197 Sites and Build Alternatives										US 199 Sites and Build Alternatives									
		Ruby 2					Patrick Creek Narrows Location 2					Patrick Creek Narrows Location 3					Washington Curve				
		Ruby 1	Four-Foot Shoulders	Two-Foot Shoulders	Two-Foot Shoulders in Spot Locations	Patrick Creek Narrows Location 1	Upstream Bridge Replacement	Downstream Bridge Replacement	Bridge Preservation with Upslope Retaining Wall	The Narrows	Cut Slope	Retaining Wall	No Build (No Action) Alternative								
Geology/Soils/Seismic/Topography	Potential for Erosion, Landslide, and Rock Fall	No adverse impacts	No adverse impacts	No adverse impacts	No adverse impacts	No adverse impacts	No adverse impacts	No adverse impacts	No adverse impacts	No adverse impacts	No adverse impacts	No adverse impacts	No adverse impacts	No adverse impacts	No adverse impacts	No adverse impacts	No adverse impacts	No adverse impacts			
	Potential for Construction-Related Soil Erosion and Sedimentation	No impacts	No impacts	No impacts	No impacts	No impacts	No impacts	No impacts	No impacts	No impacts	No impacts	No impacts	No impacts	No impacts	No impacts	No impacts	No impacts	No impacts			
	Potential Impacts on Worker Safety during Blasting Operations	No blasting	No blasting	No blasting	No blasting	No blasting	No blasting	No blasting	No blasting	No blasting	No blasting	No blasting	No blasting	No blasting	No blasting	No blasting	No blasting	No blasting	No blasting		
	Potential Impacts on Worker Safety from Rock Fall during Construction of Cut Slopes	No impacts	No impacts	No impacts	No impacts	No impacts	No impacts	No impacts	No impacts	No impacts	No impacts	No impacts	No impacts	No impacts	No impacts	No impacts	No impacts	No impacts	No impacts		
Hazardous Waste/Materials	Potential for Debris to Enter River During Bridge Demolition	No impacts	No impacts	No impacts	No impacts	No impacts	No impacts	No impacts	No impacts	No impacts	No impacts	No impacts	No impacts	No impacts	No impacts	No impacts	No impacts	No impacts			
	Potential for Hazardous Material Spills During Construction	No adverse impacts	No adverse impacts	No adverse impacts	No adverse impacts	No adverse impacts	No adverse impacts	No adverse impacts	No adverse impacts	No adverse impacts	No adverse impacts	No adverse impacts	No adverse impacts	No adverse impacts	No adverse impacts	No adverse impacts	No adverse impacts	No adverse impacts			
	Potential for Exposure to Aerially-Deposited Lead	No adverse impacts	No adverse impacts	No adverse impacts	No adverse impacts	No adverse impacts	No adverse impacts	No adverse impacts	No adverse impacts	No adverse impacts	No adverse impacts	No adverse impacts	No adverse impacts	No adverse impacts	No adverse impacts	No adverse impacts	No adverse impacts	No adverse impacts			
	Potential for Release of Hazardous Waste/Materials Associated with Construction, Traffic, or Roadway Maintenance	No adverse impacts	No adverse impacts	No adverse impacts	No adverse impacts	No adverse impacts	No adverse impacts	No adverse impacts	No adverse impacts	No adverse impacts	No adverse impacts	No adverse impacts	No adverse impacts	No adverse impacts	No adverse impacts	No adverse impacts	No adverse impacts	No adverse impacts			
Air Quality	Potential for Release of Hazardous Waste/Materials Associated with Removal or Modification of Facilities or Structures	No adverse impacts	No adverse impacts	No adverse impacts	No adverse impacts	No adverse impacts	No adverse impacts	No adverse impacts	No adverse impacts	No adverse impacts	No adverse impacts	No adverse impacts	No adverse impacts	No adverse impacts	No adverse impacts	No adverse impacts	No adverse impacts	No adverse impacts			
	Potential Impacts Associated With Naturally-Occurring Asbestos	No impacts	No impacts	No impacts	No impacts	No impacts	No impacts	No impacts	No impacts	No impacts	No impacts	No impacts	No impacts	No impacts	No impacts	No impacts	No impacts	No impacts			
	Temporary Increase in Ozone Precursor (ROG and NOx), CO, and PM10 Emissions during Grading and Construction Activities	No adverse impacts	No adverse impacts	No adverse impacts	No adverse impacts	No adverse impacts	No adverse impacts	No adverse impacts	No adverse impacts	No adverse impacts	No adverse impacts	No adverse impacts	No adverse impacts	No adverse impacts	No adverse impacts	No adverse impacts	No adverse impacts	No adverse impacts			
	Release of Naturally-Occurring Asbestos Fibers into the Air During Grading and Construction Activities	No impacts	No impacts	No impacts	No impacts	No impacts	No impacts	No impacts	No impacts	No impacts	No impacts	No impacts	No impacts	No impacts	No impacts	No impacts	No impacts	No impacts			
Noise and Vibration	Potential Disturbance from Construction Noise Levels (Non-Blasting)	No adverse impacts	No adverse impacts	No adverse impacts	No adverse impacts	No adverse impacts	No adverse impacts	No adverse impacts	No adverse impacts	No adverse impacts	No adverse impacts	No adverse impacts	No adverse impacts	No adverse impacts	No adverse impacts	No adverse impacts	No adverse impacts	No adverse impacts			
	Potential for Disturbance to Nearby Noise-Sensitive Land Uses from Controlled Blasting Activities	No blasting	No blasting	No blasting	No blasting	No blasting	No blasting	No blasting	No blasting	No blasting	No blasting	No blasting	No blasting	No blasting	No blasting	No blasting	No blasting	No blasting			
	Permanent removal of natural communities at a given project location	No adverse impacts	Adverse impact greater than Two-Foot Shoulders in Spot Locations Alternative	No adverse impacts	No adverse impacts	No adverse impacts	No adverse impacts	No adverse impacts	No adverse impacts	No adverse impacts	No adverse impacts	No adverse impacts	No adverse impacts	No adverse impacts	No adverse impacts	No adverse impacts	No adverse impacts	No adverse impacts			
	Temporary disturbance and effects on natural communities.	No adverse impacts	No adverse impacts	No adverse impacts	No adverse impacts	No adverse impacts	No adverse impacts	No adverse impacts	No adverse impacts	No adverse impacts	No adverse impacts	No adverse impacts	No adverse impacts	No adverse impacts	No adverse impacts	No adverse impacts	No adverse impacts	No adverse impacts			
Natural Communities (See Section 2.3.1 for detailed comparisons of effects by alternative)	Permanent removal of redwood trees with a dbh of 36 inches or more	No impacts	Adverse impact greater than Two-Foot Shoulders in Spot Locations Alternative	No impacts	No impacts	No impacts	No impacts	No impacts	No impacts	No impacts	No impacts	No impacts	No impacts	No impacts	No impacts	No impacts	No impacts	No impacts			
	Permanent removal of trees other than redwoods	No adverse impacts	No adverse impacts	No adverse impacts	No adverse impacts	No adverse impacts	No adverse impacts	No adverse impacts	No adverse impacts	No adverse impacts	No adverse impacts	No adverse impacts	No adverse impacts	No adverse impacts	No adverse impacts	No adverse impacts	No adverse impacts	No adverse impacts			
	Temporary Restrict the Passage of Fish, including Anadromous Fish	No impacts	No impacts	No impacts	No impacts	No impacts	No impacts	No impacts	No impacts	No impacts	No impacts	No impacts	No impacts	No impacts	No impacts	No impacts	No impacts	No impacts			
		No impacts	No impacts	No impacts	No impacts	No impacts	No impacts	No impacts	No impacts	No impacts	No impacts	No impacts	No impacts	No impacts	No impacts	No impacts	No impacts	No impacts			

adverse impact,” if it would not have a significant, harmful effect on an environmental topic; or “adverse,” if it could have a significant effect on an environmental topic. Note that the term “adverse” may have a different threshold or definition, depending on whether the impact is being considered under federal or state laws. For example, a finding of May Affect, Likely to Adversely Affect for a federally listed species could be proposed for a variety of impact types, including harassment, under the federal Endangered Species Act (ESA). That finding may or may not be determined to be significant, depending on whether anticipated impacts are temporary/permanent and the kind and level of impact (e.g., harassment only, versus killing, and the anticipated number of individuals or population(s) that might be affected). Conversely, harassment is not considered under the California ESA, so harassment would not be considered adverse or significant. Details of each environmental topic, potential effect, and associated avoidance, minimization, and/or mitigation measures are discussed in Chapter 2.

Coordination with Other Public Agencies

Table S-2 describes the permits, reviews, and approvals required for project construction. This information is reiterated in Table 1-5 in Chapter 1.

Table S-2. Permits and Approvals

Agency	Permit/Approval	Status
U.S. Fish and Wildlife Service (USFWS)	Endangered Species Act (ESA) Section 7 consultation for threatened and endangered species	Ongoing
National Marine Fisheries Service (NMFS)	ESA Section 7 consultation for threatened and endangered species	Ongoing
U.S. Army Corps of Engineers	Clean Water Act (CWA) Section 404 authorization for fill of waters of the United States	Ongoing
U.S. Department of Agriculture Forest Service	Coordination based on Forest Service sensitive and Northwest Forest Plan species, tree removal permit, scenic byway and Wild and Scenic River concurrence for the Middle Fork Smith River (US 199), Section 4(f) coordination and concurrence, and coordination for conducting work within the Department’s right-of-way easement held by the Forest Service	Ongoing
Del Norte County Parks Department	Temporary easement in Ruby Van Deventer County Park for driveway improvements	Ongoing
California Department of Fish and Game	California Fish and Game Code Section 1602 streambed alteration agreement and California Wild and Scenic Rivers coordination through the Section 1602 application process (Smith River coordination via 1602 agreements for SR 197 locations, and Middle Fork Smith River coordination via 1602 agreements for US 199 locations)	Ongoing
National Park Service	Wild and Scenic River concurrence for the Smith River	Completed
North Coast Regional Water Quality Control Board	CWA Section 401 water quality certification and coverage under the Department’s National Pollutant Discharge Elimination System permit (Order 00-06-DWQ)	Ongoing
North Coast Unified Air Quality Management District	Formal notification submitted a minimum of 14 days before construction, permit for compliance with national emission standards for hazardous air pollutants, acceptance of dust control plan, and acceptance of lead compliance plan	Not yet initiated

Tulare Expressway

On State Route 65 in Lindsay from Hermosa Street to south of
Avenue 300 on State Route 245

06-TUL-65-PM 29.5/R38.3

06-TUL-245-PM 0.0/0.5

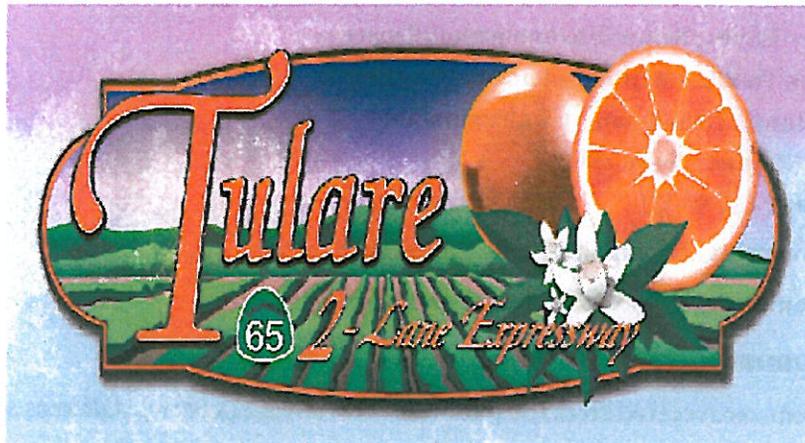
Project EA 06-430800

Project ID 06-0000-0426

SCH# 2003111011

Draft Environmental Impact Report/ Environmental Assessment

Executive Summary



Prepared by the
State of California Department of Transportation

The environmental review, consultation, and any other action required in accordance with applicable federal laws for this project is being, or has been, carried out by the California Department of Transportation under its assumption of responsibility pursuant to 23 U.S. Code 327.

September 2012



General Information About This Document

What's in this document?

The California Department of Transportation (Caltrans), as assigned by the Federal Highway Administration, has prepared this draft environmental impact report/environmental assessment that examines the potential environmental impacts of alternatives being considered for the proposed project in Tulare County, California. The document describes why the project is being proposed, alternatives for the project, the existing environment that could be affected by the project, potential impacts from each of the alternatives, and proposed avoidance, minimization, and/or mitigation measures.

What should you do?

- Please read this document. Additional copies of this document as well as the technical studies are available for review at the Caltrans District 6 office, 1352 W. Olive Avenue, Fresno, CA 93728; Tulare County Public Library, Exeter Branch Library, 230 E. Chestnut Avenue, Exeter, CA 93221; and the Tulare County Public Library, Lindsay Branch Library, 157 N. Mirage Street, Lindsay, CA 93247. The document can also be accessed electronically at the following website: <http://www.dot.ca.gov/dist6/factsheets/index.htm>
- Attend the public information meeting or public hearing on October 9, 2012.
- We welcome your comments. If you have any concerns about the proposed project, please attend the public information meeting or send your written comments to Caltrans by the deadline. Submit comments via U.S. mail to Caltrans at the following address:
Kelly Hobbs, Senior Environmental Planner
Sierra Pacific Environmental Analysis Branch
California Department of Transportation
855 M Street, Suite 200
Fresno, CA 93721
- Submit comments via email to: kelly_hobbs@dot.ca.gov.
- Submit comments by the deadline: November 13, 2012.

What happens next?

After comments are received from the public and reviewing agencies, Caltrans, as assigned by the Federal Highway Administration, may 1) give environmental approval to the proposed project, 2) do additional environmental studies, or 3) abandon the project. If the project is given environmental approval and funding is appropriated, Caltrans could design and build all or part of the project.

Printing this document: To save paper, this document has been set up for two-sided printing (to print the front and back of a page). Blank pages occur where needed throughout the document to maintain proper layout of the chapters and appendices.

For individuals with sensory disabilities, this document is available in Braille, in large print, on audiocassette, or on computer disk. To obtain a copy in one of these alternate formats, please call or write to Caltrans, Attn: Kelly Hobbs, Sierra Pacific Environmental Analysis Branch, California Department of Transportation, 855 M Street, Suite 200, Fresno, CA 93721; (559) 445-5286 Voice, or use the California Relay Service TTY number, (559) 488-4066 or 711.

SCH# 2003110011
06-TUL-65-PM 29.5/R38.3
06-TUL-245-PM 0.0/0.5
Project ID 06-0000-426

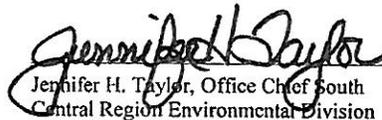
Realign State Route 65 (post miles 29.5 to R38.3) and construct a two-lane expressway on a four-lane right-of-way from Hermosa Street in Lindsay to Avenue 300 on State Route 245 (post miles 0.0 to 0.5) northeast of Exeter

**DRAFT ENVIRONMENTAL IMPACT REPORT
/ENVIRONMENTAL ASSESSMENT**

Submitted Pursuant to: (State) Division 13, California Public Resources Code
(Federal) 42 U.S. Code 4332(2)(C) and 23 U.S. Code 327, and 49 U.S. Code 303

THE STATE OF CALIFORNIA
Department of Transportation

9/17/12
Date of Approval


Jennifer H. Taylor, Office Chief South
Central Region Environmental Division
California Department of Transportation
National Environmental Policy Act Lead Agency

9/18/12
Date of Approval


Christine Cox-Kovacevich, Chief
Central Region Environmental Division
California Department of Transportation
California Environmental Quality Act Lead Agency



Summary

Effective July 1, 2007, the California Department of Transportation (Caltrans) has been assigned environmental review and consultation responsibilities under the National Environmental Policy Act pursuant to 23 U.S. Code 327. Caltrans is also the lead agency for this project under the California Environmental Quality Act.

The California Department of Transportation (Caltrans), in cooperation with the Tulare County Association of Governments, proposes to realign State Route 65 in Tulare County from Hermosa Street in Lindsay to State Route 198 northeast of Exeter. The total length of the project would be about 9.3 miles, including about 0.5 mile of transition improvements on State Route 245. The project proposes construction of a two-lane expressway that can be expanded to a four-lane expressway as funding becomes available and traffic volumes increase. The proposed project includes frontage roads, railroad overhead crossings, new bridges, controlled access, and utility relocations.

Two build alternatives and a No-Build Alternative are being considered. Both build alternatives would bypass the city of Exeter and realign State Route 65 to the east, closer to Spruce Avenue (Road 204). Both new alignments would parallel Spruce Avenue (Road 204); segments of Spruce Avenue (Road 204) would become frontage road.

The project would be built in four phases as funding becomes available. The phases would begin and end at the same general locations:

- Phase 1—Hermosa Street to Avenue 244
- Phase 2—Avenue 244 to Avenue 268 (Myer Avenue)
- Phase 3—Avenue 268 (Myer Avenue) to Avenue 280 (Rocky Hill Drive)
- Phase 4—Avenue 280 (Rocky Hill Drive) to south of Avenue 300 on State Route 245

Under a Memorandum of Agreement with Tulare County, Road 244, Road 268, and Road 280 would be used as a temporary connection between the new alignment and existing State Route 65 until the subsequent phases would be constructed.

The California Highway Commission, now the California Transportation Commission, adopted a proposed state highway between Avenue 288 (Hermosa Street) in Lindsay and Avenue 384, 10 miles north of Avenue 376 (the old State Route 131) on January 25, 1962. Therefore, no new route adoption would be required for the project because the proposed alternatives are within the alignments of the route adoption. Although the

Summary

existing route adoption predated the California Environmental Quality Act and the National Environmental Policy Act, this environmental document addresses both statutes.

The proposed project would be funded from the State Transportation Improvement Program/Regional Transportation Improvement Program (Program Code 075.600) with Phase 1 construction scheduled in fiscal year 2018/19. It is included in Tulare County's 2011 Regional Transportation Improvement Project as a financially constrained project and as a four-lane phased project with construction of the first phase beginning in 2019. The State Route 65/Spruce Avenue (Road 204) widening to four lanes between State Route 137 and State Route 198 is listed as a Measure R project in the Tulare County Expenditure Plan.

Overview of Project Area

State Route 65 is a north-south component of the Tulare County road system and was adopted into the California Highway System in 1933. It is also classified as a National Highway System route that connects State Route 99 in Kern County to State Route 198 east of Visalia in Tulare County. Along the way, as State Route 65 parallels the Sierra Nevada foothills to the east, it links the cities of Porterville, Lindsay, Exeter, Woodlake, Visalia, as well as the communities of Ducor and Terra Bella.

From its beginning at State Route 99 in Kern County, State Route 65 follows a general north-northeast alignment until reaching the project area. After passing Hermosa Avenue in Lindsay, the route turns to west and merges with east-west State Route 137 for about 1.5 miles before turning north again. From State Route 137, existing State Route 65 travels north until ending at State Route 198. State Route 65 north of State Route 137 is also known as Kaweah Avenue or Road 196.

Currently, this segment of State Route 65 passes through the city of Exeter. The proposed realignment would bypass the city and move the route east to parallel the Spruce Avenue (Road 204) alignment. The proposed realignment would cross the Friant-Kern Canal on existing Spruce Avenue (Road 204) and connect with State Route 245 (Road 204) north of State Route 198.

The project corridor parallels the Sierra Nevada foothills east of Exeter where the surrounding landscape is primarily dominated by agriculture. Residences and retail businesses, however, can be found at the beginning of the project in Lindsay and are also scattered along Spruce Avenue (Road 204). Also along Spruce Avenue (Road 204) is the community of Tooleville, several large agriculture-related businesses, a federal wastewater treatment plant, farmhouses, the Friant-Kern Canal, and two railroads.

Purpose and Need

The following is the purpose of the proposed project:

- Provide route continuity
- Increase the capacity for interregional traffic
- Improve safety
- Meet forecasted traffic volume

The project is needed to provide a continuous expressway throughout the corridor to support an uninterrupted flow of traffic. State Route 65 south of Hermosa Street in Lindsay is classified as an expressway. The route ends at State Route 198, also classified as an expressway. An expressway is a highway with controlled access (no driveways connect with the highway and the number of intersections is limited).

Existing State Route 65 does not currently provide direct access to State Route 245 (Road 204) for traffic wishing to continue northbound. State Route 245 extends north of State Route 198 on the Spruce Avenue (Road 204) alignment. Currently, northbound traffic must turn east at the intersection of State Route 65 and State Route 198, travel for about 1 mile to the intersection of State Route 245 (Road 204) and State Route 198, enter a left-hand turn lane and wait for the signal allowing a left-hand turn.

The existing State Route 65 alignment passes through the eastern portion of the city of Exeter, resulting in traffic flow interruptions as local traffic enters and leaves the highway at driveways and intersections. Spruce Avenue (Road 204) is often used as an alternative to State Route 65 to bypass traffic flow interruptions in Exeter. This has resulted in a higher than average accident rate on Spruce Avenue (State Route 245/Road 204) than similar roadways in the state.

The efficient transportation of goods is critical to the economic health of the region; trucks make up 14 percent of the corridor traffic. The existing State Route 65 roadway is deteriorating due to age and heavy use. Future levels of service are projected to degrade (break down or decay) with the existing two-lane configuration.

This project is compatible with the concepts of the San Joaquin Valley Blueprint (SJV B), which was initiated in 2005 by eight Regional Transportation Planning Agencies as a planning process used to guide growth in the San Joaquin Valley over the next 50 years. Traffic volumes within the project area are anticipated to increase with the Valley's growth. In 2007, the average annual daily traffic (AADT) was 17,500 vehicles. In the future, the average daily traffic is predicted to increase to 23,300 vehicles by the year

Summary

2015 and 34,500 vehicles by the year 2035 (Caltrans Updated Traffic Operational Analysis, 2009).

Proposed Action

The project proposes to realign State Route 65 in Tulare County from Hermosa Street (post mile 29.5) in the city of Lindsay to State Route 245 northeast of the city of Exeter or about one-half mile (post mile 0.5) north of State Route 198 (post mile R38.6). The total length of the project would be about 9.3 miles with construction of a two-lane expressway (8.8 miles built on four-lane right-of-way) that would include frontage roads, railroad overhead crossings, new bridges, controlled access, and utility relocations. The project would also have about 0.5 mile of transition improvements on State Route 245 starting at State Route 198.

In accordance with Caltrans standards for expressways, the proposed project would include the minimum 0.5-mile distance between access points. According to the Caltrans Highway Design Manual, an expressway is an arterial highway with at least partial access control (intersections) and may or may not be divided by a median or have grade separations at intersections. Limited or restricted access to the expressway means the elimination of driveways and access easements.

Frontage roads would be developed to maintain access to properties that would be affected by these standards. A frontage road is a local street (or auxiliary road) on the side of an arterial highway for service to abutting property and adjacent areas and for control of access (Caltrans Highway Design Manual).

Alternatives

Two build alternatives (Alternative 1 and Alternative 2) and a No-Build Alternative are under consideration. Both build alternatives, follow a new alignment that mostly parallels Spruce Avenue (Road 204) east of the city of Exeter, would bypass the city by building a two-lane expressway on a four-lane right-of-way. Both build alternatives would include the following:

- Improve local road intersections
- Require utility and residential relocations
- Require frontage roads for property access
- Require cul-de-sacs (dead-ends or turnarounds)
- Limit access to the expressway

Summary

- Cross over Lewis Creek, the Friant-Kern Canal, and the San Joaquin Valley Railroads, requiring the construction of overhead crossings and bridge structures
- A new bridge would be constructed over the Friant-Kern Canal to the west of the existing Bridge #46C-0182, which will remain in place

The following are the primary differences between the two build alternatives: Alternative 1, for most of its length, would parallel the east and west side of existing Spruce Avenue (Road 204), depending on location; Alternative 2, for most of its length, would parallel the west side of existing Spruce Avenue (Road 204). The total project cost estimate for Alternative 1 is \$94,534,000; Alternative 2 is \$96,857,000. The project, however, would be built in four phases as funding becomes available.

The No-Build Alternative would keep State Route 65 in its existing condition. Routine maintenance projects would continue.

Joint California Environmental Quality Act/National Environmental Policy Act Document

The proposed project is a joint project by the California Department of Transportation (Caltrans) and the Federal Highway Administration and is subject to state and federal environmental review requirements. Project documentation, therefore, has been prepared in compliance with both the California Environmental Quality Act and the National Environmental Policy Act. Caltrans is the lead agency under the California Environmental Quality Act. In addition, the Federal Highway Administration's responsibility for environmental review, consultation, and any other action required in accordance with applicable federal laws for this project is being, or has been, carried out by Caltrans under its assumption of responsibility as stated in 23 U.S. Code 327.

Impacts determined significant under the California Environmental Quality Act may not lead to a determination of significance under the National Environmental Policy Act. Because the National Environmental Policy Act is concerned with the significance of the project as a whole, it is quite often the case that a "lower level" document is prepared for the National Environmental Policy Act. One of the most commonly seen joint document types is an environmental impact report/environmental assessment.

Following receipt of public comments on the draft environmental impact report/environmental assessment and circulation of the final environmental impact report/environmental assessment, Caltrans will be required to take actions regarding the environmental document and will determine whether to certify the environmental impact

Summary

report and issue findings and a Statement of Overriding Considerations under the California Environmental Quality Act. Caltrans will also decide whether to issue a Finding of No Significant Impact or require an environmental impact statement under the National Environmental Policy Act.

Summary

S.1 Summary of Major Potential Impacts from Alternatives

Potential Impact		Alternative 1	Alternative 2	No-Build Alternative
Land Use Is the project consistent with the General Plans of these cities?	Exeter	Discussed in the Tulare County General Plan and the Regional Transportation Plan	Discussed in the Tulare County General Plan and the Regional Transportation Plan	An expressway would not be built.
	Lindsay	Discussed in the Tulare County General Plan and the Regional Transportation Plan	Discussed in the Tulare County General Plan and the Regional Transportation Plan	An expressway would not be built.
	Tulare County	Discussed in the Tulare County General Plan and the Regional Transportation Plan	Discussed in the Tulare County General Plan and the Regional Transportation Plan	An expressway would not be built.
Growth Would the project induce growth?		Would not induce growth because there are no new access points proposed	Would not induce growth because there are no new access points proposed	No change
Farmlands How many acres of farmland will be converted?	Total Acreage (rounded)	320 acres	321 acres	0
	Prime and Unique (rounded)	63 acres	63 acres	0
	Williamson Act (rounded)	149 acres	168 acres	0
Community Character and Cohesion		Would promote community cohesion by removing regional traffic through Exeter	Would promote community cohesion by removing regional traffic through Exeter	State Route 65 currently divides the city of Exeter.
Relocation Will the project displace any of the following?	Business	Potentially relocates 1 business	Potentially relocates one business	No business relocations
	Housing	Potentially relocates 13 single-family residences, 1 mobile home, and 2 tenant occupied mobile homes	Potentially relocates up to 11 single-family residences, 3 mobile home and 1 tenant occupied mobile home	No residential relocations
	Utility Service	Relocates telephone and power lines, high-pressure gas lines, irrigation lines, waterline fire hydrants, and fiber optics along Spruce Avenue (Road 204)	Requires new telephone poles, power poles and irrigation lines	No utility service relocations

Summary

Potential Impact		Alternative 1	Alternative 2	No-Build Alternative
Environmental Justice		Would not cause a disproportionately high and adverse effect on any minority or low-income populations	Would not cause a disproportionately high and adverse effect on any minority or low-income populations	No change
Traffic and Transportation/ Pedestrian and Bicycle Facilities		Would have to incorporate planned bicycle paths on Rocky Hill Drive Would improve existing levels of service and continuity of the highway	Would have to incorporate planned bicycle paths on Rocky Hill Drive Would improve existing levels of service and continuity of the highway	Traffic delays and average travel speed would continue to worsen.
Visual/Aesthetics		Would not affect the overall rural character of the landscape even though the physical changes, (overhead railroad crossings; canal bridges; existing farmland and orchard removal) would be substantial	Would not affect the overall rural character of the landscape even though the physical changes, (overhead railroad crossings; canal bridges; existing farmland and orchard removal) would be substantial	No change to resources
Cultural Resources	Archaeology	Based on preliminary studies, it appears to have no effect on any recorded archaeology sites; however, due to the sensitivity of cultural resources in the area, further studies are required before construction begins.	Based on preliminary studies, it appears to have no effect on any recorded archaeology sites; however, due to the sensitivity of cultural resources in the area, further studies are required before construction begins.	No change to resources
	Historic Architecture	Would have no visual impact to historic structures Would construct a new bridge over the Friant-Kern Canal, which is eligible for the National Register of Historic Places, but would not require replacement of the historic canal bridge on Spruce Avenue/Road 204	Would have an indirect visual impact to two historic structures Would construct a new bridge over the Friant-Kern Canal, which is eligible for the National Register of Historic Places, but would not require replacement of the historic canal bridge on Spruce Avenue/Road 204.	No change to resources
Water Quality and Storm Water Runoff		Would disturb 205.77 acres of soil during construction, resulting in temporary impacts, and creates 76.26 acres of impervious surface area; best management plans and a Storm Water Pollution Plan would be necessary	Would disturb 186.74 acres of soil during construction, resulting in temporary impacts, and creates 76.26 acres of impervious surface area; best management plans and a Storm Water Pollution Plan would be necessary	No change to resources

Summary

Potential Impact	Alternative 1	Alternative 2	No-Build Alternative
Paleontology	Based on preliminary studies, the uppermost few feet of sediment are unlikely to yield significant vertebrate fossils; however, any excavation deeper than 6 feet could encounter scientifically significant vertebrate fossils	Based on preliminary studies, the uppermost few feet of sediment are unlikely to yield significant vertebrate fossils; however, any excavation deeper than 6 feet could encounter scientifically significant vertebrate fossils	No change to resources
Hazardous Waste/Materials	Further investigation is needed to determine the effects of above- and underground storage tanks on six parcels	Further investigation is needed to determine the effects of above- and underground storage tanks on two parcels	No land would be acquired.
Air Quality	The Environmental Protection Agency provided concurrence that this is not a project of air quality conformity concern as a whole; concurrence will be requested for phased a project after the comment period.	The Environmental Protection Agency provided concurrence that this is not a project of air quality conformity concern as a whole; concurrence will be requested for phased a project after the comment period	Could lead to increases in mobile-source pollutants as congestion increases.
Noise and Vibration	Noise levels would not approach or exceed the noise abatement criteria of 67 decibels for any identified receptors.	Although noise levels may approach or exceed the noise abatement criteria of 67 decibels for some identified receptors—due to the rural and isolated nature of the receptors—abatement was determined unreasonable and unfeasible.	No noise and vibration impacts
Wetlands and other Waters	Permanent impacts: 0.11 acre	Permanent impacts: 0.15 acre	No change to resources
Threatened and Endangered Species	Impacts to potential foraging habitat of the San Joaquin kit fox: 240.20 acres of temporary impacts; 132.93 acres of permanent impacts.	Impacts to potential foraging habitat of the San Joaquin kit fox: 249.93 acres of temporary impacts; 120.55 acres of permanent impacts.	No change to resources

Permits and Approvals

Table S.2 provides the permits and agreements required for the proposed Tulare Expressway Project.

S.2 Coordination with Other Agencies

Agency	Permit/Approval	Status
United States Fish and Wildlife Service	Section 7 Biological Opinion for Threatened and Endangered Species	Biological Assessment submitted after the preferred alternative is identified; Biological Opinion must be received before final environmental document is approved
California Department of Fish and Game	Section 1602 Streambed Alteration Agreement, 2080.1 for a consistency determination with the Biological Opinion issued by the U.S. Fish and Wildlife Service	Application for a 1602 permit submitted during Project Specifications and Estimates phase of the project
United States Army Corps of Engineers	Section 404 Nationwide Permit for permanent impacts to Waters of the United States.	Application for Section 404 permit submitted during Project Specifications and Estimates phase of the project
San Joaquin Valley Regional Water Quality Control Board	Section 401 Certification for a Water Discharge Permit.	Application for a Section 401 permit submitted during Project Specifications and Estimates phase of the project
State Water Resource Control Board	Section 402 National Pollutant Discharge Elimination System	Application for a Section 402 permit to be submitted during Project Specifications and Estimates phase of the project
San Joaquin Valley Air Pollution Control District	Dust Control Plan	Caltrans Standard Specifications pertaining to dust control plan would be in the construction contracts
San Joaquin Valley Air Pollution Control District	Notification would be required before demolition of any bridges or structures.	Notification would be made during construction phase of the project

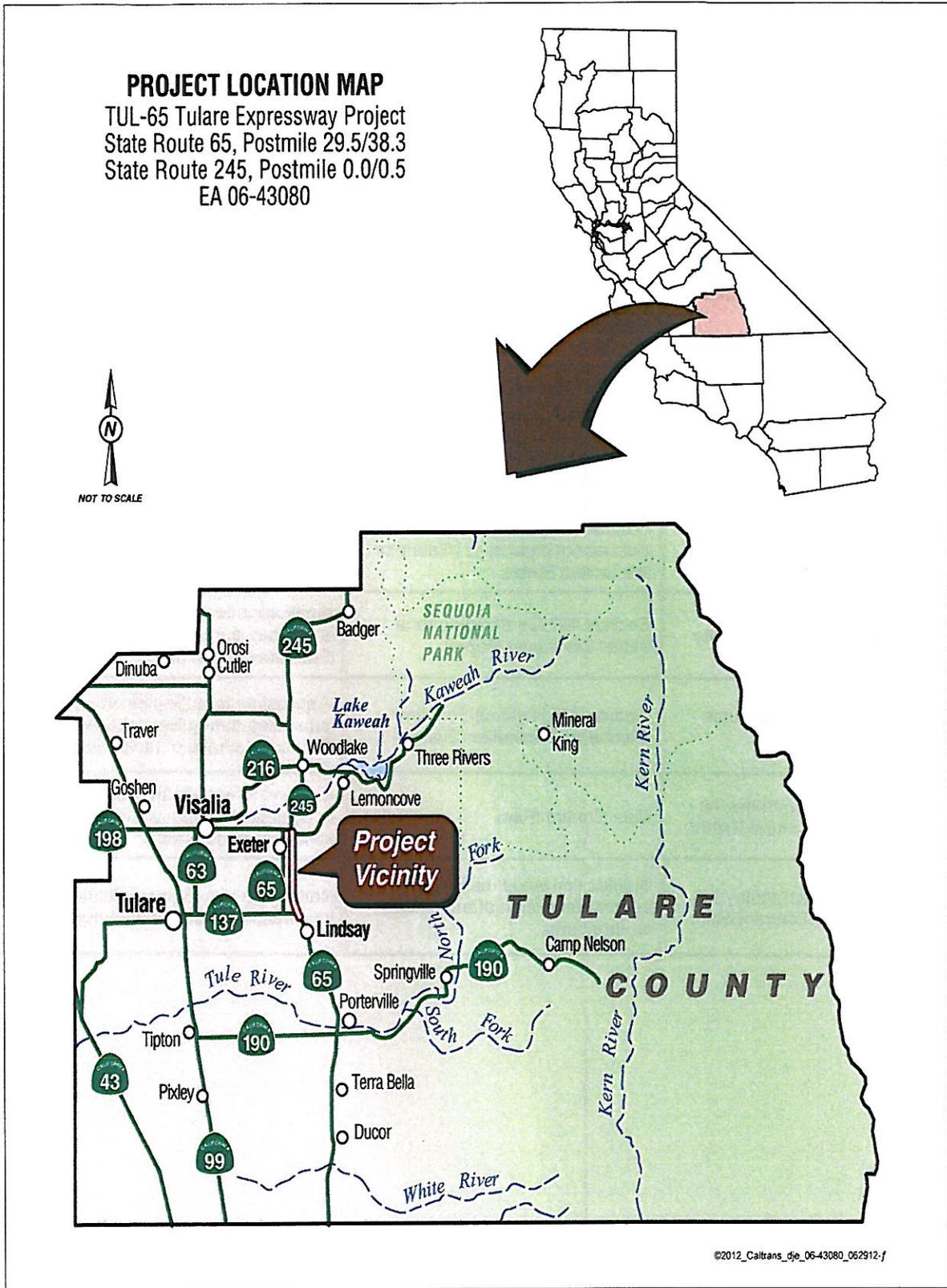


Figure 1-1 Vicinity Map

Memorandum

To: CHAIR AND COMMISSIONERS

CTC Meeting: December 6, 2012

Reference No.: 2.2c (3)
Action

From: BIMLA G. RHINEHART
Executive Director

Subject: **APPROVAL OF PROJECT FOR FUTURE CONSIDERATION OF FUNDING
MITIGATED NEGATIVE DECLARATION FOR THE EVERGREEN ROAD AT SOUTH
FORK COTTONWOOD CREEK BRIDGE PROJECT (RESOLUTION E-12-71)**

ISSUE:

Should the Commission, as a Responsible Agency, accept the Mitigated Negative Declaration (MND) for the Evergreen Road at South Fork Cottonwood Creek Bridge Project (project) in Tehama County and approve the project for future consideration of funding?

RECOMMENDATION:

Staff recommends that the Commission accept the MND and approve the project for future consideration of funding.

BACKGROUND:

Tehama County is the CEQA lead agency for the project. On November 6, 2012 Tehama County adopted the final MND and found that the project would not have a significant effect on the environment after mitigation. According to Tehama County the NEPA process is not yet complete and a Categorical Exclusion is anticipated to be processed within 8 to 12 months.

The project is located in the northern portion of Tehama County on Evergreen Road over the South Fork of Cottonwood Creek. The project will add left turn lanes to Bowman Road for the intersection to Evergreen Road, realign approximately 0.8 miles of Evergreen Road, construct a new bridge along the road across the South Fork of Cottonwood Creek, remove the existing bridge, excavate along the creek to increase the capacity of the channel upstream of the new structure, replace in-situ the Anderson Cottonwood Irrigation District (ACID) canal crossing, and modify the ACID pipeline under Evergreen Road.

Impacts that require mitigation measures to be reduced to a less than significant level relate to air quality, biological resources, water quality and noise. Mitigation measures include, but are not limited to: implementing dust and emissions control measures during construction activities,

avoiding disturbance of elderberry shrubs during construction, transplanting or compensating for removed elderberry shrubs, implementing pre-construction surveys and avoidance measures for other special status wildlife, minimizing and compensating for impacts to riparian habitat and wetlands, implementing measures to protect water quality during construction, maintaining and equipping construction equipment with noise control devices, and coordinating with residences to minimize noise disturbance.

On October 8, 2012 Tehama County confirmed that the preferred alternative set forth in the final environmental document is consistent with the project scope of work programmed by the Commission.

According to Tehama County, the project is estimated to cost \$11,509,556 and is fully funded through construction with State (\$1,875,000), Federal (\$9,578,556) and Other (\$56,000) funds. Construction is estimated to begin in fiscal year 2014/15.

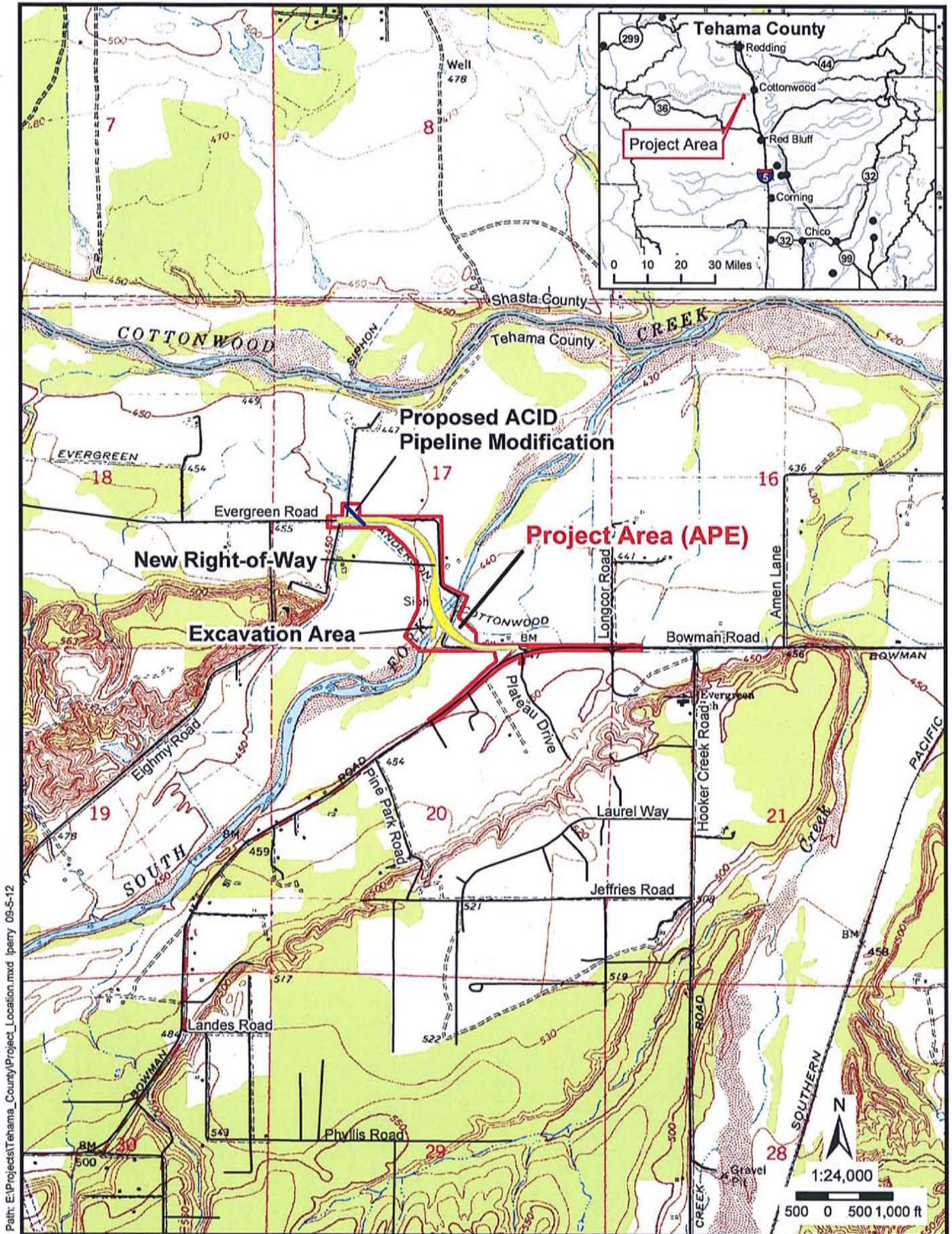
Attachments

- Resolution E-12-71
- Project Location

CALIFORNIA TRANSPORTATION COMMISSION

Resolution for Future Consideration of Funding 02 – Tehama County Resolution E-12-71

- 1.1 **WHEREAS**, Tehama County has completed a Mitigated Negative Declaration pursuant to the California Environmental Quality Act (CEQA) and the CEQA Guidelines for the following project:
 - Evergreen Road at South Fork Cottonwood Creek Bridge Project
- 1.2 **WHEREAS**, Tehama County has certified that the Mitigated Negative Declaration has been completed pursuant to CEQA and the State CEQA Guidelines for its implementation; and
- 1.3 **WHEREAS**, the project will add left turn lanes to Bowman Road for the intersection to Evergreen Road , realign approximately 0.8 miles of Evergreen Road, construct a new bridge along the road across the South Fork of Cottonwood Creek, remove the existing bridge, excavate along the creek to increase the capacity of the channel upstream of the new structure, replace in-situ the Anderson Cottonwood Irrigation District (ACID) canal crossing, and modify the ACID pipeline under Evergreen Road; and
- 1.4 **WHEREAS**, the California Transportation Commission, as a Responsible Agency, has considered the information contained in the Final Mitigated Negative Declaration; and
- 1.5 **WHEREAS**, Tehama County found that the proposed project would not have a significant effect on the environment; and
- 1.6 **WHEREAS**, Tehama County approved the Final Mitigated Negative Declaration.
- 2.1 **NOW, THEREFORE, BE IT RESOLVED** that the California Transportation Commission does hereby accept the Final Mitigated Negative Declaration and approve the above referenced project to allow for future consideration of funding.



Path: E:\Projects\Tehama_County\Project_Location.mxd lperry 09-5-12

Figure 1.
Project Location and Vicinity

Memorandum

To: CHAIR AND COMMISSIONERS

CTC Meeting: December 6, 2012

Reference No.: 2.2c (4)
Action

From: BIMLA G. RHINEHART
Executive Director

Subject: **APPROVAL OF PROJECT FOR FUTURE CONSIDERATION OF FUNDING
MITIGATED NEGATIVE DECLARATION FOR THE GRANT LINE ROAD
GRADE SEPARATION AND WIDENING PROJECT (RESOLUTION E-12-72)**

ISSUE:

Should the Commission, as a Responsible Agency, accept the Mitigated Negative Declaration (MND) and Addenda 1, 2, & 3 for the Grant Line Road Grade Separation and Widening Project (project) in the City of Elk Grove and approve the project for future consideration of funding?

RECOMMENDATION:

Staff recommends that the Commission accept the MND and Addenda 1, 2, & 3 and approve the project for future consideration of funding.

BACKGROUND:

The City of Elk Grove (City) is the CEQA lead agency for the project. The project is located in the City of Elk Grove in Sacramento County. The project will widen Grant Line Road between Survey Road and Bradshaw Road; realign the Grant Line Road/Waterman Road and Grant Line Road/Bradshaw Road intersections; install traffic signals at those intersections; realign portions of Waterman Road; provide new access points, construct a frontage road and secondary access route for certain parcels located south of Grant Line Road, install bike lanes, crosswalks and pedestrian sidewalks; replace the existing at-grade UPRR crossing with a grade-separated overhead railroad crossing; cul-de-sac the existing Waterman Road and provide paved access to parcels adjacent to and east of the UPRR tracks. The project will also relocate various utilities and install drainage modifications.

On December 14, 2005 the City adopted the final MND for the grade separation and widening of Grant Line Road 2.0 miles from East Stockton Boulevard to Bradshaw Road and found that the project would not have a significant effect on the environment after mitigation. In 2006, Addendum 1 was prepared to refine the analysis of potential impacts to certain noise receptors. In 2009, Addendum 2 was prepared to address certain project changes including relocation of the Waterman Road/Grant Line Road intersection to provide a safer, more cost effective configuration. In 2011,

Addendum 3 was prepared to address overall refinements to the project including a roadway alignment shift, inclusion of utility relocations and drainage modifications. On October 26, 2011, the City of Elk Grove adopted Addenda 1, 2, & 3 to the MND adopted on December 14, 2005 and certified that the project will not have a significant effect on the environment.

Impacts that require mitigation measures to be reduced to a less than significant level relate to Aesthetics, Air Quality, Biological Resources, Hazards and Hazardous Materials, and Noise. Mitigation measures include, but are not limited to: Tree Preservation and Mitigation Plan development; implementation of dust and emissions control measures during construction activities; relocation of Sanford's arrowhead plants; pre-construction surveys for the giant garter snake, Swainson's hawk/raptors, burrowing owls and other migratory birds; preservation of Swainson's hawk foraging habitat prior to site disturbance; riparian vegetation and wetlands mitigation plan development; implementation of stormwater pollution prevention measures during construction; and installation of noise reduction measures for sensitive receptors within the project area.

On October 29, 2012 the City confirmed that the preferred alternative set forth in the final environmental document is consistent with the project scope of work programmed by the Commission.

Due to the fact that funding is not currently available for the entire project, the project will be constructed in phases. Phase I is included in the HRCSA program and will widen Grant Line Road from two to four lanes from East Stockton Boulevard to New Waterman Road; replace the existing at-grade UPRR crossing with a grade-separated overhead railroad crossing; cul-de-sac the existing Waterman Road and provide paved access to parcels adjacent to and east of the UPRR tracks

Phase I is estimated to cost \$30,375,000, is fully funded through construction, and is programmed with Local (\$24,775,000), State (\$5,000,000) and Private (\$600,000) funds. Construction is estimated to begin in fiscal year 2012/13.

Attachments

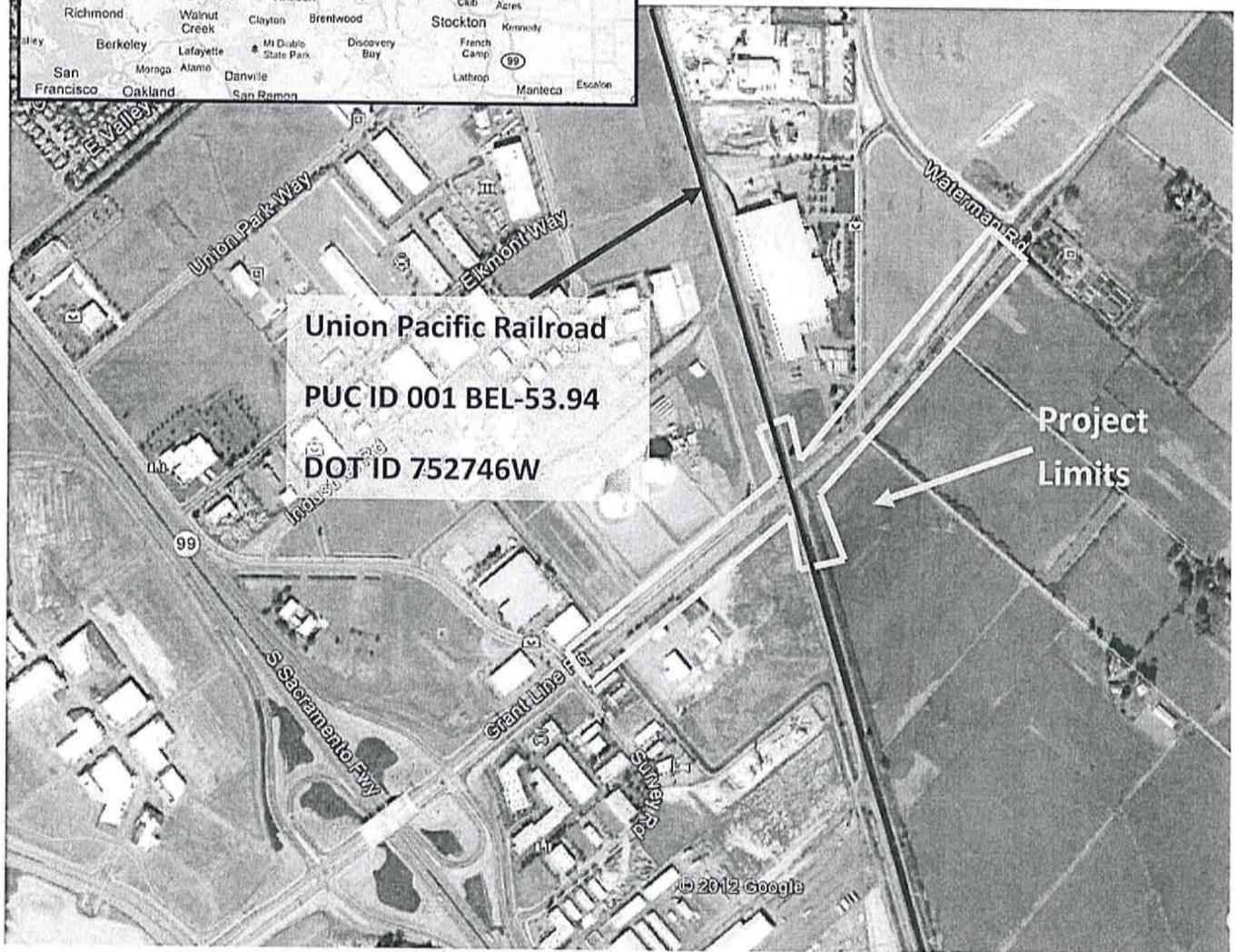
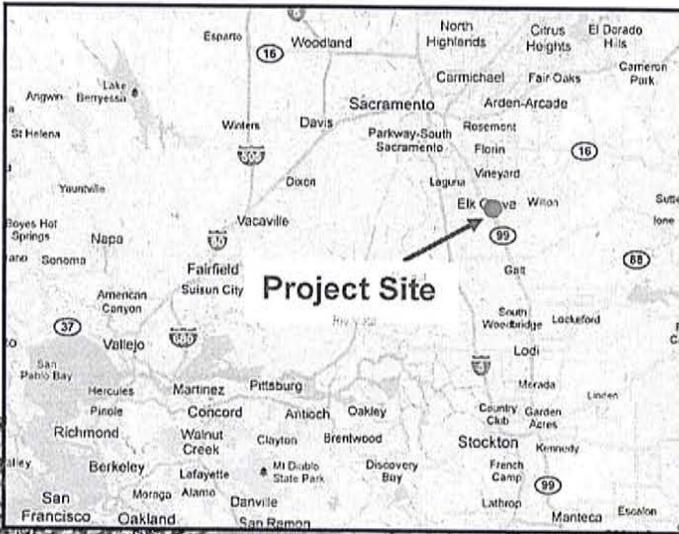
- Resolution E-12-72
- Project Location

CALIFORNIA TRANSPORTATION COMMISSION

Resolution for Future Consideration of Funding 03 – Sacramento County Resolution E-12-72

- 1.1 **WHEREAS**, the City of Elk Grove has completed a Mitigated Negative Declaration and three Addenda pursuant to the California Environmental Quality Act (CEQA) and the CEQA Guidelines for the following project:
 - Grant Line Road Widening Project Including Grade Separation from Survey Road/East Stockton Boulevard to Bradshaw Road.
- 1.2 **WHEREAS**, the City of Elk Grove has certified that the Mitigated Negative Declaration and three Addenda have been completed pursuant to CEQA and the State CEQA Guidelines for its implementation; and
- 1.3 **WHEREAS**, the project will widen Grant Line Road between Survey Road and Bradshaw Road; realign the Grant Line Road/Waterman Road and Grant Line Road/Bradshaw Road intersections; install traffic signals; realign portions of Waterman Road; provide new access points, construct a frontage road and secondary access route south of Grant Line Road, install bike lanes, crosswalks and pedestrian sidewalks; replace the existing at-grade UPRR crossing with a grade-separated overhead railroad crossing; cul-de-sac the existing Waterman Road; provide paved access to parcels adjacent to the UPRR tracks; relocate various utilities and install drainage modifications; and
- 1.4 **WHEREAS**, the California Transportation Commission, as a Responsible Agency, has considered the information contained in the Final Mitigated Negative Declaration and three Addenda; and
- 1.5 **WHEREAS**, the City of Elk Grove found that the proposed project would not have a significant effect on the environment; and
- 1.6 **WHEREAS**, the City of Elk Grove approved the Final Mitigated Negative Declaration and three Addenda.
- 2.1 **NOW, THEREFORE, BE IT RESOLVED** that the California Transportation Commission does hereby accept the Final Mitigated Negative Declaration and three Addenda and approve the above referenced project to allow for future consideration of funding.

PROJECT LOCATION MAP



Memorandum

To: CHAIR AND COMMISSIONERS

CTC Meeting: December 6, 2012

Reference No.: 2.2c (5)
Action

From: BIMLA G. RHINEHART
Executive Director

Subject: **APPROVAL OF PROJECT FOR FUTURE CONSIDERATION OF FUNDING
MITIGATED NEGATIVE DECLARATION FOR THE ARNOLD RIM TRAIL CEDAR
CENTER BIKEWAY CONNECTION PROJECT (RESOLUTION E-12-73)**

ISSUE:

Should the Commission, as a Responsible Agency, accept the Mitigated Negative Declaration (MND) for the Arnold Rim Trail Cedar Center Bikeway Connection Project (project) in the community of Arnold in Calaveras County and approve the project for future consideration of funding?

RECOMMENDATION:

Staff recommends that the Commission accept the MND and approve the project for future consideration of funding.

BACKGROUND:

Calaveras County is the CEQA lead agency for the project. On August 14, 2012 Calaveras County adopted the final MND and found that the project would not have a significant effect on the environment after mitigation. On August 16, 2012 Caltrans determined the project to be exempt from NEPA pursuant to 23 CFR 771.117(c)(3).

The project is located in the community of Arnold, Calaveras County and within the Stanislaus National Forest. The project will construct a bicycle path between Oak Circle and Pine Drive, across Stanislaus National Forest land with trailheads on Calaveras County land at both ends.

Impacts that require mitigation measures to be reduced to a less than significant level relate to aesthetics, air quality, biological resources, cultural resources, hazards and hazardous materials, hydrology and water quality, and noise. Mitigation measures include, but are not limited to, standard air quality impact mitigation during construction; pre-construction rare plant focused surveys; removal of vegetation outside the identified rare plant breeding season; pre-construction nesting surveys for Northern Goshawk and California Spotted Owl; standard noise and erosion control

measures during construction, and standard hazard detection and abatement measures prior to and during construction.

On October 22, 2012 Calaveras County confirmed that the preferred alternative set forth in the final environmental document is consistent with the project scope of work programmed by the Commission.

The project, estimated to cost \$406,000, is programmed and fully funded through construction with STIP funding. Construction is estimated to begin in fiscal year 2012/13.

Attachments

- Resolution E-12-73
- Project Location

CALIFORNIA TRANSPORTATION COMMISSION

Resolution for Future Consideration of Funding 10 – Calaveras County Resolution E-12-73

- 1.1 **WHEREAS**, Calaveras County has completed a Mitigated Negative Declaration pursuant to the California Environmental Quality Act (CEQA) and the CEQA Guidelines for the following project:
 - The Arnold Rim Trail Cedar Center Bikeway Connection Project
- 1.2 **WHEREAS**, Calaveras County has certified that the Mitigated Negative Declaration has been completed pursuant to CEQA and the State CEQA Guidelines for its implementation; and
- 1.3 **WHEREAS**, the project will construct a bicycle path between Oak Circle and Pine Drive in the Community of Arnold, across Stanislaus National Forest lands with trailheads on Calaveras County land at both ends; and
- 1.4 **WHEREAS**, the California Transportation Commission, as a Responsible Agency, has considered the information contained in the Final Mitigated Negative Declaration; and
- 1.5 **WHEREAS**, Calaveras County found that the proposed project would not have a significant effect on the environment; and
- 1.6 **WHEREAS**, Calaveras County approved the Final Mitigated Negative Declaration.
- 2.1 **NOW, THEREFORE, BE IT RESOLVED** that the California Transportation Commission does hereby accept the Final Mitigated Negative Declaration and approve the above referenced project to allow for future consideration of funding.

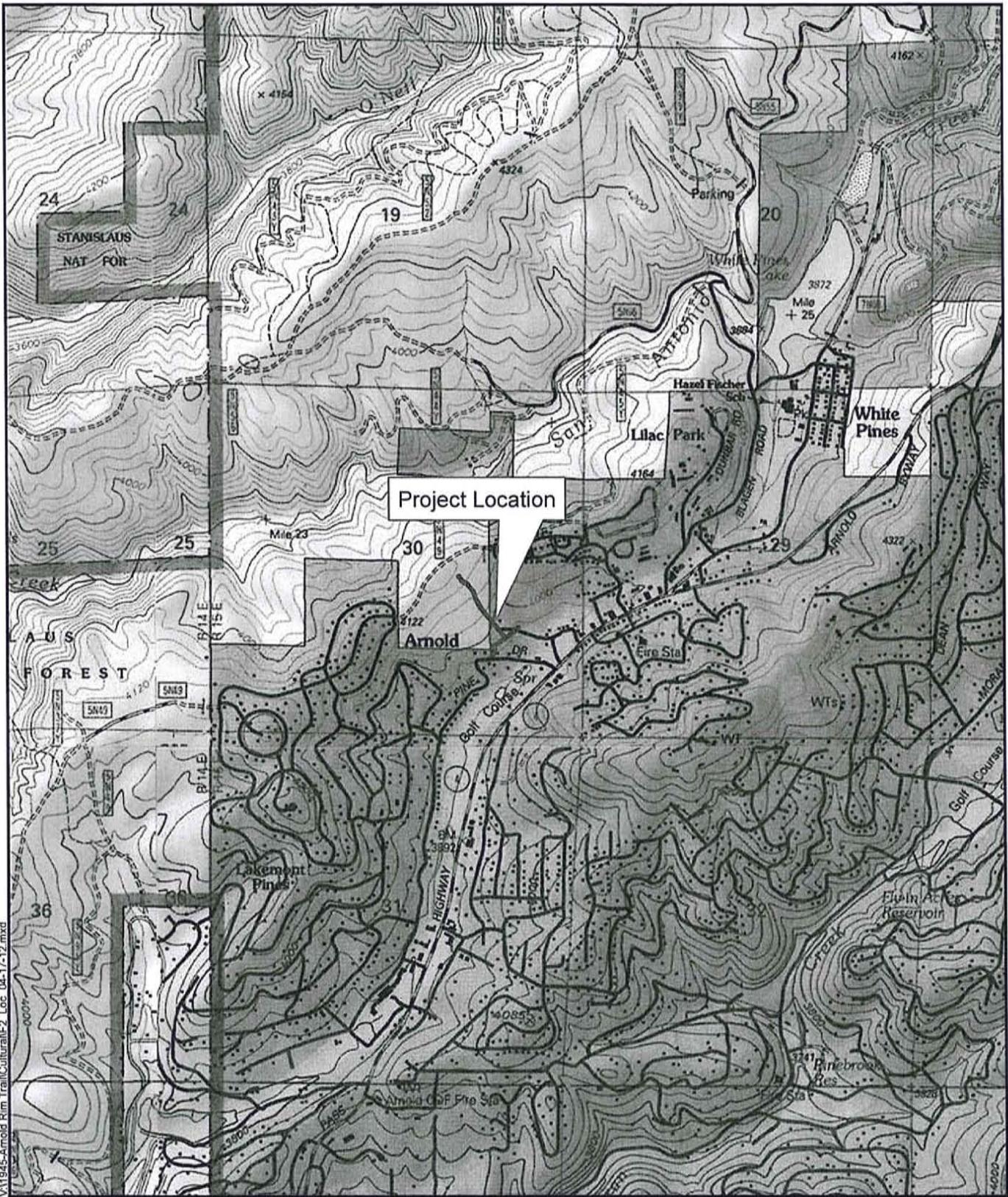


FIGURE 2

Project Location

RPSTPLE-6128 (049) EA 10-4A3354L
 Dorrington 7.5 minute USGS Quadrangle (T5N R15E, Section 30)
 Arnold Rim Trail Cedar Center Bikeway Connection Project
 Arnold, Calaveras County, California

Memorandum

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: December 5-6, 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, 11-SD-11 PM 0.0/2.8**
RESOLUTION HRA 12-07

RECOMMENDATION:

Submitted for transmittal to the California Transportation Commission (Commission) are Highway Route Adoption Resolution HRA 12-07 and a route location map for State Highway Route (SR) 11. 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 11 in San Diego County from Post Mile (PM) 0.0 to 2.8.

ISSUE:

This Route Adoption is recommended to help reduce congestion and to facilitate increased trade and personal travel across the U.S.-Mexico border. A Project Report was approved on March 24, 2012. The Department prepared an Environmental Impact Report, in accordance with the California Environmental Quality Act (CEQA) and the CEQA Guidelines, which was signed on March 29, 2012.

Recommended by: _____
ROBERT PIEPLOW
Acting Chief Engineer

BACKGROUND:

The purpose of this route adoption is to establish a new four-lane toll freeway alignment for SR 11 that would extend from the future Route 905/125 interchange approximately 2.8 miles east to the proposed Otay Mesa East Port of Entry.

The international component of a border crossing requires the coordination between the U.S. and Mexico. A Letter of Intent entitled “Binational Corridor Preservation for State Route 11 – Tijuana/Rosarito 2000 and Site Designation for the East Otay Mesa-Mesa de Otay II Port of Entry”, included support for the creation of a new international border crossing facility designated as East Otay Mesa - Otay II. The U.S. Port of Entry (POE) and Mexico POE, as well as a State of California Commercial Vehicle Enforcement Facility (CVEF) and connecting roadways on each side of the border must all be operational prior to utilization of the new crossing. The SR-11 Letter of Intent was signed in 1998 by the following agencies:

- Caltrans District 11
- County of San Diego
- City of San Diego
- San Diego Association of Governments (SANDAG)
- Municipality of Tijuana
- Municipality of Playas de Rosarito
- Secretariat of Human Systems and Public Works of the State of Baja California Human Settlements

The SR-11 and Otay Mesa East Port of Entry (POE) facilities have been studied under a two-tier process. The first tier was programmatic level study, and a second tier was a project level study. The two-tier process was selected because it would allow for critical milestones to be achieved earlier in the project. The milestone of an Approved Presidential Permit which allowed a crossing at the international border required environmental documentation of the proposed program. With a Phase I Record of Decision (ROD) dated October 3, 2008 the corridor for SR-11 was preserved, allowing San Diego County to proceed with adjacent development.

The history of the project can be summarized as follows:

- **1994** SR-11 legislated into the state highway system
- **1998** SR-11 Letter of Intent signed
- **1999** SR-11 added to the California freeway and expressway system
- **1999** SR-11 amended to the Circulation Element of the County of San Diego General Plan
- **2000** SR-11 Project Study Report (PSR) approved by Caltrans District 11
- **2005** SR-11 identified as an area of opportunity to create an effective binational planning partnership by SANDAG Borders Committee
- **2005** SR-11 included on SAFETEA-LU List of High Priority Projects in San Diego

- **2007** SR-11 included in SANDAG's 2030 Revenue Constrained Regional Transportation Plan (RTP)
- **2007** SR-11 amended into the County Specific Plan
- **2007** The Otay Mesa East-Mesa de Otay Binational Corridor Strategic Plan was approved by the SANDAG Board of Directors, the SANDAG Borders Committee on Binational Regional Opportunities and the Tijuana City Council
- **2008** SR-11 Phase I Project Report approved by Caltrans District 11
- **2008** ROD granted to the SR-11 Phase I EIS
- **2008** SR-11 included in the Regional Transportation Improvement Program (RTIP)
- **2008** Senate Bill (SB) 1486 approved, granting authority to SANDAG to operate a toll facility on SR-11
- **2008** Conditional Presidential Permit was granted by US Department of State for the "piercing of the border"

A number of alternatives were considered for this project. The rejected alternatives considered two alignments that extended further east than the proposed alternative and also considered variations on which and how many interchanges would be built. The Preferred Alternative includes two interchanges that would be constructed along SR-11 at Enrico Fermi Drive and Siempre Viva Road, as well as an undercrossing at Sanyo Avenue and an overcrossing at Alta Road. Overcrossings would also be constructed at the Enrico Fermi Drive and Siempre Viva Road interchanges. The proposed interchange at Enrico Fermi Drive, located approximately one mile east of the future SR- 905/SR-125/SR-11 Interchange, would be a full interchange and have on and off ramps to and from both eastbound and westbound SR-11. The proposed interchanges at Enrico Fermi Drive and Siempre Viva Road would be located approximately one mile apart. The Siempre Viva Road interchange would be a half interchange providing eastbound off-ramp and westbound on-ramp access for both commercial and non-commercial vehicles. No access is provided between Siempre Viva Road and the POE for non-commercial vehicles, and only northbound commercial vehicles exiting the CVEF will have access to Siempre Viva Road.

The Environmental Impact Report, in accordance with the California Environmental Quality Act (CEQA) and CEQA Guidelines, was signed on March 29, 2012. The Project Report recommending the route adoption was approved on March 27, 2012.

In June 2012, the California Transportation Commission approved this project for future consideration of funding with Resolution E-12-35.

Attachments:

- Resolution HRA 12-07
- Location Map
- Route Adoption Map

CALIFORNIA TRANSPORTATION COMMISSION
Highway Route Adoption Resolution
11-SD-11 PM 0.0/2.8

Resolution HRA 12-07

WHEREAS, the San Diego Association of Governments and the California Department of Transportation (Department) request approval of this Route Adoption as a Freeway; and

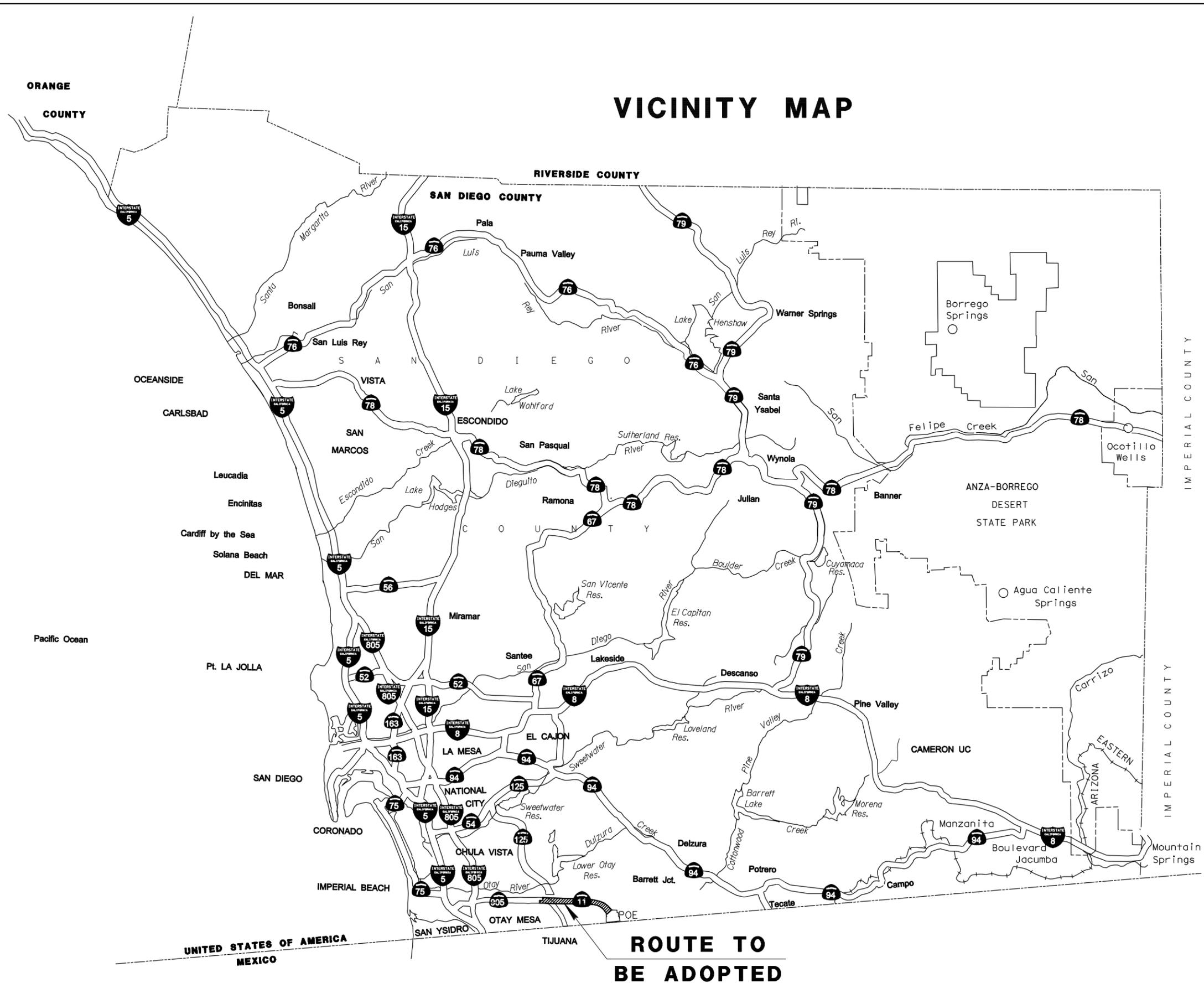
WHEREAS, an Environmental Impact Report, in accordance with the California Environmental Quality Act (CEQA) and the CEQA Guidelines, was signed on March 29, 2012; and

WHEREAS, the Project Report recommending the route adoption was approved on March 27, 2012.

NOW, THEREFORE, BE IT RESOLVED, by the (California Transportation Commission (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 11 from the Route 905 Separation to the Otay Mesa II Federal Port of Entry, in the city and county of San Diego, and officially designate it as 11-SD-11, a Freeway, 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.

VICINITY MAP



IMPERIAL COUNTY



**ROUTE ADOPTION
ROUTE 11
11-SD-11**

**ROUTE TO
BE ADOPTED**

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 11/905

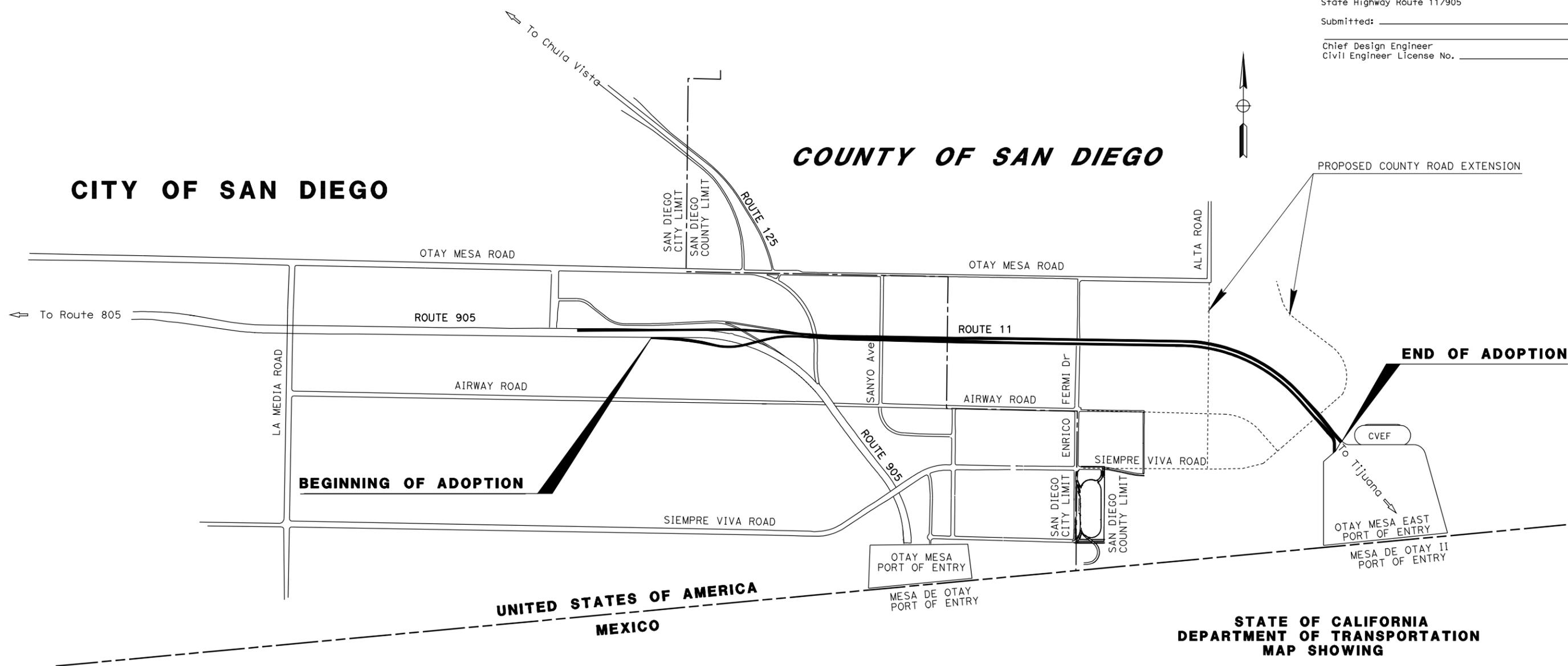
Submitted: _____

Chief Design Engineer
Civil Engineer License No. _____



COUNTY OF SAN DIEGO

CITY OF SAN DIEGO



STATE OF CALIFORNIA
DEPARTMENT OF TRANSPORTATION
MAP SHOWING

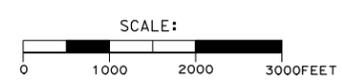
LOCATION OF STATE HIGHWAY IN SAN DIEGO COUNTY

FROM NEAR THE JUNCTION OF ROUTE 905/125
TO THE OTAY MESA EAST PORT OF ENTRY

11-SD-11
FREEWAY

I hereby certify that the 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 and declared a freeway.

Executive Director,
California Transportation Commission



Memorandum

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: December 5-6, 2012

Reference No.: 2.3c.
Action Item

From: NORMA ORTEGA
Chief Financial Officer

Prepared by: Terry L. Abbott
Chief Division of Design

Subject: **RELINQUISHMENT RESOLUTIONS**

RECOMMENDATION:

The California Department of Transportation recommends the California Transportation Commission (Commission) approve the relinquishment resolutions, summarized below, that will transfer highway facilities no longer needed for the State Highway System to the local agency identified in the summary.

ISSUE:

It has been determined that each facility in the specific relinquishment resolutions summarized below is not essential to the proper functioning of the State Highway System and may be disposed of by relinquishment. Upon the recording of the approved relinquishment resolutions in the county where the facilities are located, all rights, title and interest of the State in and to the facilities to be relinquished will be transferred to the local agencies identified in the summary. The facilities are safe and drivable. The local authorities have been advised of the pending relinquishments a minimum of 90 days prior to the Commission meeting pursuant to Section 73 of the Streets and Highways Code. Any exceptions or unusual circumstances are described in the individual summaries.

RESOLUTIONS:

Resolution R-3861 – 08-SBd-15-PM 33.63/34.11
(Request No. 469-S) – 1 Segment

Relinquishes right of way in the city of Hesperia along Route 15 on Main Street and Mariposa Road, consisting of collateral facilities. The City, by resolution dated December 16, 2008, waived the 90-day notice requirement and agreed to accept title upon relinquishment by the State.

Resolution R-3862 – 10-Mer-165-PM 12.1
(Request No. 16578) – 1 Segment

Relinquishes right of way in the county of Merced along Route 165 at Santa Fe Grade Road, consisting of collateral facilities. The County, by relinquishment agreement dated June 21, 2011 and by letter dated November 2, 2012, waived the 90-day notice requirement and agreed to accept title upon relinquishment by the State.

Memorandum

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: December 5-6, 2012

Reference No.: 2.3d.
Action Item

From: NORMA ORTEGA
Chief Financial Officer

Prepared by: Terry L. Abbott
Chief Division of Design

Subject: **VACATION RESOLUTION**

RECOMMENDATION:

The California Department of Transportation recommends the California Transportation Commission approve the vacation resolution summarized below.

ISSUE:

It has been determined that the facility in the vacation resolution summarized below is not essential to the proper functioning of the State Highway System and may be disposed of by vacation. Upon the recording of the approved vacation resolution in the county where the facility is located, the public's right of use of the facility will be abandoned. The vacation complies with Sections 892, 8313 and 8330.5 of the Streets and Highways Code. Any exceptions or unusual circumstances are described in the individual summary.

RESOLUTION:

Resolution No. A890 – 10-Mer-99-PM R30.8
(Request No. 15549) - 1 Segment

Vacates right of way in the county of Merced along Route 99 at North Pacific Avenue, consisting of superseded highway right of way no longer needed for State highway purposes. The County of Merced was given a 90-day notice of intent to vacate, without protesting such action.

Memorandum

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: December 5-6, 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-20981 through C-20988 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 has been offered the full amount of the Department's appraisal and, where applicable, advised of any relocation assistance benefits to which the owners may subsequently be entitled. Adoption of the Resolutions will not interrupt our efforts to secure equitable settlement. In accordance with statutory requirements, each owner has been advised that the Department is requesting the Resolution at this time. Adoption will assist the Department in the continuation of the orderly sequence of events required to meet construction schedules.

C-20981 - The City of Burbank, a municipal corporation

07-LA-5-PM 29.6 - Parcel 79722 -1, 2 - EA 1218W9.

Right of Way Certification (RWC) Date: 05/17/12; Ready to List (RTL) Date: 05/23/12.

Freeway - construct high occupancy vehicle (HOV) lane and interchange modification.

Authorizes condemnation of a permanent easement for State highway purposes, extinguishment of abutter's rights of access, and a temporary easement for construction purposes. Located in the city of Burbank at West Burbank Boulevard and South Front Street.

Assessor's Parcel Number (APN) 2449-037-900.

C-20982 - Southern California Edison Company, a corporation

07-LA-5-PM 6.5 - Parcel 80017-1 - EA 215959.

RWC Date: 02/04/13; RTL Date: 02/18/13. Freeway - widen Interstate 5 to add HOV and mixed-flow lanes. Authorizes condemnation of a temporary easement for construction purposes.

Located in the city of Downey near 11301 Dollison Drive. APN 8019-033-800.

C-20983 - Juan Tanaka and Samantha Tanaka

07-LA-60-PM 22.3 - Parcel 79951-1, 2, 3, 4, 5 - EA 224109.

RWC Date: 08/15/13; RTL Date: 08/23/13. Freeway - construct interchange. Authorizes condemnation of land in fee for a State highway, extinguishment of abutter's rights of access, a temporary easement for construction purposes, easements for utility purposes to be conveyed to Southern California Edison and Verizon, and an easement of utility and drainage purposes to be conveyed to the owners of Lots 1 to 99, inclusive, of Tract No. 25391 in the County of

Los Angeles. Located in the city of Diamond Bar at 20521 Flintgate Drive. APN 8762-034-001.

C-20984 - Leonard A. Sigdestad

08-SBd-15-PM R14.15 - Parcel 22548-1 - EA 0K7109.

RWC Date: 07/31/14; RTL Date: Design-Build. Freeway - add additional through lane in each direction on Interstate 15 (I-15) from Glen Helen Parkway to the I-15/Interstate 215 (I-215) interchange and reconfigure connectors to the I-215 truck bypass lanes and auxiliary lanes.

Authorizes condemnation of land in fee for a State highway. Located in the unincorporated area of San Bernardino County south of Cajon Boulevard east of Kenwood Avenue. APN 0349-115-01.

C-20985 - Southern California Gas Company, a Corporation

08-SBd-15-PM R15.51 - Parcel 22607-1 - EA 0K7109.

RWC Date: 07/31/14; RTL Date: Design-Build. Freeway - add additional through lane in each direction on I-15 from Glen Helen Parkway to the I-15/I-215 interchange and reconfigure connectors to the I-215 truck bypass lanes and auxiliary lanes. Authorizes condemnation of land in fee for a State highway and extinguishment of abutter's rights of access. Located in the unincorporated area of San Bernardino County at the north side of Cajon Boulevard, west of Kenwood Avenue. APN 0349-062-48.

C-20986 - JP Preferred, LLC, an Alaska limited liability company

08-SBd-215-PM 17.2/17.46 - Parcel 22514-1, 2 - EA 0K7109.

RWC Date: 07/31/14; RTL Date: Design-Build. Freeway - add additional through lane in each direction on I-15 from Glen Helen Parkway to the I-15/I-215 interchange and reconfigure connectors to the I-215 truck bypass lanes and auxiliary lanes. Authorizes condemnation of land in fee for a State highway. Located in the unincorporated area of San Bernardino County at the south side of Old Cajon Boulevard, west of Devore Road. APN 0349-174-03.

C-20987 - Jerjis J. Denno and Shatha Denno

08-SBd-215-PM 17.27 - Parcel 22515-1 - EA 0K7109.

RWC Date: 07/31/14; RTL Date: Design-Build. Freeway - add additional through lane in each direction on I-15 from Glen Helen Parkway to the I-15/I-215 interchange and reconfigure connectors to the I-215 truck bypass lanes and auxiliary lanes. Authorizes condemnation of land in fee for a State highway. Located in the unincorporated area of San Bernardino County south of Old Cajon Boulevard, west of Devore Road. APN 0349-174-02.

C-20988 - Al M. Plies, et al.

08-SBd-215-PM 17.35 - Parcel 22517-1 - EA 0K7109.

RWC Date: 07/31/14; RTL Date: Design-Build. Freeway - add additional through lane in each direction on I-15 from Glen Helen Parkway to the I-15/I-215 interchange and reconfigure connectors to the I-215 truck bypass lanes and auxiliary lanes. Authorizes condemnation of land in fee for a State highway. Located in the unincorporated area of San Bernardino County south of Old Cajon Boulevard, west of Devore Road. APN 0349-174-01.

Memorandum

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: December 5-6, 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 \$547,100.00. The State will receive a return of \$497,374.30 from the sale of these properties. A recapitulation of the items presented and corresponding maps are attached.

ISSUE:

01-01-Men-101 PM 53.52
Disposal Unit #DD 007472-01-01
Convey to: Kristopher Kristofferson
& Lisa Kristofferson, as Trustees of the
Kristofferson Revocable Trust dated
October 25, 1994

Near Willits
7.0 acres
\$56,000 (Appraisal \$56,000)

Direct sale via acquisition exchange. The selling price of the excess property is partial credit against the total compensation due to grantor for right of way acquired for the storm damage repair project on Highway 1.

02-03-But-99 PM 3.2
Disposal Unit #DD 025476-01-01
Convey to: Pantaleoni Trust

Gridley
0.13 acre
\$250 (Appraisal Nominal)

Direct sale. Direct sale to former grantor for small legally non-conforming parcel incapable of independent development and encumbered with ditch and county road easement. Highest and best use is as plottage to adjoining owner.

03-03-Sac-5 PM 12.5
Disposal Unit #DD 017963-01-01
Convey to: United States Fish & Wildlife Service \$0 (Appraisal not applicable)

Sacramento
142 acres

Direct conveyance for no monetary consideration pursuant to Cooperative Agreement No. 03-0071 dated July 25, 1997.

04-03-Sut-99 PM 41.4 Live Oak
Disposal Unit #DD 022856-01-01 2.68 acres
Convey to: Ann H. Rutherford, Trustee of The Ann H. Rutherford Living Trust \$32,424.30 (\$25,700 Public Sale Estimate)

Private sealed bid sale amongst adjoining owners of a landlocked property incapable of independent development. Three of the four adjoining owners participated in the private auction. The highest and best use of the property is as plottage to the adjoining property.

05-03-Sut-99 PM 37.6 Live Oak
Disposal Unit #DD 022934-02-01 0.90 acre
Convey to: Sharanjit S. & Iqbal K. Sidhu \$2,500 (\$8,700 Public Sale Estimate)

Private auction. A sale to the adjoining owner at the highest offer received is in the Department's best interest because the property is landlocked, the highest and best use is as plottage to adjoining property, two prior attempts to sell resulted in no offers, and the property is difficult to manage because of its lack of access.

06-04-Ala-238 PM 12.6 Hayward
Disposal Unit #DD 036257-01-01 0.13 acre
Convey to: Paul A. Desimone and Teresa L. Desimone \$165,000 (Appraisal \$165,000)

A direct sale to a current eligible tenant per Joint Stipulation of Class Settlement and Class Settlement Agreement and Release dated December 17, 2010. This transaction was approved at the January 2012 Commission meeting. The appraisal was revised changing the value so it is being resubmitted to the Commission for approval.

07-04-SCI-101 PM 28.3 San Jose
Disposal Unit #DK 000115-02-01 0.24 acre
Convey to: City of San Jose, a municipal corporation \$1,000 (Appraisal Nominal)

Direct Sale. Direct sale to underlying fee owner of an obsolete drainage easement. This easement is unusable for any other purpose and eliminates a maintenance and liability responsibility to the Department.

08-05-SB-1 PM R22.8 Lompoc
Disposal Unit #DD 002261-01-02 1.5 acres
Convey to: Margaret Jacobs \$500 (Appraisal nominal)

Direct Sale. Selling price is the fair market value received from the only adjoining owner. The subject property is landlocked and is incapable of independent development. The highest and best use of the property is as plottage to the adjoining property.

09-05-SLO-101 PM 56.4
Disposal Unit #DD 000016-01-02
Convey to: Paul Viborg and
Debbie Sturgis-Viborg

Paso Robles
0.16 acre
\$2,800 (Appraisal \$2,800)

Direct Sale. Selling price is the fair market value received from the only adjoining owner. The Department is retaining a drainage easement over the subject property, leaving it incapable of independent development and the highest and best use of the underlying fee is as plottage to the adjoining property.

10-07-LA-110 PM 19.7
Disposal Unit #DD 003030-01-01
Convey to: Garrett Gardens Inc.

Los Angeles
0.205 acre
\$47,800 (Appraisal \$47,800)

Direct Sale. Selling price represents fair market value received from an adjoining owner to mitigate damages incurred to the adjoining property's loss of parking.

11-08-SBd-210 PM 20.8
Disposal Unit #DD 018857-01-01
Convey to: Samer Fahkouri

San Bernardino County
0.172 acre
\$9,000 (Public Sale Estimate \$15,000)

Public Sale. Selling price represents the highest bid received at the fifth public sale. There was one active bidder and two registered bidders. Previous public sales did not yield any responsive bids from potential bidders in attendance.

12-08-Riv-10 PM 43.44
Disposal Unit #DE 010695-01-02
Convey to: Union Pacific Railroad Company

Thousand Palms
0.055 acre
\$100 (Appraisal \$100)

Direct Sale. Selling price represents fair market value received from an adjoining owner for an easement right only.

13-08-Riv-86 PM 19.85
Disposal Unit #DD B26000-01-01
Convey to: AHD Limited Partnership

Coachella
14.13 acres
\$180,000 (Public Sale Estimate \$226,000)

Public Sale. Selling price represents the highest bid received at the first public sale. There was one active bidder and two registered bidders.

Attachments

SUMMARY OF DIRECTOR'S DEEDS - 2.4d.

PRESENTED TO CALIFORNIA TRANSPORTATION COMMISSION - December 05-06, 2012

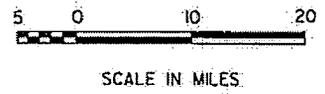
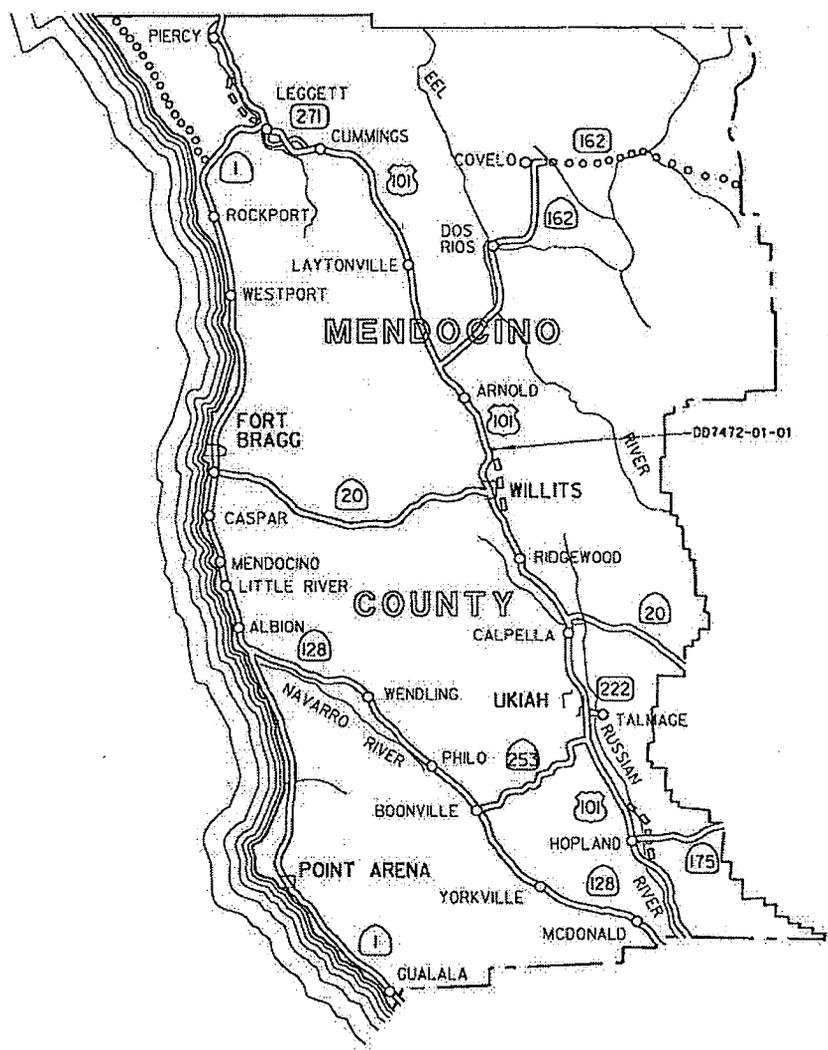
Table I - Volume by Districts

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	1	0			1	\$56,000.00	\$56,000.00	100%
02	0	0			0	\$0.00	\$0.00	0%
03	2	2			4	\$34,400.00	\$35,174.30	102%
04	2	0			2	\$165,000.00	\$166,000.00	101%
05	2	0			2	\$2,800.00	\$3,300.00	118%
06	0	0			0	\$0.00	\$0.00	0%
07	1	0			1	\$47,800.00	\$47,800.00	100%
08	1	2			3	\$241,100.00	\$189,100.00	78%
09	0	0			0	\$0.00	\$0.00	0%
10	0	0			0	\$0.00	\$0.00	0%
11	0	0			0	\$0.00	\$0.00	0%
12	0	0			0	\$0.00	\$0.00	0%
Total	9	4			13	\$547,100.00	\$497,374.30	91%

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	9	\$271,700.00	\$273,450.00	101%
Public Sales	4	\$275,400.00	\$223,924.30	
Non-Inventory Conveyances				
Sub-Total	13	\$547,100.00	\$497,374.30	91%
Other Funded Sales	0			
Total	13	\$547,100.00	\$497,374.30	91%

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.



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

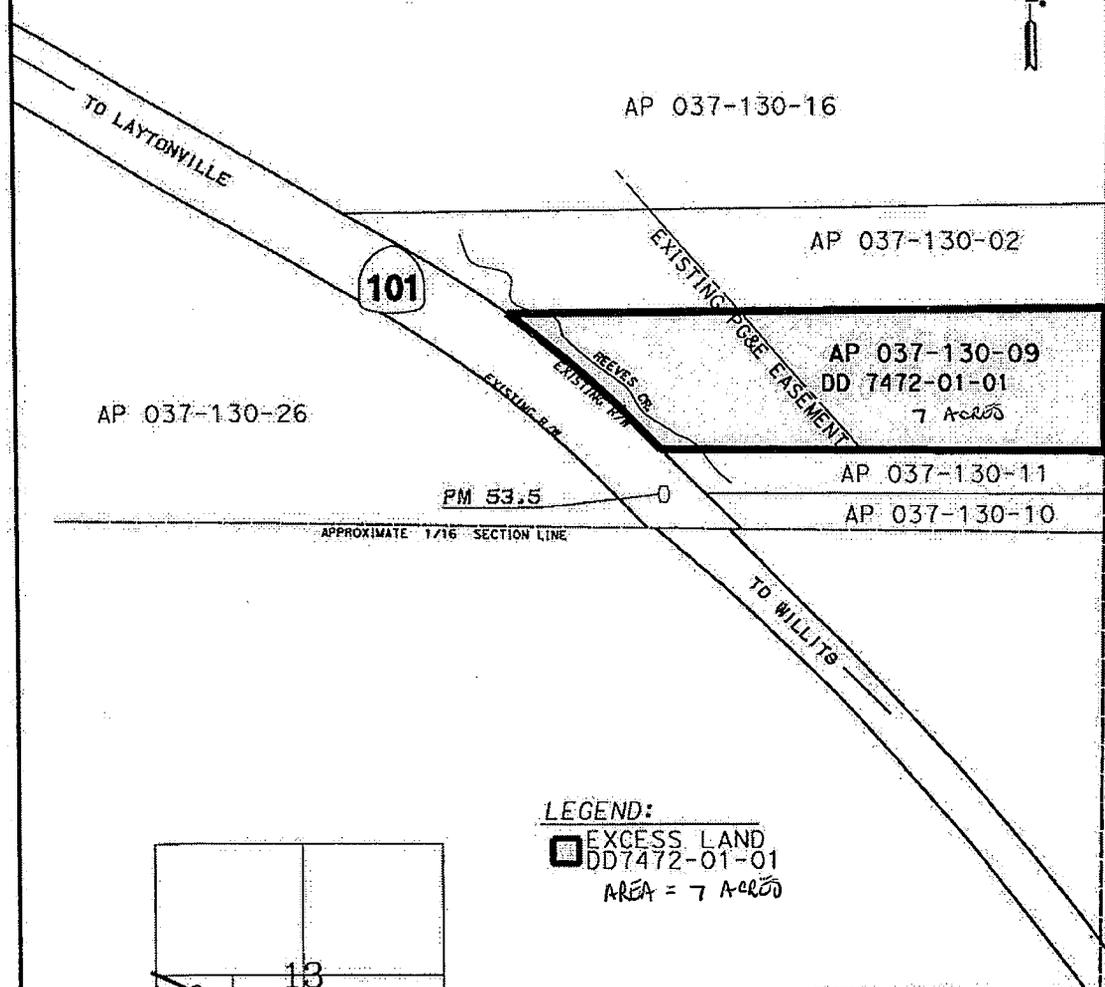
**RIGHT OF WAY
 DIRECTORS DEED
 DD 7472-01-01**

FEET 0 NOT TO SCALE

DISTRICT	COUNTY	ROUTE	SHEET PM	SHEET NO.	TOTAL SHEETS
1	MEN	101	53.5	1	2

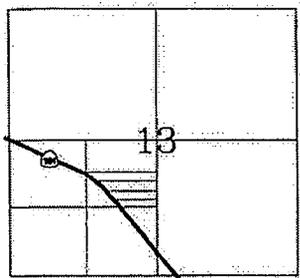
NOTE: The State of California or its officers or agents shall not be responsible for the accuracy or completeness of digital images of this map.

COUNTY OF MENDOCINO
T19N R14W MDM
SECTION 13



LEGEND:

 EXCESS LAND
 DD 7472-01-01
 AREA = 7 ACRES



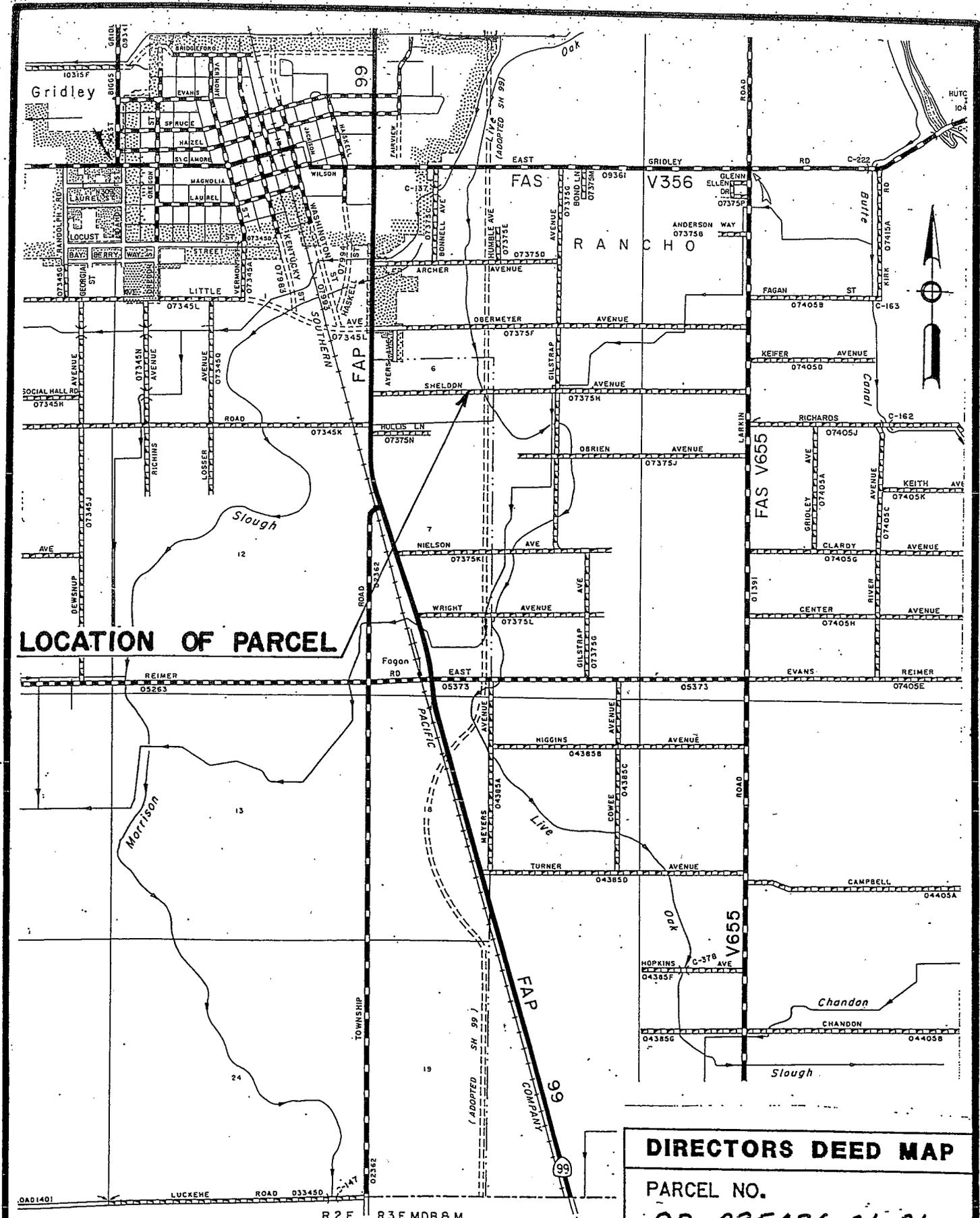
A PORTION OF THE NE
QUARTER OF THE SW
QUARTER SECTION 13

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

**RIGHT OF WAY
DIRECTORS DEED
DD 7472-01-01**

METERS 0 50 100 200
FEET 0 100 200 400 600

DISTRICT	COUNTY	ROUTE	SHEET PM	SHEET NO.	TOTAL SHEETS
1	MEN	101	53.5	2	2



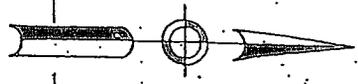
DIRECTORS DEED MAP

PARCEL NO.
DD-025476-01-01

CO.	RTE.	P.M.
<i>BUT</i>	<i>99</i>	<i>32</i>

LOCATION MAP

T. 17 N. - R. 3 E. - M. D. B. & M.
SEC. 6



025476-01-01

LOT 53

613.14' PL. 2



GRIDLEY

LOT LINE

COLONY

RECORDED APRIL 12, 1906
MAP BOOK 5, PAGE 20

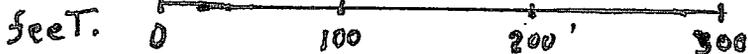
LOT 54

AREA = 0.03 AC.

U.F. = 0.10 AC.

TOTAL = 0.13 AC.

SHELDON AVE.

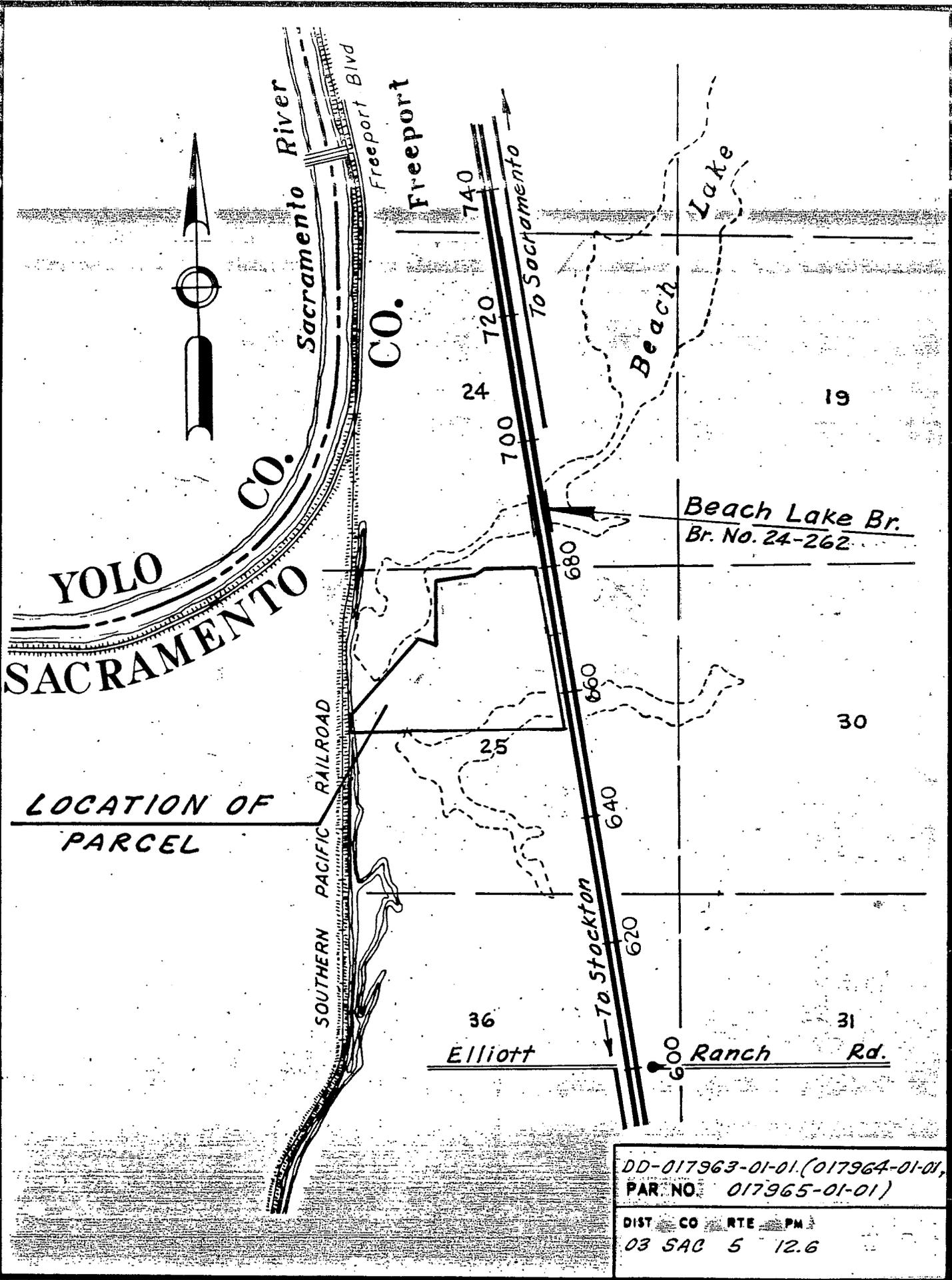


DIRECTORS DEED MAP

PARCEL NO.

DD-025476-01-01

CO.	RTE.	P.M.
BUT	99	3.2



YOLO

SACRAMENTO

Sacramento River
Freeport Blvd
Freeport
CO.

SOUTHERN PACIFIC RAILROAD

LOCATION OF PARCEL

740
720
700
680
660
640
620
To Sacramento
To Stockton

Beach Lake

Beach Lake Br.
Br. No. 24-262

36 Elliott
31 Ranch Rd.

DD-017963-01-01 (017964-01-01,
PAR NO 017965-01-01)

DIST CO RTE PM
03 SAC 5 12.6

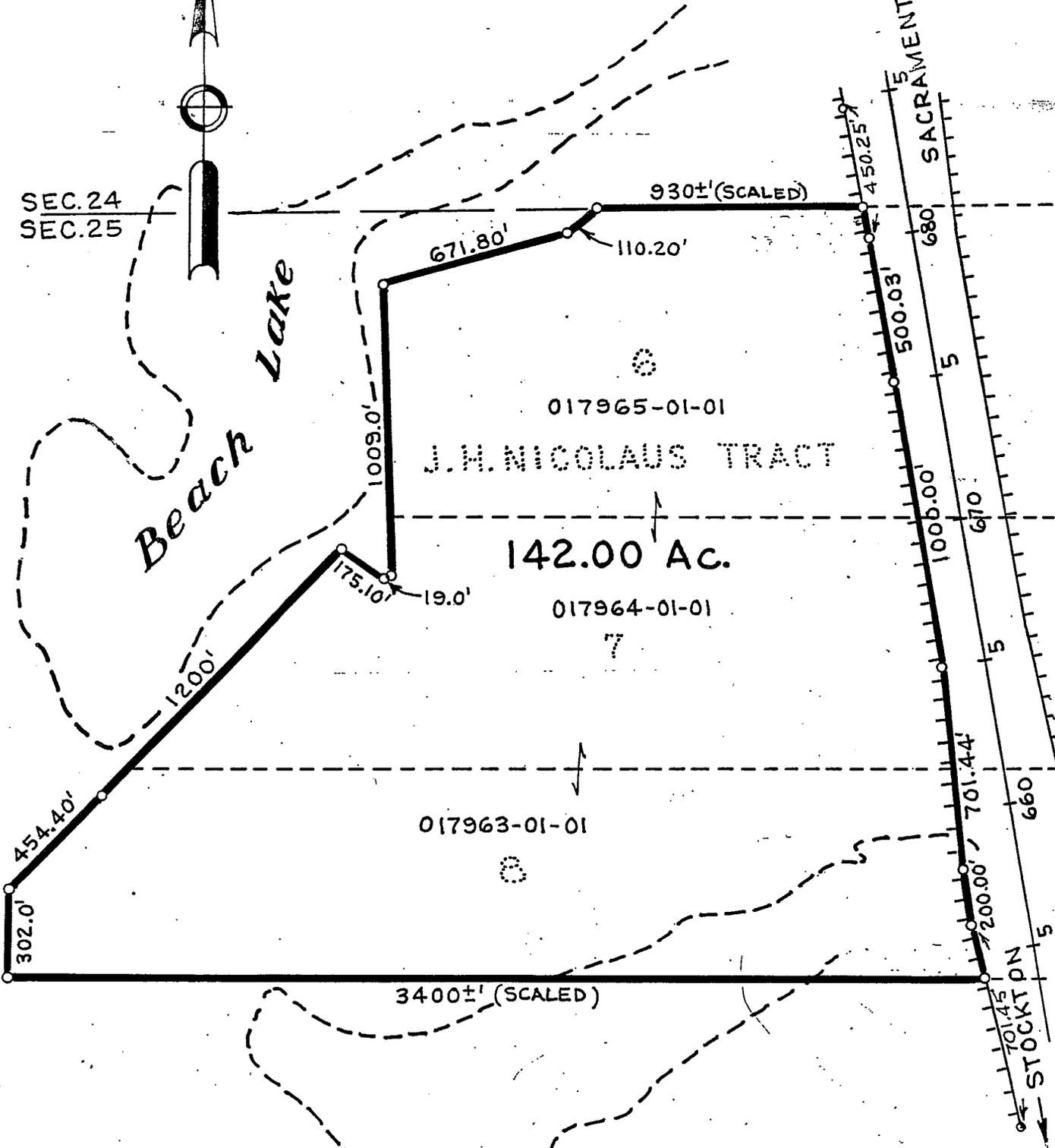
T 7 N, R 4 E, M D M

SEC. 24
SEC. 25

Beach Lake

SACRAMENTO

STOCKTON



017965-01-01

J.H. NICOLAUS TRACT

142.00 Ac.

017964-01-01

017963-01-01

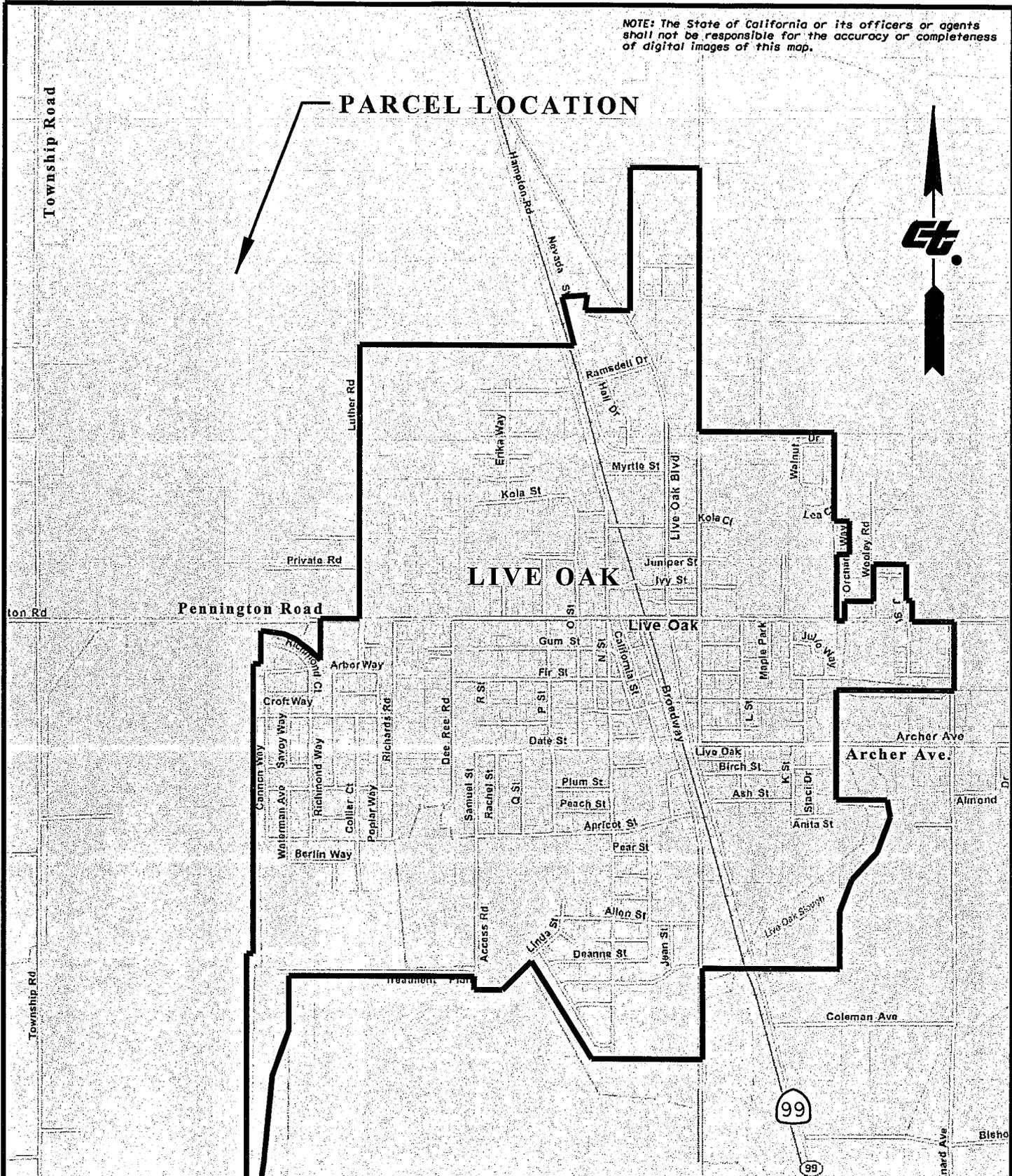
ACCESS PROHIBITED

DD-017963-01-01 (017964-01-01,
PAR. NO. 017965-01-01)

DIST	CO	RTE	PM	DRAWN BY
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				SCALE 1"=500'
				DATE

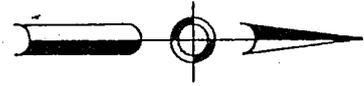
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PARCEL LOCATION

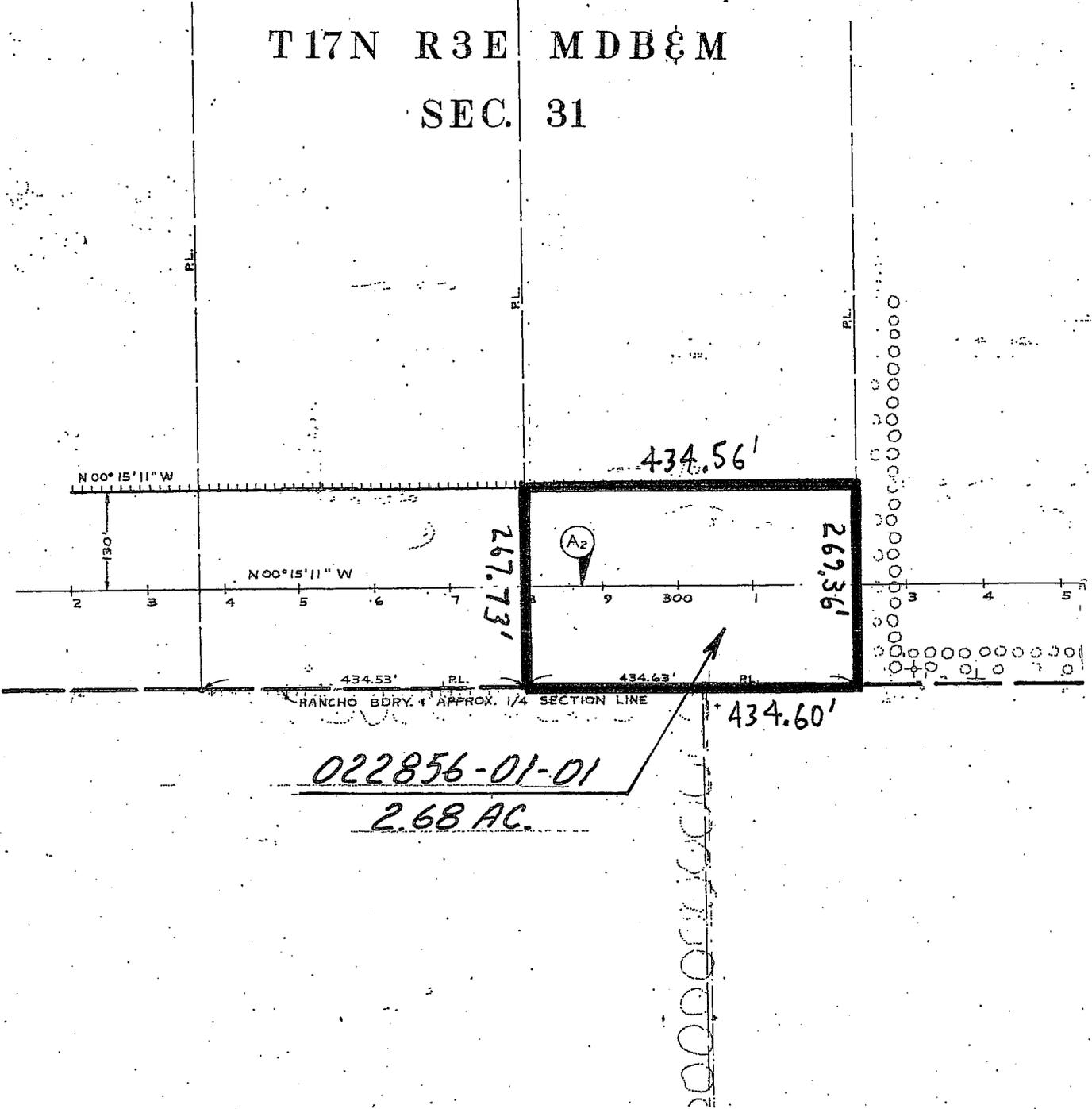


STATE OF CALIFORNIA
 BUSINESS, TRANSPORTATION AND HOUSING AGENCY
 DEPARTMENT OF TRANSPORTATION
**RIGHT OF WAY
 LOCATION MAP**
DD 022856-01-01

DISTRICT	COUNTY	ROUTE	POST MILE	SHEET NO.	TOTAL SHEETS
03	SUT	99	41.4	1	2

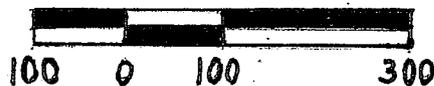


T 17 N R 3 E M D B & M
SEC. 31



022856-01-01
2.68 AC.

RANCHO BOGA



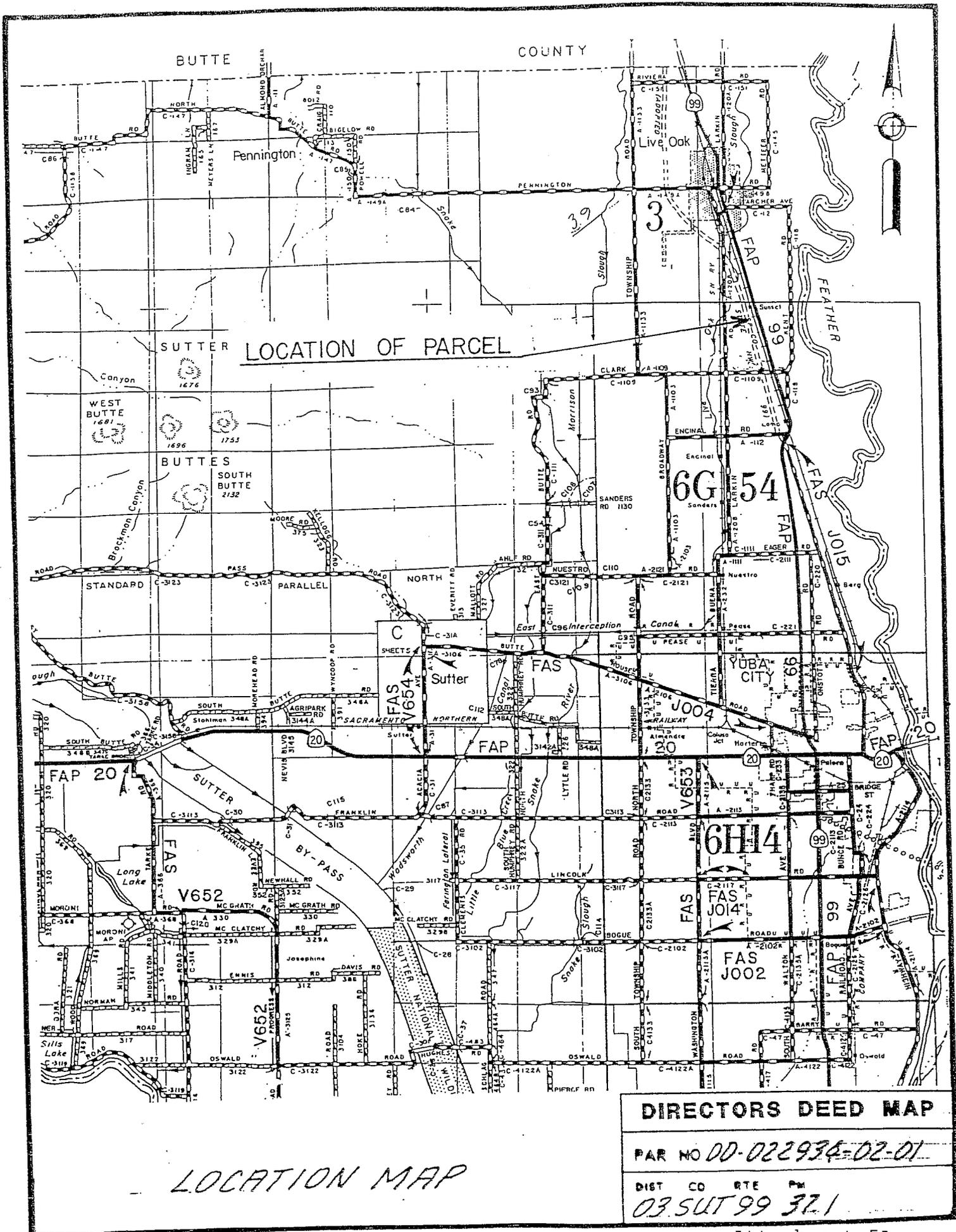
Scale 1" = 200'

DIRECTORS DEED MAP

PARCEL NO.

DD-022856-01-01

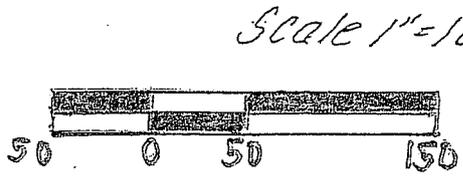
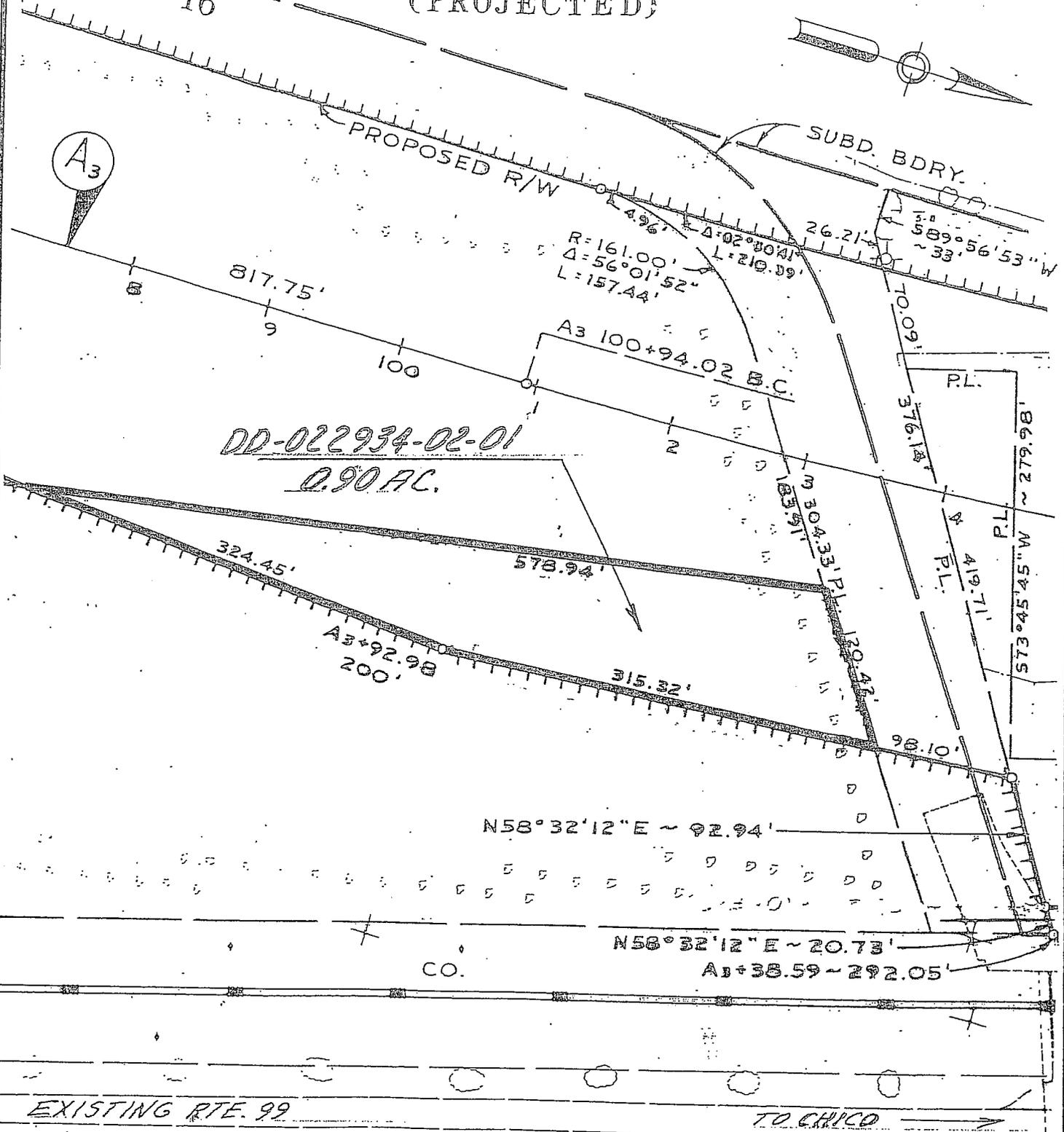
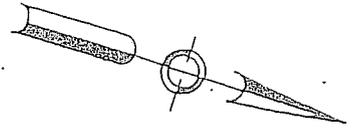
CO.	RTE.	P.M.
SUT	99	41.4



LOCATION MAP

DIRECTORS DEED MAP			
PAR NO DD-022934-02-01			
DIST	CO	RTE	PM
03	SUT	99	371

SEC. 17 RANCHO BOGA
 SEC. 16 T16N R3E MDB&M
 (PROJECTED)



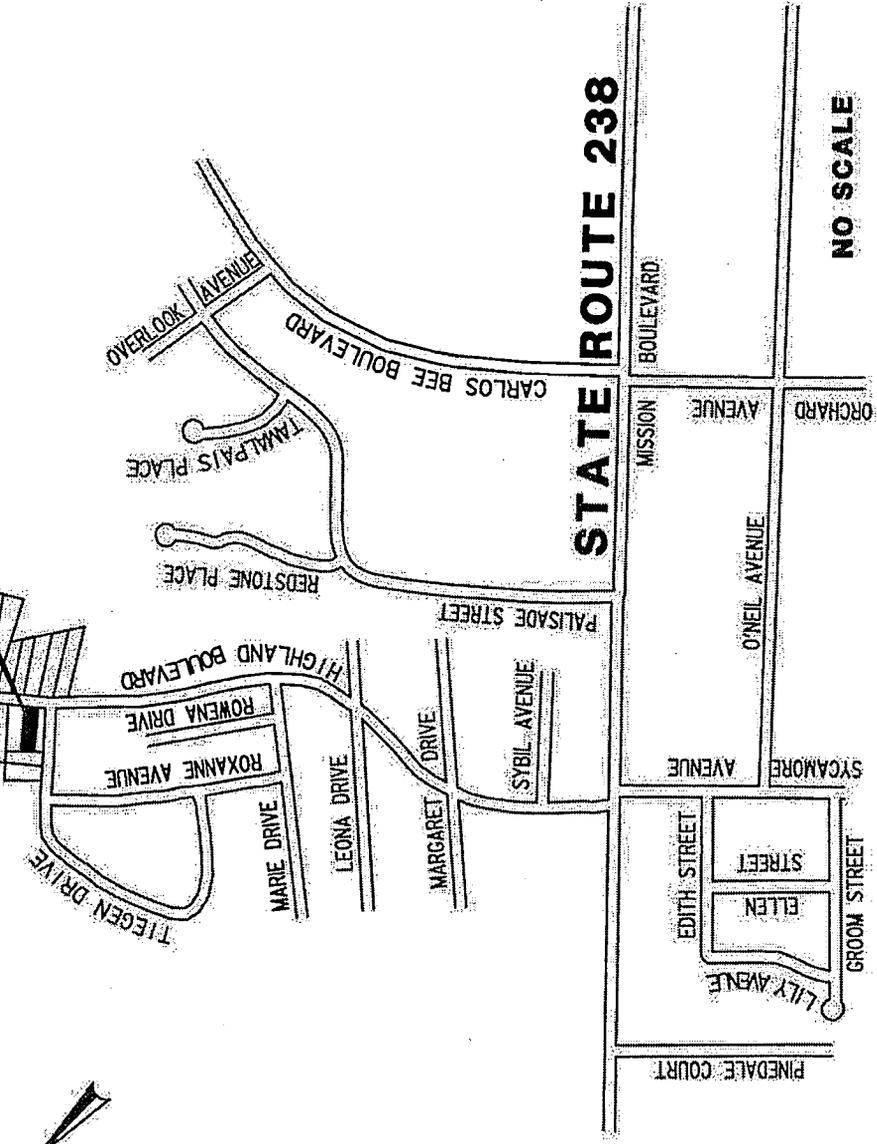
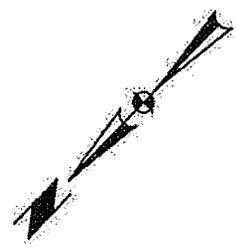
DIRECTORS DEED MAP			
PAR NO <i>DD-022934-02-01</i>			
DIST	CO	RTE	PT
<i>03 SUT 99 37.1</i>			

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

**ALAMEDA COUNTY
CITY OF HAYWARD**

DD-036257-01-01

5775 SQ FT



STATE ROUTE 238

NO SCALE

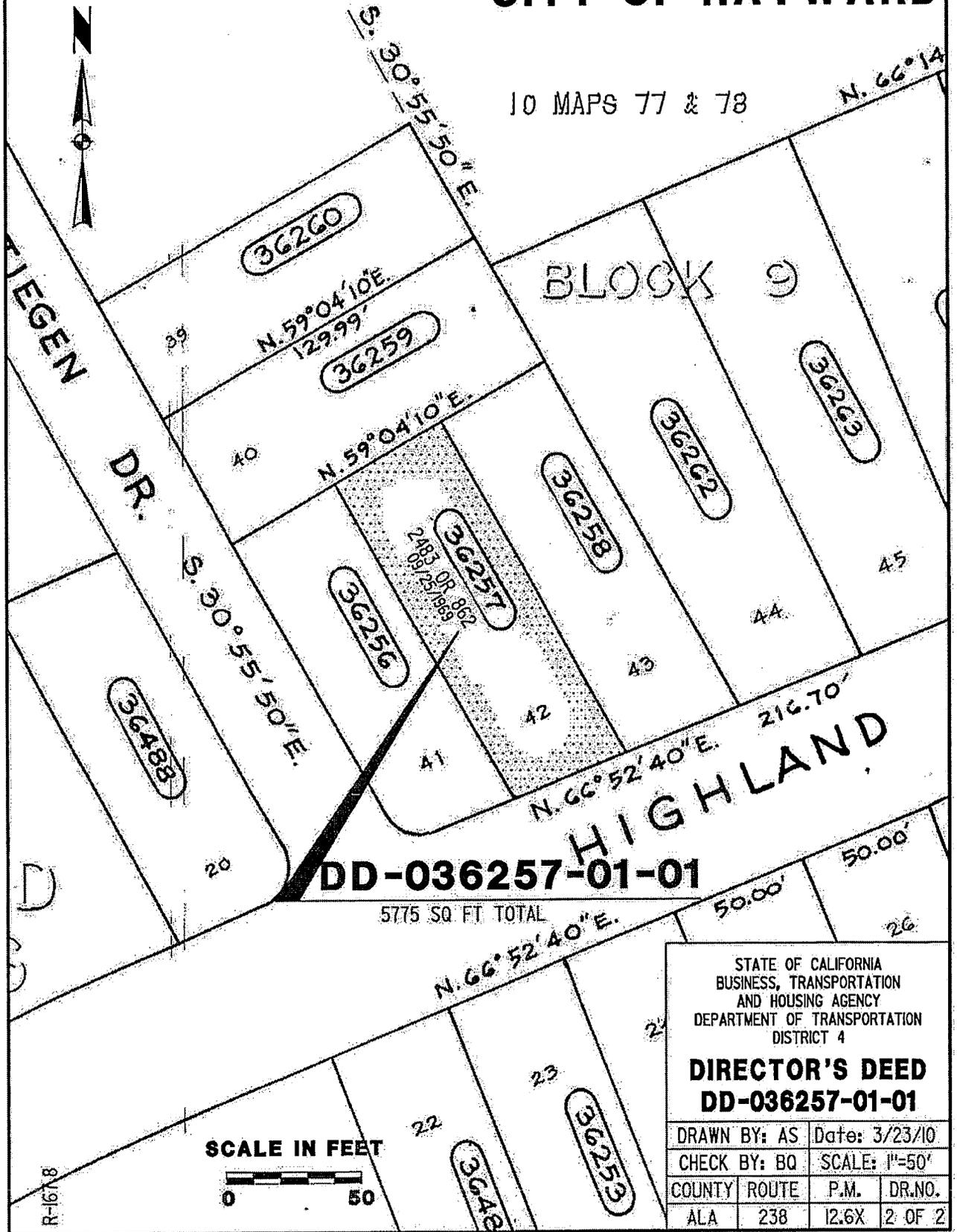
STATE OF CALIFORNIA BUSINESS, TRANSPORTATION AND HOUSING AGENCY DEPARTMENT OF TRANSPORTATION DISTRICT 4			
DIRECTOR'S DEED		DD-036257-01-01	
DRAWN BY: AS	DATE: 3/23/10	CHECK BY: BO	NO SCALE
COUNTY: ROUTE	P.M.	DR.NO.	
ALA	238	12.6X	1 OF 2

R-167.8

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

ALAMEDA COUNTY CITY OF HAYWARD

10 MAPS 77 & 78



DD-036257-01-01

5775 SQ. FT. TOTAL

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

**DIRECTOR'S DEED
DD-036257-01-01**

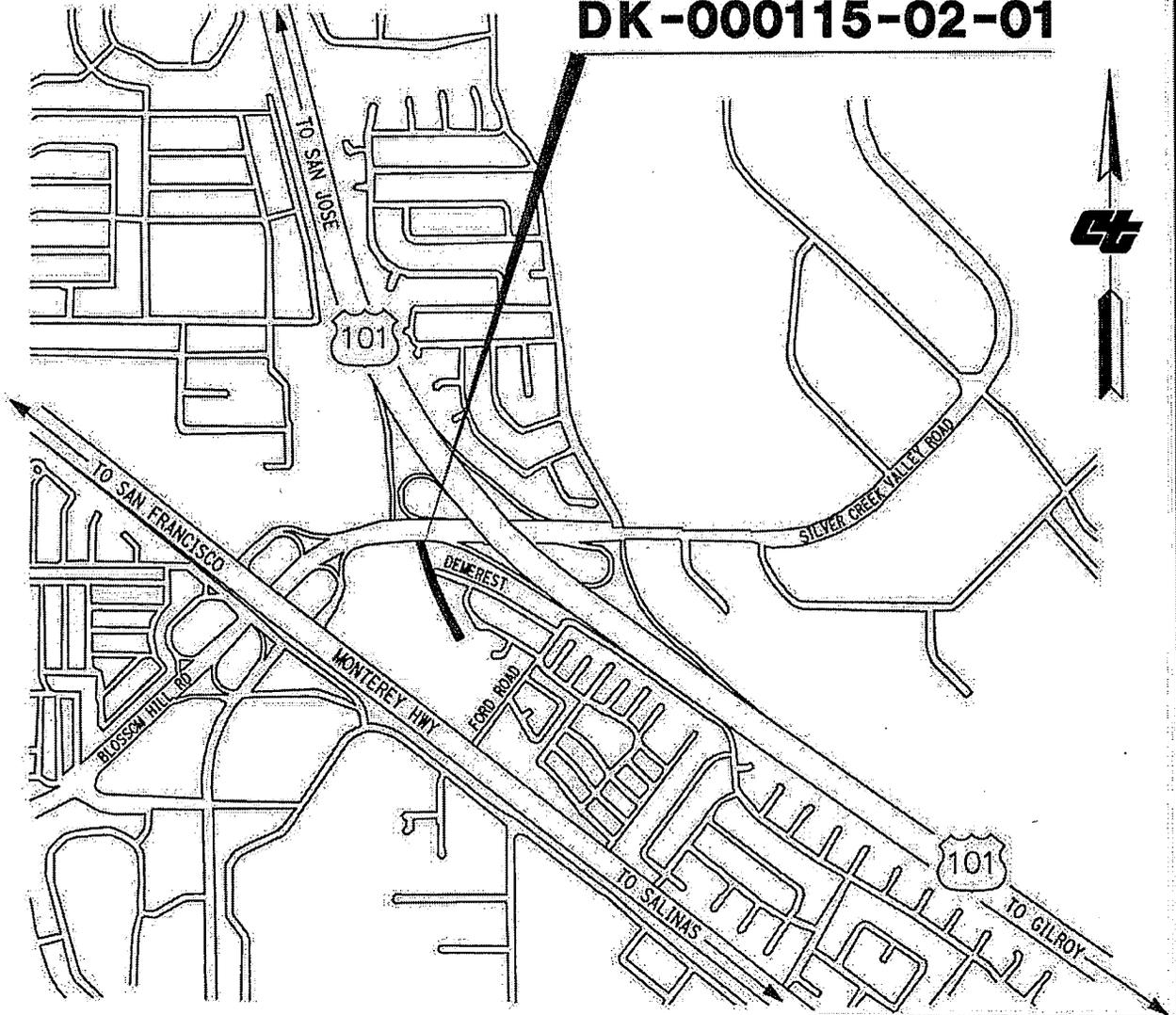
DRAWN BY: AS		Date: 3/23/10	
CHECK BY: BQ		SCALE: 1"=50'	
COUNTY	ROUTE	P.M.	DR.NO.
ALA	238	12.6X	2 OF 2

SCALE IN FEET



**SANTA CLARA COUNTY
CITY OF SAN JOSE**

DK-000115-02-01



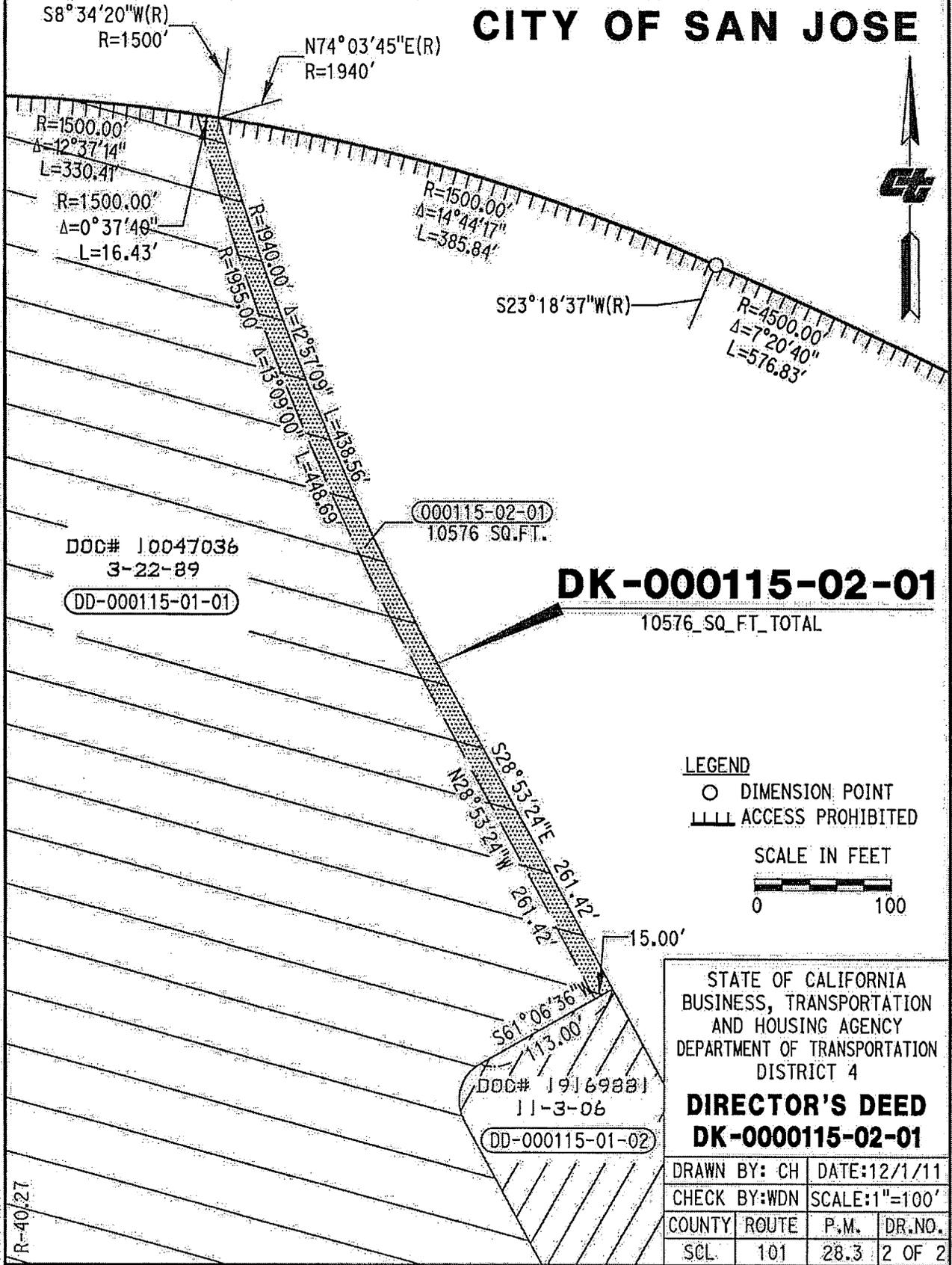
STATE OF CALIFORNIA
BUSINESS, TRANSPORTATION
AND HOUSING AGENCY
DEPARTMENT OF TRANSPORTATION
DISTRICT 4

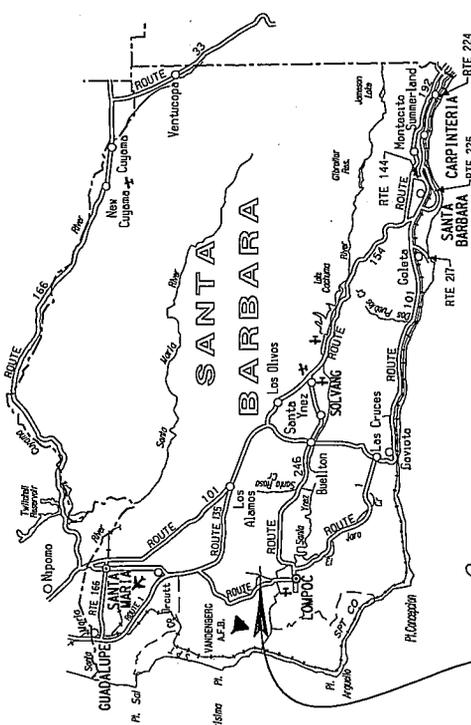
**DIRECTOR'S DEED
DK-000115-02-01**

DRAWN BY: CH		DATE:12/1/11	
CHECK BY:WDN		NO SCALE	
COUNTY	ROUTE	P.M.	DR.NO.
SCL	101	28.3	1 OF 2

DISTANCES SHOWN ARE ON THE CALIFORNIA COORDINATE SYSTEM OF 1927, ZONE 3. MULTIPLY DISTANCES SHOWN BY 1.0000425 TO OBTAIN GROUND LEVEL DISTANCES.

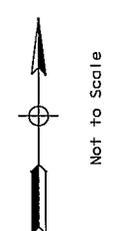
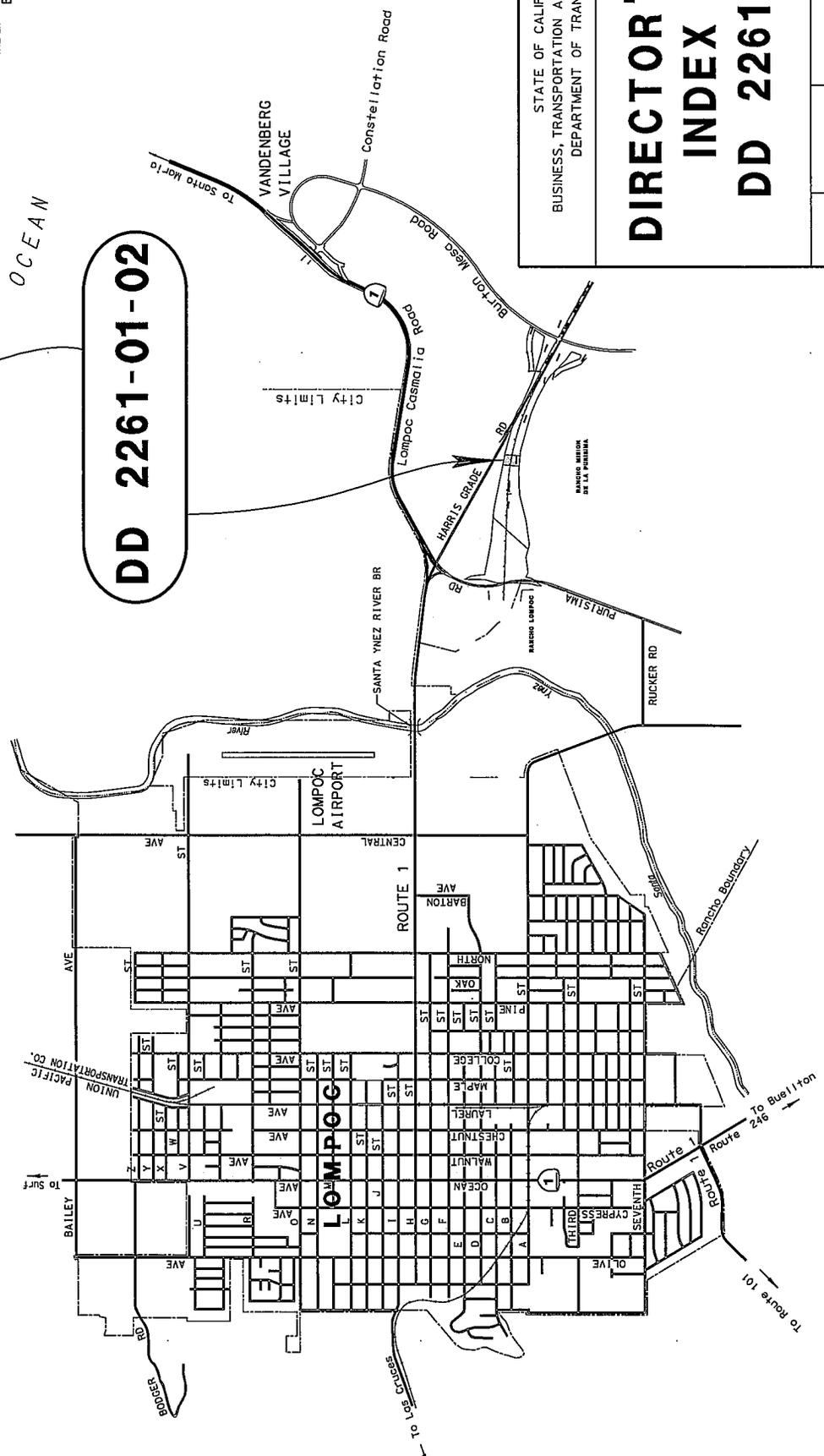
SANTA CLARA COUNTY CITY OF SAN JOSE





PACIFIC OCEAN

DD 2261-01-02



Not to Scale

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

**DIRECTOR'S DEED
 INDEX MAP
 DD 2261-01-02**

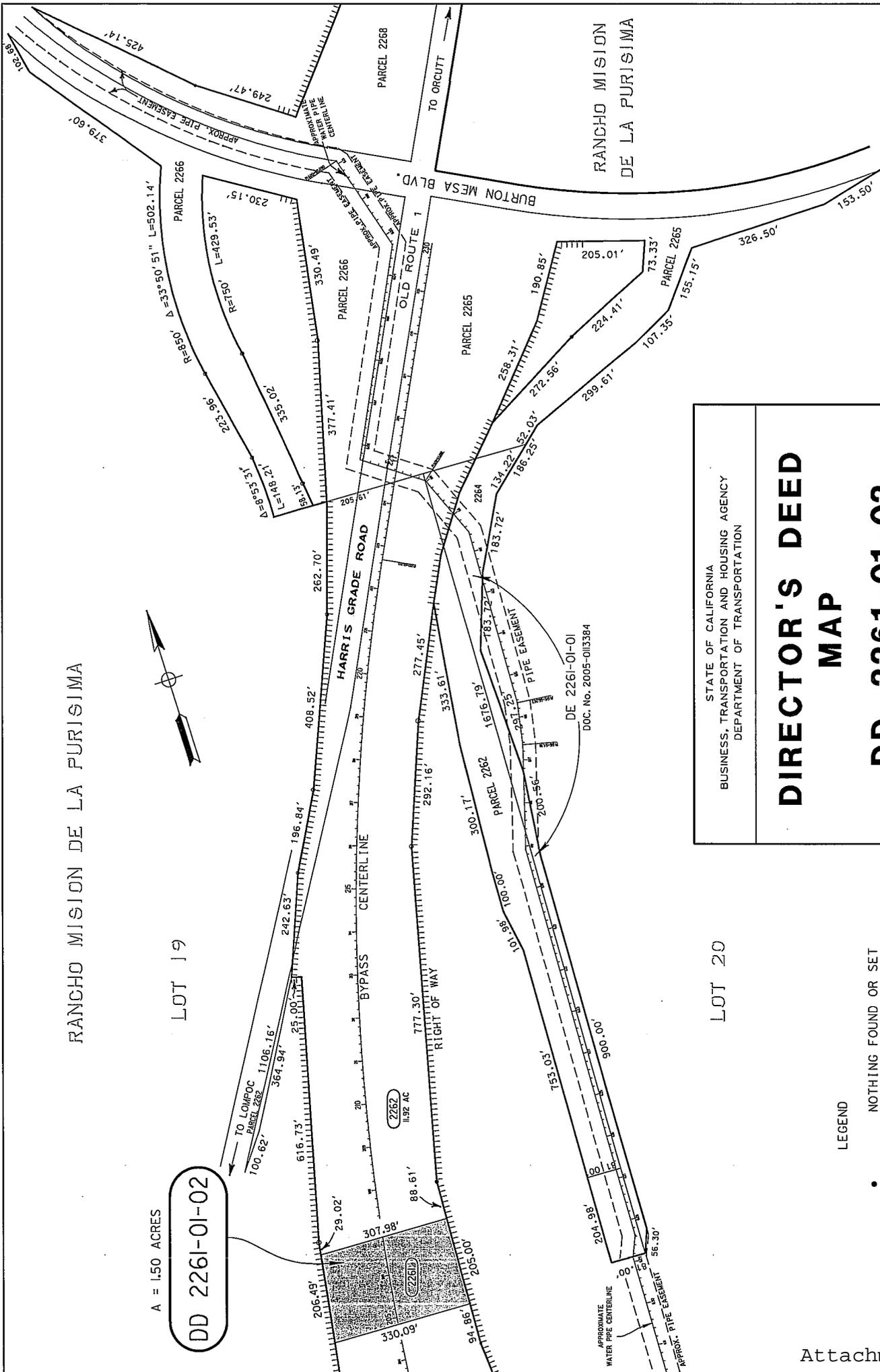
DIST	COUNTY	ROUTE	POST MILE
05	SB	01	R 22.5

RANCHO MISION DE LA PURISIMA

A = 1.50 ACRES

DD 2261-01-02

LOT 19



STATE OF CALIFORNIA BUSINESS, TRANSPORTATION AND HOUSING AGENCY DEPARTMENT OF TRANSPORTATION			
DIRECTOR'S DEED MAP			
DD 2261-01-02			
DIST	COUNTY	ROUTE	POST MILE
05	SB	01	R 22.5

LOT 20

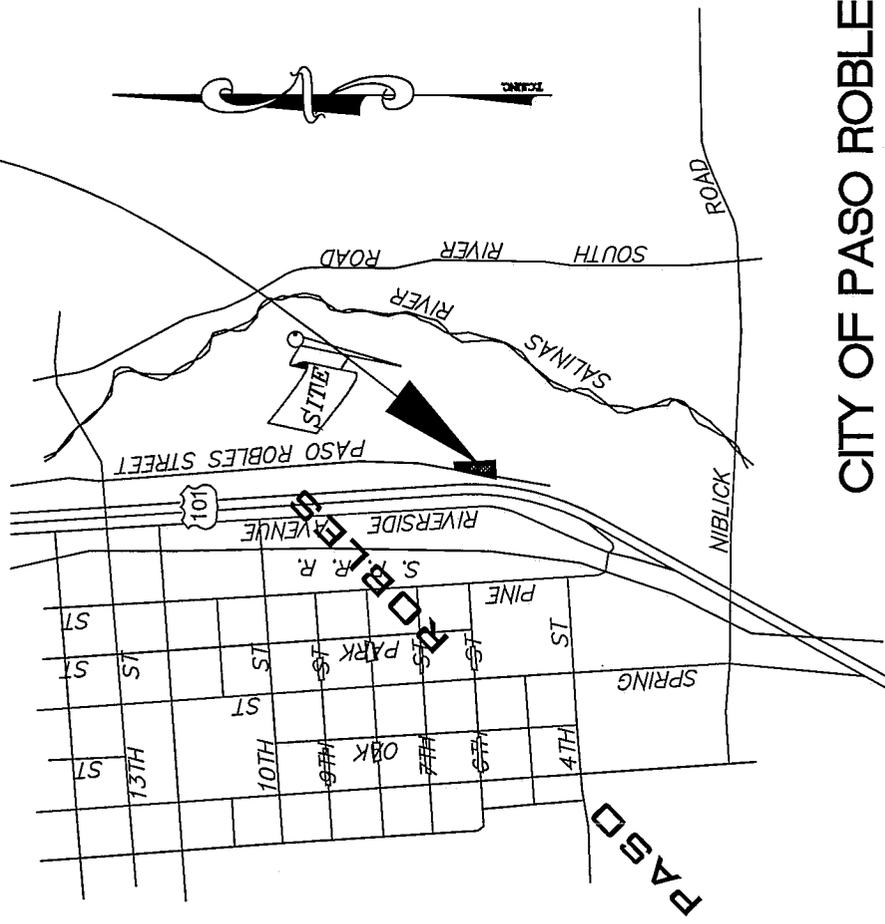
LEGEND

• NOTHING FOUND OR SET

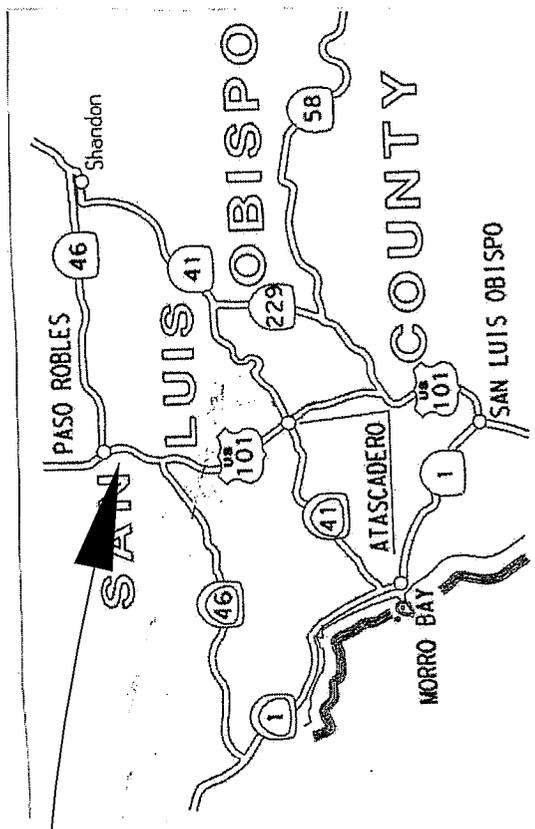
----- ACCESS PROHIBITED



DD-16-01-02

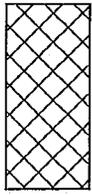


**CITY OF PASO ROBLES
(PORTION)**
NOT TO SCALE



STATE OF CALIFORNIA DEPARTMENT OF TRANSPORTATION		DIRECTORS DEED INDEX MAP	
COUNTY	ROUTE	POST MILE	
S L O	101	56.4	

DD-16-01-02



EXCESS LANDS

DD-16-01-02
AREA: 6954 S. F.
(0.16 ACRES)

B L O C K
8 2

S I X T H S T R E E T

ABANDONED
POINT OF BEGINNING

DD-16-01-02

RESERVATION—TWENTY FEET
WIDE DRAINAGE EASEMENT
TO REMAIN PER
DD-16-01-02.

EXISTING AREA OF
EASEMENT PER
VOLUME 814,
PAGE 461
OFFICIAL RECORDS
(1740 SQ. FT. —
0.04 ACRES)

B L O C K
8 3

ABANDONED
F I F T H S T R E E T

B L O C K
8 4

FORMERLY

SALINAS STREET

ABANDONED

20.08'
173.72'
168.51'

62.47'
B L O C K
8 9
DOC. NO. 2006072933

PASO ROBLES ST.
(PER 974 OR 172)

B L O C K
8 0

CALIFORNIA HIGHWAY 101

SCALE 1" = 100'

STATE OF CALIFORNIA
DEPARTMENT OF
TRANSPORTATION

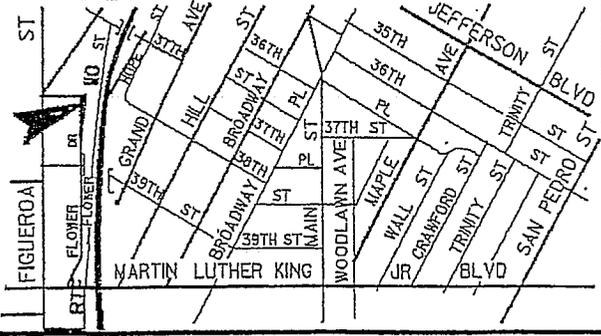
DIRECTORS DEED
MAP

DD-16-01-02

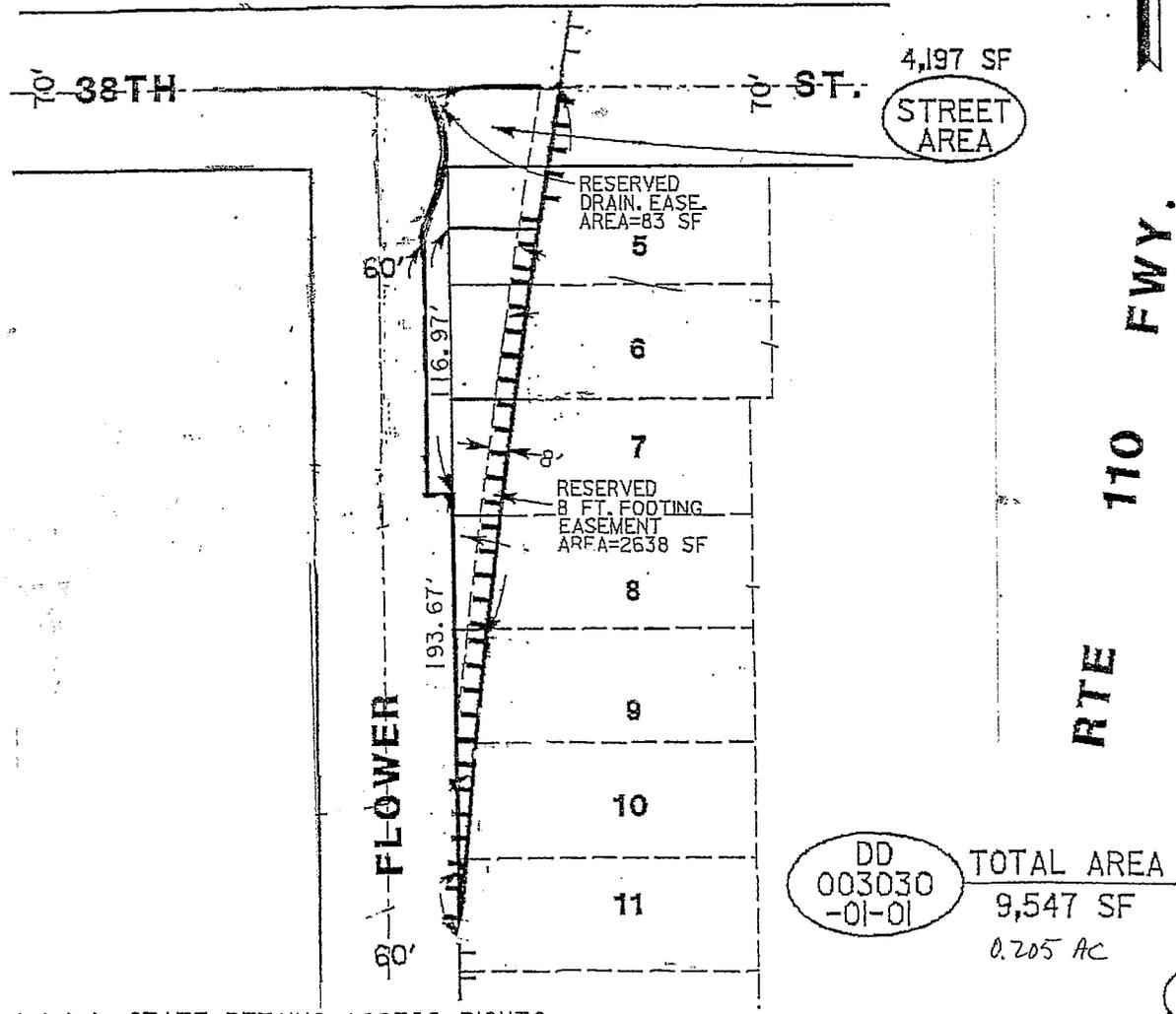
COUNTY S L O ROUTE 101 POST MILE 56.4

CITY OF LOS ANGELES

DIST.	COUNTY	RTE.	P.M.
07	LA	110	19.7



ZOBELEIN'S GRAND AVENUE AND FIGUEROA STREET TRACT
M.B. 9-41
BLOCK 13



DD 003030 -01-01 TOTAL AREA 9,547 SF 0.205 AC

STATE RETAINS ACCESS RIGHTS

STATE OF CALIFORNIA- DEPARTMENT OF TRANSPORTATION- DISTRICT 07

PLAT ACCOMPANYING
 DIRECTOR'S DEED DD 003030-01-01

SCALE: NONE
 DRAWN: LG CHKD: WP
 DATE: 5-14-97
 CADD: D25

REF. MAP: F1356-2

T.1N. R.4W. S.B.M.
 COUNTY OF SAN BERNARDINO
 CITY OF SAN BERNARDINO

RANCHO MUSCUPJABE

SECTION 30

SECTION 29

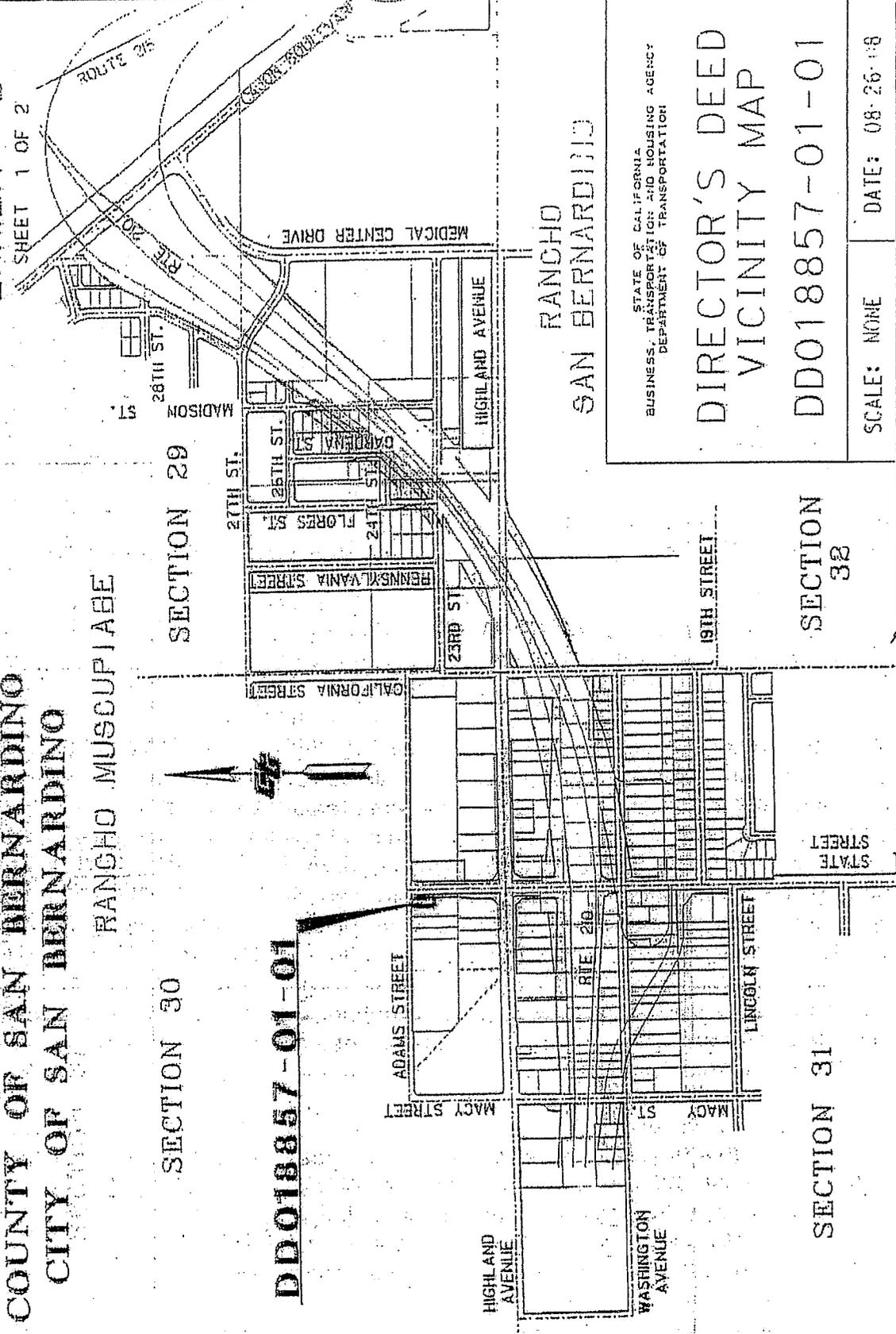
SECTION 31

SECTION 32

DD018857-01-01

DIST:	COUNTY:	ROUTE:	POST:
08	SBd.	215	

EXHIBIT "B"
 SHEET 1 OF 2



RANCHO
 SAN BERNARDINO

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

DIRECTOR'S DEED
 VICINITY MAP

DD018857-01-01

SCALE: NONE DATE: 08-26-18

DRAWING BY: M. DUVAN DATE: 08-28-08 CHECKED BY: S. MCKEE DATE: 08-26-08 SCHWENNER BY: S. MCKEE DATE: 8-26-08

DIST.	COUNTY	PARCELS	POST
08	SBA	210	2153

EXHIBIT "B"
SHEET 2 OF 2

T.J.N. R.4 W. S.B.M.
CITY OF SAN BERNARDINO

E ADAMS STREET

P.O.C.
ANY COR. LOT 18

15.600m
(511ft)

15.600m
(511ft)

DD018857-01-01

0.172 Ac

SECTION 30

TRACT NO. 2243

MB 32/2F-22

LOT 17

LOT 18



E STATE STREET

EXIST. R/W

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

DIRECTOR'S DEED MAP
DD018857-01-01

SCALE 1:400 DATE: 08-26-08

DRAWN BY: K. DIVAN | DATE: 08-26-08 | CHECKED BY: S. MOORE | DATE: 08-26-08 | SCRIBER: S. MOORE | DATE: 08-26-08

COUNTY OF RIVERSIDE
 CITY OF COACHELLA
 T.6S. R.8E. S.B.M.

P.O.B.
 NW COR. SEC. 4

SECTION 4

AVENUE 50

RS 1713

30' NON-EXCLUSIVE EASEMENT
 FOR ROAD & UTILITIES
 COACHELLA VALLEY COUNTY WATER
 DISTRICT STORM WATER CHANNEL
 1763.01'

NW 1/4
 OF
 NW 1/4

DDB26000-01-01

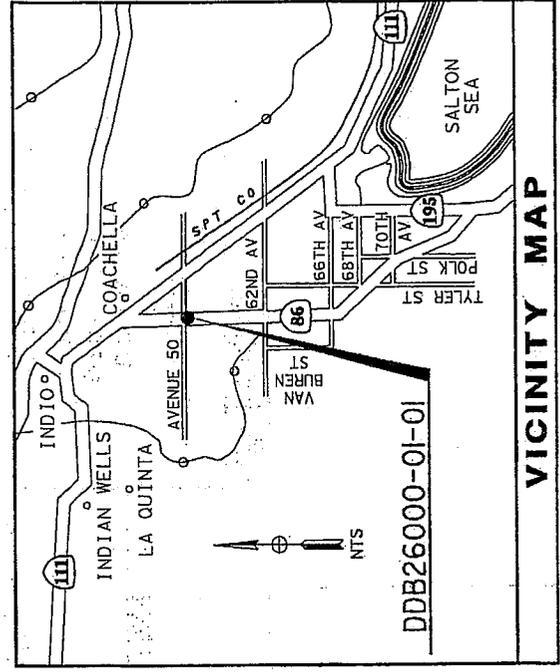
SW 1/4
 OF
 NW 1/4

SE. COR. OF NW 1/4
 OF NW 1/4 OF SEC. 4



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

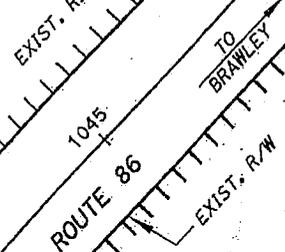
EXHIBIT "B"



VICINITY MAP

NE 1/4
 OF
 NW 1/4

DDB26000-01-01



NOTES

All distances are in feet unless otherwise noted.

LEGEND

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

RIGHT OF WAY
 DIRECTOR'S DEED
 DD B26000 -01-01



DISTRICT	COUNTY	ROUTE	SHEET	PM	SHEET NO.	TOTAL SHEETS
08	RV	86	RV	85	1	1

Memorandum

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: December 5-6, 2012

Reference No.: 2.5g.(1b)
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 PROJECT ON THE STATE HIGHWAY SYSTEM
RESOLUTION CMIA-AA-1213-15, AMENDING RESOLUTION CMIA-A-1112-043**

RECOMMENDATION:

The California Department of Transportation recommends the California Transportation Commission (Commission) amend Resolution CMIA-A-1112-043 to de-allocate \$1,539,000 in Proposition 1B Corridor Mobility Improvement Account (CMIA) funds from the I-80 ICM Adaptive Ramp Metering project (PPNO 0062J) in Alameda County, thereby reducing the original CMIA construction capital allocation of \$9,426,000 to \$7,887,000, to reflect contract award savings.

BACKGROUND:

At its May 2012 meeting, the Commission approved Resolution CMIA-A-1112-043, allocating \$9,426,000 in Proposition 1B CMIA construction capital for the I-80 ICM Adaptive Ramp Metering project. The construction contract was awarded on September 10, 2012, with CMIA savings of \$1,539,000.

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

RESOLUTION:

Be it Resolved, that \$9,426,000 in Proposition 1B Corridor Mobility Improvement Account (CMIA) funds (304-6055) originally allocated under Resolution CMIA-A-1112-043 for the I-80 ICM Adaptive Ramp Metering project (PPNO 0062J) in Alameda County is hereby amended by \$1,539,000, reducing the original CMIA construction capital amount to \$9,426,000 in accordance with the attached revised vote box.

Attachment

2.5 Highway Financial Matters

Project # Allocation Amount Recipient RTPA/CTC Dist-Co-Rte Postmile	Project Title Project Description Project Funding	PPNO Program/Year Phase Prgm'd Amount Project ID Adv Phase EA	Budget Year Item # Fund Type Program Code	Amount by Fund Type
2.5g.(1b) Allocation Amendment - Proposition 1B – State Administered CMIA Project on the State Highway System		Resolution CMIA-AA-1213-15, Amending Resolution CMIA-A-1112-043		
1 \$10,918,000 \$9,379,000	I-80 ICM Adaptive Ramp Metering. In Alameda and Contra Costa Counties. This project will install ramp metering, associated detection and communication systems along the I-80 corridor. Final Project Development: N/A Final Right of Way: N/A (Future Consideration of Funding – Resolution E-11-69, October, 2011) <u>Outcome/Outputs:</u> When combined with other contracts (PPNO's 0062H, 0062I, 0062G, and 0062E), the overall Interstate 80 Integrated Corridor Mobility project will result in daily vehicle-hours of delay savings of about 5,800 hours. <u>Amend Resolution CMIA-A-1112-043 to de-allocate \$1,539,000 CMIA CONST to reflect award savings.</u>	04-0062J CMIA/11-12 CON ENG \$1,492,000 CONST \$9,426,000 \$7,887,000 0400002043 4 3A7764	004-6055 CMIA 2010-11 304-6055 CMIA 20.20.721.000	\$1,492,000 \$9,426,000 \$7,887,000
Department of Transportation MTC 04-Ala-80 1.99/13.49				

Memorandum

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: December 5-6, 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 PROJECT ON THE STATE HIGHWAY SYSTEM
RESOLUTION CMIA-AA-1213-16, AMENDING RESOLUTION CMIA-A-1112-044**

RECOMMENDATION:

The California Department of Transportation recommends the California Transportation Commission (Commission) amend Resolution CMIA-A-1112-044 to de-allocate \$6,713,000 in Proposition 1B Corridor Mobility Improvement Account (CMIA) funds from the I-80 ICM Active Traffic Management project (PPNO 0062E) in Alameda County, thereby reducing the original CMIA construction capital allocation of \$25,294,000 to \$18,581,000, to reflect contract award savings.

BACKGROUND:

At its May 2012 meeting, the Commission approved Resolution CMIA-A-1112-044, allocating \$25,294,000 in Proposition 1B CMIA construction capital for the I-80 ICM Active Traffic Management project. The construction contract was awarded on October 12, 2012, with CMIA savings of \$7,463,000. Out of these savings, \$750,000 will be used to execute a Contract Change Order (CCO) to purchase Information Display Board (IDB) panels. These display panels have full color and graphic capabilities which will make it easier for the drivers to interpret the real-time traffic conditions and make prudent driving decisions. Therefore, the net CMIA savings for this contract will be reduced to \$6,713,000.

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

RESOLUTION:

Be it Resolved, that \$25,294,000 in Proposition 1B Corridor Mobility Improvement Account (CMIA) funds (304-6055) originally allocated under Resolution CMIA-A-1112-044 for the I-80 ICM Active Traffic Management project (PPNO 0062E) in Alameda County is hereby amended by \$6,713,000, reducing the original CMIA construction capital amount to \$18,581,000 in accordance with the attached revised vote box.

Attachment

Memorandum

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: December 5-6, 2012

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

From: NORMA ORTEGA
Chief Financial Officer

Prepared by: Rachel Falsetti
Division Chief
Transportation Programming

Subject: **FINANCIAL ALLOCATION AMENDMENT FOR PROPOSITION 1B STATE
ADMINISTERED CMIA PROJECT ON THE STATE HIGHWAY SYSTEM
RESOLUTION CMIA-AA-1213-17, AMENDING RESOLUTION CMIA-A-1112-029**

RECOMMENDATION:

The California Department of Transportation recommends the California Transportation Commission (Commission) amend Resolution CMIA-A-1112-029 to de-allocate \$371,000 in Proposition 1B Corridor Mobility Improvement Account (CMIA) funds from Contract 2 of the Freeway Performance Initiative – TOS and Ramp Metering project (PPNO 0024) in Alameda, Santa Clara, and Solano Counties, thereby reducing the original CMIA construction capital allocation of \$1,532,000 to \$1,161,000, to reflect contract award savings.

BACKGROUND:

At its April 2012 meeting, the Commission approved Resolution CMIA-A-1112-029 allocating \$1,532,000 in Proposition 1B CMIA construction capital for Contract 2 of the Freeway Performance Initiative – TOS and Ramp Metering project. The construction contract was awarded on August 28, 2012, with CMIA savings of \$371,000.

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

RESOLUTION:

Be it Resolved, that \$1,532,000 in Proposition 1B Corridor Mobility Improvement Account (CMIA) funds (304-6055) originally allocated under Resolution CMIA-A-1112-029 for Contract 2 of the Freeway Performance Initiative – TOS and Ramp Metering project (PPNO 0024) in Alameda, Santa Clara, and Solano Counties is hereby amended by \$371,000, reducing the original CMIA construction capital amount to \$1,161,000 in accordance with the attached revised vote box.

Attachment

2.5 Highway Financial Matters

Project # Allocation Amount Recipient RTPA/CTC Dist-Co-Rte Postmile	Project Title Project Description Project Funding	PPNO Program/Year Phase Prgm'd Amount Project ID Adv Phase EA	Budget Year Item # Fund Type Program Code	Amount by Fund Type														
2.5g.(1d) Allocation Amendment - Proposition 1B – State Administered CMIA Project on the State Highway System		Resolution CMIA-AA-1213-17, Amending Resolution CMIA-A-1112-029																
1 \$2,629,000 \$2,258,000 Department of Transportation MTC 04-SCI-85 R18.0/R23.9	Freeway Performance Initiative - TOS and Ramp Metering. At various locations in Alameda, Santa Clara, and Solano Counties. Install ramp metering and traffic operations system (TOS) elements along various routes. (Contract 2) Final Project Development: N/A Final Right of Way: N/A (CEQA – CE 07/29/2011) (NEPA – CE 07/29/2011) The overall project scope will be delivered with five construction contracts:	04-0024 CMIA/11-12 CON ENG \$1,097,000 CONST \$1,532,000 \$1,161,000 04000020481 4 154204	004-6055 CMIA 2010-11 304-6055 CMIA 20.20.721.000	5 \$2,629,000 \$2,258,000 Department of Transportation MTC 04-SCI-85 R18.0/R23.9														
<table border="1"> <thead> <tr> <th>Contract</th> <th>CMIA Funding for Construction</th> </tr> </thead> <tbody> <tr> <td>#1 04-15300</td> <td>\$828,000 (Support) \$3,852,000 (Capital)</td> </tr> <tr> <td>#2 04-15420</td> <td>\$1,097,000 (Support) \$1,532,000 \$1,161,000 (Capital)</td> </tr> <tr> <td>#3 04-15113</td> <td>\$1,546,000 (Support) \$2,375,000 (Capital)</td> </tr> <tr> <td>#4 04-15320</td> <td>\$1,964,000 (Support) \$6,245,000 (Capital)</td> </tr> <tr> <td>#5 04-15350</td> <td>\$2,518,000 (Support) \$21,000,000 (Capital)</td> </tr> <tr> <td>Total</td> <td>\$6,953,000 (Support) \$35,004,000 (Capital)</td> </tr> </tbody> </table> <p>The current allocation request is for Contract 2.</p> <p>(Concurrent CMIA baseline amendment under Resolution CMIA-PA-1213-13; December 2012)</p> <p><u>Outcome/Outputs:</u> When completed, the overall Freeway Performance Initiative project will result in daily vehicle-hours of delay savings of about 4,000 hours.</p> <p><u>Amend Resolution CMIA-A-1112-029 to de-allocate \$371,000 CMIA CONST to reflect award savings.</u></p>					Contract	CMIA Funding for Construction	#1 04-15300	\$828,000 (Support) \$3,852,000 (Capital)	#2 04-15420	\$1,097,000 (Support) \$1,532,000 \$1,161,000 (Capital)	#3 04-15113	\$1,546,000 (Support) \$2,375,000 (Capital)	#4 04-15320	\$1,964,000 (Support) \$6,245,000 (Capital)	#5 04-15350	\$2,518,000 (Support) \$21,000,000 (Capital)	Total	\$6,953,000 (Support) \$35,004,000 (Capital)
Contract	CMIA Funding for Construction																	
#1 04-15300	\$828,000 (Support) \$3,852,000 (Capital)																	
#2 04-15420	\$1,097,000 (Support) \$1,532,000 \$1,161,000 (Capital)																	
#3 04-15113	\$1,546,000 (Support) \$2,375,000 (Capital)																	
#4 04-15320	\$1,964,000 (Support) \$6,245,000 (Capital)																	
#5 04-15350	\$2,518,000 (Support) \$21,000,000 (Capital)																	
Total	\$6,953,000 (Support) \$35,004,000 (Capital)																	

Memorandum

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: December 5-6, 2012

Reference No.: 2.5g.(1e)
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 PROJECT ON THE STATE HIGHWAY SYSTEM
RESOLUTION CMIA-AA-1213-18, AMENDING RESOLUTION CMIA-A-1112-047**

RECOMMENDATION:

The California Department of Transportation recommends the California Transportation Commission (Commission) amend Resolution CMIA-A-1112-047 to de-allocate \$5,432,000 in Proposition 1B Corridor Mobility Improvement Account (CMIA) funds from Contract 5 of the Freeway Performance Initiative – TOS and Ramp Metering project (PPNO 0024) in Alameda, Santa Clara, and Solano Counties, thereby reducing the original CMIA construction capital allocation of \$21,000,000 to \$15,568,000, to reflect contract award savings.

BACKGROUND:

At its May 2012 meeting, the Commission approved Resolution CMIA-A-1112-047 allocating \$21,000,000 in Proposition 1B CMIA construction capital for Contract 5 of the Freeway Performance Initiative – TOS and Ramp Metering project. The construction contract was awarded on August 31, 2012, with CMIA savings of \$5,432,000.

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

RESOLUTION:

Be it Resolved, that \$21,000,000 in Proposition 1B Corridor Mobility Improvement Account (CMIA) funds (304-6055) originally allocated under Resolution CMIA-A-1112-047 for Contract 5 of the Freeway Performance Initiative – TOS and Ramp Metering project (PPNO 0024) in Alameda, Santa Clara, and Solano Counties is hereby amended by \$5,432,000, reducing the original CMIA construction capital amount to \$15,568,000 in accordance with the attached revised vote box.

Attachment

2.5 Highway Financial Matters

Project # Allocation Amount Recipient RTPA/CTC Dist-Co-Rte Postmile	Project Title Project Description Project Funding	PPNO Program/Year Phase Prgm'd Amount Project ID Adv Phase EA	Budget Year Item # Fund Type Program Code	Amount by Fund Type														
2.5g.(1e) Allocation Amendment - Proposition 1B – State Administered CMIA Project CMIA Project on the State Highway System		Resolution CMIA-AA-1213-18, Amending Resolution CMIA-A-1112-047																
1 \$23,518,000 \$18,086,000	Freeway Performance Initiative - TOS and Ramp Metering. At various locations in Alameda, Santa Clara, and Solano Counties. Install ramp metering and traffic operations system (TOS) elements along various routes. (Contract 5)	04-0024 CMIA/11-12 CON ENG \$2,518,000 CONST \$24,000,000 \$15,568,000 0400020739 4 153504	004-6055 CMIA 2011-12 304-6055 CMIA 20.20.721.000	\$2,518,000 \$24,000,000 \$15,568,000														
Department of Transportation MTC 04-Sol-80 0.0/R28.4	Final Project Development: N/A Final Right of Way: N/A (CEQA – CE, 09/20/2011) (NEPA – CE, 09/20/2011)																	
The overall project scope will be delivered with five construction contracts:																		
<table border="1"> <thead> <tr> <th>Contract</th> <th>CMIA Funding for Construction</th> </tr> </thead> <tbody> <tr> <td>#1 04-15300</td> <td>\$828,000 (Support) \$3,852,000 (Capital)</td> </tr> <tr> <td>#2 04-15420</td> <td>\$1,097,000 (Support) \$1,532,000 (Capital)</td> </tr> <tr> <td>#3 04-15113</td> <td>\$1,546,000 (Support) \$2,375,000 (Capital)</td> </tr> <tr> <td>#4 04-15320</td> <td>\$1,964,000 (Support) \$6,245,000 (Capital)</td> </tr> <tr> <td>#5 04-15350</td> <td>\$2,518,000 (Support) \$24,000,000 \$15,568,000 (Capital)</td> </tr> <tr> <td>Total</td> <td>\$6,953,000 (Support) \$35,004,000 (Capital)</td> </tr> </tbody> </table>		Contract	CMIA Funding for Construction	#1 04-15300	\$828,000 (Support) \$3,852,000 (Capital)	#2 04-15420	\$1,097,000 (Support) \$1,532,000 (Capital)	#3 04-15113	\$1,546,000 (Support) \$2,375,000 (Capital)	#4 04-15320	\$1,964,000 (Support) \$6,245,000 (Capital)	#5 04-15350	\$2,518,000 (Support) \$24,000,000 \$15,568,000 (Capital)	Total	\$6,953,000 (Support) \$35,004,000 (Capital)			
Contract	CMIA Funding for Construction																	
#1 04-15300	\$828,000 (Support) \$3,852,000 (Capital)																	
#2 04-15420	\$1,097,000 (Support) \$1,532,000 (Capital)																	
#3 04-15113	\$1,546,000 (Support) \$2,375,000 (Capital)																	
#4 04-15320	\$1,964,000 (Support) \$6,245,000 (Capital)																	
#5 04-15350	\$2,518,000 (Support) \$24,000,000 \$15,568,000 (Capital)																	
Total	\$6,953,000 (Support) \$35,004,000 (Capital)																	
The current allocation request is for Contract 5.																		
(Concurrent CMIA baseline amendment under Resolution CMIA-PA-1213-13; December 2012)																		
<u>Outcome/Outputs:</u> When completed, the overall Freeway Performance Initiative project will result in daily vehicle-hours of delay savings of about 4,000 hours.																		
<u>Amend Resolution CMIA-A-1112-047 to de-allocate \$5,432,000 CMIA CONST to reflect award savings.</u>																		

2.5g.(1f)

**FINANCIAL ALLOCATION AMENDMENT FOR THE MULTI-FUNDED
I-5 HOV/EMPIRE AVENUE AND BURBANK BOULEVARD PROJECT**

INFORMATION ON THIS ITEM WILL BE
PROVIDED PRIOR TO THE DECEMBER 5-6, 2012
CALIFORNIA TRANSPORTATION COMMISSION MEETING

Memorandum

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: December 5-6, 2012

Reference No.: 2.5g.(1g)
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 PROJECT ON THE STATE HIGHWAY SYSTEM
RESOLUTION CMIA-AA-1213-20, AMENDING RESOLUTION CMIA-A-1112-049**

RECOMMENDATION:

The California Department of Transportation recommends the California Transportation Commission (Commission) amend Resolution CMIA-A-1112-049 to de-allocate \$1,163,000 in Proposition 1B Corridor Mobility Improvement Account (CMIA) funds from the Eastbound I-580 High Occupancy Vehicle (HOV) Lane Segment 3 project (PPNO 0112E) in Alameda County, thereby reducing the original CMIA construction capital allocation of \$19,028,000 to \$17,865,000, to reflect contract award savings.

BACKGROUND:

At its May 2012 meeting, the Commission approved Resolution CMIA-A-1112-049 allocating \$19,028,000 in Proposition 1B CMIA construction capital for the Eastbound I-580 HOV Lane Segment 3 project. The construction contract was awarded on November 16, 2012, with CMIA savings of \$1,163,000.

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

RESOLUTION:

Be it Resolved, that \$19,028,000 in Proposition 1B Corridor Mobility Improvement Account (CMIA) funds (304-6055) originally allocated under Resolution CMIA-A-1112-049 for the Eastbound I-580 HOV Lane Segment 3 project (PPNO 0112E) in Alameda County is hereby amended by \$1,163,000, reducing the original CMIA construction capital amount to \$17,865,000 in accordance with the attached revised vote box.

Attachment

2.5g.(1h)

**FINANCIAL ALLOCATION AMENDMENT FOR THE
CMIA I-215 HOV BI-COUNTY HOV GAP CLOSURE PROJECT**

INFORMATION ON THIS ITEM WILL BE
PROVIDED PRIOR TO THE DECEMBER 5-6, 2012
CALIFORNIA TRANSPORTATION COMMISSION MEETING

Memorandum

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: December 5-6, 2012

Reference No.: 2.5g.(1i)
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 PROJECT ON THE STATE HIGHWAY SYSTEM
RESOLUTION CMIA-AA-1213-22, AMENDING RESOLUTION CMIA-A-1112-041**

RECOMMENDATION:

The California Department of Transportation recommends the California Transportation Commission (Commission) amend Resolution CMIA-A-1112-041 to de-allocate \$6,235,000 in Proposition 1B Corridor Mobility Improvement Account (CMIA) funds from the I-880 Southbound HOV Lane Extension–North Segment (Davis to Hagenberger) project (PPNO 0036J) in Alameda County, thereby reducing the original CMIA construction capital allocation of \$32,000,000 to \$25,765,000, to reflect contract award savings.

BACKGROUND:

At its May 2012 meeting, the Commission approved Resolution CMIA-A-1112-041 allocating \$32,000,000 in Proposition 1B CMIA construction capital for the I-880 Southbound HOV Lane Extension–North Segment (Davis to Hagenberger) project. The construction contract was awarded on November 8, 2012, with CMIA savings of \$6,235,000.

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

RESOLUTION:

Be it Resolved, that \$32,000,000 in Proposition 1B Corridor Mobility Improvement Account (CMIA) funds (304-6055) originally allocated under Resolution CMIA-A-1112-041 for the I-880 Southbound HOV Lane Extension–North Segment (Davis to Hagenberger) project (PPNO 0036J) in Alameda County is hereby amended by \$6,235,000, reducing the original CMIA construction capital amount to \$25,765,000 in accordance with the attached revised vote box.

Attachment

2.5 Highway Financial Matters

Project # Allocation Amount Recipient RTPA/CTC Dist-Co-Rte Postmile	Project Title Project Description Project Funding	PPNO Program/Year Phase Prgm'd Amount Project ID Adv Phase EA	Budget Year Item # Fund Type Program Code	Amount by Fund Type
2.5g.(1i) Allocation Amendment - Proposition 1B – State Administered CMIA Project on the State Highway System		Resolution CMIA-AA-1213-22, Amending Resolution CMIA-A-1112-041		
1 \$36,000,000 \$29,765,000	I-880 Southbound HOV Lane Extension- North Segment. In Oakland, from Davis Street to Hagenberger Road. Extend the existing southbound HOV lane. The project scope also includes improvements at the Davis Street Interchange.	04-0036J CMIA/11-12 CON ENG \$4,000,000 CONST \$32,000,000 \$25,765,000	004-6055 CMIA 2010-11 304-6055 CMIA	\$4,000,000 \$32,000,000 \$25,765,000
Department of Transportation MTC 04-Ala-880 23.5/23.8	Final Project Development: N/A Final Right of Way: N/A (Future Consideration of Funding – Resolution E-11-03, January 2011.) (Project Scope is consistent with the baseline amendment approved under Resolution CMIA-PA-1112-024 in January 2012.) <u>Outcome/Output:</u> When combined with the South Segment (PPNO 0036F), the overall Interstate I-880 Southbound HOV Lane Extension project will result in daily vehicle-hours of delay savings for about 3161. <u>Amend Resolution CMIA-A-1112-041 to de-allocate \$6,235,000 CMIA CONST to reflect award savings.</u>	0412000340 4 3A9224	20.20.721.000	

Memorandum

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: December 5-6, 2012

Reference No.: 2.5g.(1j)
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 PROJECT ON THE STATE HIGHWAY SYSTEM
RESOLUTION CMIA-AA-1213-23, AMENDING RESOLUTION CMIA-A-1112-045**

RECOMMENDATION:

The California Department of Transportation recommends the California Transportation Commission (Commission) amend Resolution CMIA-A-1112-045 to de-allocate \$386,000 in Proposition 1B Corridor Mobility Improvement Account (CMIA) funds from Contract 3 of the Freeway Performance Initiative – TOS and Ramp Metering project (PPNO 0024) in Alameda, Santa Clara, and Solano Counties, thereby reducing the original CMIA construction capital allocation of \$2,375,000 to \$1,989,000, to reflect contract award savings.

BACKGROUND:

At its May 2012 meeting, the Commission approved Resolution CMIA-A-1112-045 allocating \$2,375,000 in Proposition 1B CMIA construction capital for Contract 3 of the Freeway Performance Initiative – TOS and Ramp Metering project. The construction contract was awarded on October 24, 2012, with CMIA savings of \$386,000.

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

RESOLUTION:

Be it Resolved, that \$2,375,000 in Proposition 1B Corridor Mobility Improvement Account (CMIA) funds (304-6055) originally allocated under Resolution CMIA-A-1112-045 for Contract 3 of the Freeway Performance Initiative – TOS and Ramp Metering project (PPNO 0024) in Alameda, Santa Clara, and Solano Counties is hereby amended by \$386,000, reducing the original CMIA construction capital amount to \$1,989,000 in accordance with the attached revised vote box.

Attachment

2.5 Highway Financial Matters

Project # Allocation Amount Recipient RTPA/CTC Dist-Co-Rte Postmile	Project Title Project Description Project Funding	PPNO Program/Year Phase Prgm'd Amount Project ID Adv Phase EA	Budget Year Item # Fund Type Program Code	Amount by Fund Type														
2.5g.(1j) Allocation Amendment - Proposition 1B – State Administered CMIA Project on the State Highway System		Resolution CMIA-AA-1213-23, Amending Resolution CMIA-A-1112-045																
1 \$3,921,000 \$3,535,000 Department of Transportation MTC 04-Ala-580,238 9.5/31.0, 14.4/16.1	Freeway Performance Initiative - TOS and Ramp Metering. At various locations in Alameda, Santa Clara, and Solano Counties. Install ramp metering and traffic operations system (TOS) elements along various routes. (Contract 3) Final Project Development: N/A Final Right of Way: N/A (CEQA – CE, 08/01/2011) (NEPA – CE, 08/01/2011) The overall project scope will be delivered with five construction contracts:	04-0024 CMIA/11-12 CON ENG \$1,546,000 CONST \$2,375,000 \$1,989,000 0400020743 4 151134	004-6055 CMIA 2010-11 304-6055 CMIA 20.20.721.000	\$1,546,000 \$2,375,000 \$1,989,000														
<table border="1"> <thead> <tr> <th>Contract</th> <th>CMIA Funding for Construction</th> </tr> </thead> <tbody> <tr> <td>#1 04-15300</td> <td>\$828,000 (Support) \$3,852,000 (Capital)</td> </tr> <tr> <td>#2 04-15420</td> <td>\$1,097,000 (Support) \$1,532,000 (Capital)</td> </tr> <tr> <td>#3 04-15113</td> <td>\$1,546,000 (Support) \$2,375,000 \$1,989,000 (Capital)</td> </tr> <tr> <td>#4 04-15320</td> <td>\$1,964,000 (Support) \$6,245,000 (Capital)</td> </tr> <tr> <td>#5 04-15350</td> <td>\$2,518,000 (Support) \$21,000,000 (Capital)</td> </tr> <tr> <td>Total</td> <td>\$6,953,000 (Support) \$35,004,000 (Capital)</td> </tr> </tbody> </table>					Contract	CMIA Funding for Construction	#1 04-15300	\$828,000 (Support) \$3,852,000 (Capital)	#2 04-15420	\$1,097,000 (Support) \$1,532,000 (Capital)	#3 04-15113	\$1,546,000 (Support) \$2,375,000 \$1,989,000 (Capital)	#4 04-15320	\$1,964,000 (Support) \$6,245,000 (Capital)	#5 04-15350	\$2,518,000 (Support) \$21,000,000 (Capital)	Total	\$6,953,000 (Support) \$35,004,000 (Capital)
Contract	CMIA Funding for Construction																	
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#4 04-15320	\$1,964,000 (Support) \$6,245,000 (Capital)																	
#5 04-15350	\$2,518,000 (Support) \$21,000,000 (Capital)																	
Total	\$6,953,000 (Support) \$35,004,000 (Capital)																	
<p>The current allocation request is for Contract 3.</p> <p>(Concurrent CMIA baseline amendment under Resolution CMIA-PA-1213-13; December 2012.)</p> <p><u>Outcome/Outputs:</u> When completed, the overall Freeway Performance Initiative project will result in daily vehicle-hours of delay savings of about 4,000 hours.</p> <p><u>Amend Resolution CMIA-A-1112-045 to de-allocate \$386,000 CMIA CONST to reflect award savings.</u></p>																		

2.5g.(1k)

**FINANCIAL ALLOCATION AMENDMENT FOR CONTRACT 4 OF THE
FREEWAY PERFORMANCE INITIATIVE – TOS AND RAMP METERING PROJECT**

INFORMATION ON THIS ITEM WILL BE
PROVIDED PRIOR TO THE DECEMBER 5-6, 2012
CALIFORNIA TRANSPORTATION COMMISSION MEETING

Memorandum

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: December 5-6, 2012

Reference No.: 2.5g.(11)
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 PROJECT ON THE STATE HIGHWAY SYSTEM
RESOLUTION CMIA-AA-1213-25, AMENDING RESOLUTION CMIA-A-1112-063**

RECOMMENDATION:

The California Department of Transportation recommends the California Transportation Commission (Commission) amend Resolution CMIA-A-1112-063 to de-allocate \$327,000 in Proposition 1B Corridor Mobility Improvement Account (CMIA) funds from the Freeway Performance Initiative – TOS and Ramp Metering Elements project (PPNO 0521J) in Alameda County, thereby reducing the original CMIA construction capital allocation of \$6,000,000 to \$5,673,000, to reflect contract award savings.

BACKGROUND:

At its June 2012 meeting, the Commission approved Resolution CMIA-A-1112-063 allocating \$6,000,000 in Proposition 1B CMIA construction capital for the Freeway Performance Initiative – TOS and Ramp Metering Elements project. The construction contract was awarded on November 16, 2012, with CMIA savings of \$327,000.

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

RESOLUTION:

Be it Resolved, that \$6,000,000 in Proposition 1B Corridor Mobility Improvement Account (CMIA) funds (304-6055) originally allocated under Resolution CMIA-A-1112-063 for the Freeway Performance Initiative – TOS and Ramp Metering Elements project (PPNO 0521J) in Alameda County is hereby amended by \$327,000, reducing the original CMIA construction capital amount to \$5,673,000 in accordance with the attached revised vote box.

Attachment

2.5 Highway Financial Matters

Project # Allocation Amount Recipient RTPA/CTC Dist-Co-Rte Postmile	Project Title Project Description Project Funding	PPNO Program/Year Phase Prgm'd Amount Project ID Adv Phase EA	Budget Year Item # Fund Type Program Code	Amount by Fund Type
2.5g.(1) Allocation Amendment - Proposition 1B – State Administered CMIA Project on the State Highway System		Resolution CMIA-AA-1213-25, Amending Resolution CMIA-A-1112-063		
1 \$7,000,000 \$6,673,000	Freeway Performance Initiative – TOS and Ramp Metering Elements. In Fremont, 0.4 mile south of Auto Mall Parkway to 0.1 mile north of Mission Boulevard. Install ramp metering and various Traffic Operations System (TOS) elements. Final Project Development: N/A Final Right of Way: N/A (Related CMIA Program Amendment / Baseline Agreement under Resolution CMIA-PA-1112-21 & CMIA-P-1112-22B; June 2012.) (CEQA – CE, 03/22/2012,) (NEPA – CE, 03/22/2012) <u>Outcome/Outputs:</u> Daily Travel Time Savings: 1,112 hours. Peak Period Time savings: 11,481 minutes. <u>Amend Resolution CMIA-A-1112-063 to de-allocate \$327,000 CMIA CONST to reflect award savings.</u>	04-0521J CMIA/11-12 CON ENG \$1,000,000 CONST \$6,000,000 \$5,673,000 0412000528 4 4G1004	004-6055 CMIA 2012-13 304-6055 CMIA 20.20.721.000	\$1,000,000 \$6,000,000 \$5,673,000
Department of Transportation MTC 04-Ala-680 M3.6/R6.5				

2.5g.(1m)

**FINANCIAL ALLOCATION AMENDMENT FOR THE I-580 WESTBOUND HOV
LANE (SEGMENT 1) – GREENVILLE TO ISABEL – PROJECT**

INFORMATION ON THIS ITEM WILL BE
PROVIDED PRIOR TO THE DECEMBER 5-6, 2012
CALIFORNIA TRANSPORTATION COMMISSION MEETING

Memorandum

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: December 5-6, 2012

Reference No.: 2.5g.(1n)
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 PROJECT ON THE STATE HIGHWAY SYSTEM
RESOLUTION CMIA-AA-1213-27, AMENDING RESOLUTION CMIA-A-1112-029**

RECOMMENDATION:

The California Department of Transportation recommends the California Transportation Commission (Commission) amend Resolution CMIA-A-1112-029 to de-allocate \$11,883,000 in Proposition 1B Corridor Mobility Improvement Account (CMIA) funds from the I-580 Westbound High Occupancy Vehicle (HOV) Lane (Segment 2) - Isabel to Foothill project (PPNO 0112F) in Alameda County, thereby reducing the original CMIA construction capital allocation of \$45,614,000 to \$33,731,000, to reflect contract award savings.

BACKGROUND:

At its April 2012 meeting, the Commission approved Resolution CMIA-A-1112-029 allocating \$45,614,000 in Proposition 1B CMIA construction capital for the I-580 Westbound HOV Lane (Segment 2) - Isabel to Foothill project. The construction contract was awarded on October 29, 2012, with CMIA savings of \$11,883,000.

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

RESOLUTION:

Be it Resolved, that \$45,614,000 in Proposition 1B Corridor Mobility Improvement Account (CMIA) funds (304-6055) originally allocated under Resolution CMIA-A-1112-029 for the I-580 Westbound HOV Lane (Segment 2) - Isabel to Foothill project (PPNO 0112F) in Alameda County is hereby amended by \$11,883,000, reducing the original CMIA construction capital amount to \$33,731,000 in accordance with the attached revised vote box.

Attachment

2.5 Highway Financial Matters

Project # Allocation Amount Recipient RTPA/CTC Dist-Co-Rte Postmile	Project Title Project Description Project Funding	PPNO Program/Year Phase Prgm'd Amount Project ID Adv Phase EA	Budget Year Item # Fund Type Program Code	Amount by Fund Type
2.5g.(1n) Allocation Amendment - Proposition 1B – State Administered CMIA Project on the State Highway System		Resolution CMIA-AA-1213-27, Amending Resolution CMIA-A-1112-029		
1 \$52,364,000 \$40,481,000 Department of Transportation MTC 04-Ala-580 R14.6/R21.6	I-580 Westbound HOV Lane (Segment 2) - Isabel to Foothill. In Alameda County on westbound 580. Construct a westbound HOV lane from Isabel Avenue to Foothill Road. The project scope also includes SHOPP funded roadway rehabilitation work (TCRP 31). Final Project Development: N/A Final Right of Way: N/A (Future Consideration of Funding – Resolution E-10-18, April, 2010) (Project Scope is consistent with the baseline amendment approved under Resolution CMIA-PA-1112-023 in January 2012.) (Contribution from other sources: \$13,000,000 \$6,613,000 (SHOPP) and \$2,486,000 TCRP funds (previously allocated to the corridor). <u>Outcome/Outputs:</u> When combined with Segment 1 (PPNO 0112B), the overall I-580 Westbound HOV Lane project will result in daily vehicle-hours of delay savings of about 3,341 hours. <u>Amend Resolution CMIA-A-1112-029 to de-allocate \$11,883,000 CMIA CONST to reflect award savings.</u>	04-0112F CMIA/11-12 CON ENG \$6,750,000 CONST \$45,614,000 \$33,731,000 0400021249 4 2908E4	004-6055 CMIA 2011-12 304-6055 CMIA 20.20.721.000	\$6,750,000 \$45,614,000 \$33,731,000 0

Memorandum

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: December 5-6, 2012

Reference No.: 2.5g.(1o)
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 PROJECT ON THE STATE HIGHWAY SYSTEM
RESOLUTION CMIA-AA-1213-28, AMENDING RESOLUTION CMIA-A-1112-064**

RECOMMENDATION:

The California Department of Transportation recommends the California Transportation Commission (Commission) amend Resolution CMIA-A-1112-064 to de-allocate \$608,000 in Proposition 1B Corridor Mobility Improvement Account (CMIA) funds from the Marin-Sonoma Narrows-Contract A2 (Novato Creek Bridge) project (PPNO 0360M) in Marin County, thereby reducing the original CMIA construction capital allocation of \$4,000,000 to \$3,392,000, to reflect contract award savings.

BACKGROUND:

At its June 2012 meeting, the Commission approved Resolution CMIA-A-1112-064 allocating \$4,000,000 in Proposition 1B CMIA construction capital for the Marin-Sonoma Narrows-Contract A2 (Novato Creek Bridge) project. The construction contract was awarded on November 8, 2012, with CMIA savings of \$608,000.

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

RESOLUTION:

Be it Resolved, that \$4,000,000 in Proposition 1B Corridor Mobility Improvement Account (CMIA) funds (304-6055) originally allocated under Resolution CMIA-A-1112-064 for Marin-Sonoma Narrows-Contract A2 (Novato Creek Bridge) project (PPNO 0360M) in Alameda County is hereby amended by \$608,000, reducing the original CMIA construction capital amount to \$3,392,000 in accordance with the attached revised vote box.

Attachment

2.5 Highway Financial Matters

Project # Allocation Amount Recipient RTPA/CTC Dist-Co-Rte Postmile	Project Title Project Description Project Funding	PPNO Program/Year Phase Prgm'd Amount Project ID Adv Phase EA	Budget Year Item # Fund Type Program Code	Amount by Fund Type
2.5g.(1o) Allocation Amendment - Proposition 1B – State Administered CMIA Project on the State Highway System		Resolution CMIA-AA-1213-28, Amending Resolution CMIA-A-1112-064		
1 \$4,700,000 \$4,092,000	Marin-Sonoma Narrows- Contract A2. In Novato, from Novato Creek to Franklin Overhead. Add southbound HOV lane, including widening of Novato Creek Bridge.	04-0360M CMIA/11-12 CON ENG \$700,000 CONST \$4,000,000 \$3,392,000 0412000514 4 2640G4	004-6055 CMIA 2012-13 304-6055 CMIA 20.20.721.000	\$700,000 \$4,000,000 \$3,392,000
Department of Transportation MTC 04-Mrn-101 20.5/20.9	Final Project Development: N/A Final Right of Way: N/A (Related-CMIA Program Amendment / Baseline Agreement under Resolution CMIA-PA-1112-21 & CMIA-P-1112-22B; June 2012.) (Future Consideration of Funding – Resolution E-09-70, September 2009.) <u>Outcome/Outputs:</u> Benefits for the entire Marin-Sonoma Narrows corridor are 2,023 hours of daily travel time savings, 166,207 minutes of peak period time savings, and 7.3 lane-miles added. <u>Amend Resolution CMIA-A-1112-064 to de-allocate \$608,000 CMIA CONST to reflect award savings.</u>			

Memorandum

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: December 5-6, 2012

Reference No.: 2.5g.(1q)
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 PROJECT ON THE STATE HIGHWAY SYSTEM
RESOLUTION CMIA-AA-1213-29, AMENDING RESOLUTION CMIA-A-1112-066**

RECOMMENDATION:

The California Department of Transportation recommends the California Transportation Commission (Commission) amend Resolutions CMIA-A-1112-066 to de-allocate \$2,071,000 in Proposition 1B Corridor Mobility Improvement Account (CMIA) funds from the Marin-Sonoma Narrows (MSN) Contract C3 – Modify Route 101/116 Interchange project (PPNO 0360R) in Sonoma County, thereby reducing the original CMIA construction capital allocation of \$28,000,000 to \$25,929,000, to reflect contract award savings.

BACKGROUND:

At its June 2012 meeting, the Commission approved Resolution CMIA-A-1112-066 allocating \$28,000,000 in Proposition 1B CMIA construction capital for the MSN Contract C3 – Modify Route 101/116 Interchange project. The construction contract was awarded on November 2, 2012, with CMIA savings of \$2,071,000.

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

RESOLUTION:

Be it Resolved, that \$28,000,000 in Proposition 1B Corridor Mobility Improvement Account (CMIA) funds (304-6055) originally allocated under Resolution CMIA-A-1112-066 for the MSN Contract C3 – Modify Route 101/116 Interchange project (PPNO 0360R) in Sonoma County is hereby amended by \$2,071,000, reducing the original CMIA construction capital amount to \$25,929,000 in accordance with the attached revised vote box.

Attachments

2.5 Highway Financial Matters

Project # Allocation Amount Recipient RTPA/CTC Dist-Co-Rte Postmile	Project Title Project Description Project Funding	PPNO Program/Year Phase Prgm'd Amount Project ID Adv Phase EA	Budget Year Item # Fund Type Program Code	Amount by Fund Type
2.5g.(1q) Allocation Amendment - Proposition 1B – State Administered CMIA Project on the State Highway System		Resolution CMIA-AA-1213-29, Amending Resolution CMIA-A-1112-066		
1 \$32,800,000 \$30,729,000	Marin-Sonoma Narrows - Contract C3. In Petaluma, from 0.2 mile south of Route 116 to 0.5 mile north of Route 116. Modify Route 101/116 interchange.	04-0360R CMIA/11-12 CON ENG \$4,200,000 CONST \$28,000,000 0412000406 4 2640K4	004-6055 CMIA 2012-13 304-6055 CMIA 20.20.721.000	\$4,800,000 \$28,000,000 \$25,929,000 0
Department of Transportation MTC 04-Son-101 3.4/4.1	Final Project Development: N/A Final Right of Way: N/A (Related CMIA Program Amendment / Baseline Agreement under Resolution CMIA-PA-1112-21 & CMIA-P-1112-22B; June 2012.) (Future Consideration of Funding – Resolution E-09-70, September 2009.) <u>Outcome/Outputs:</u> Benefits for the entire MSN corridor are 2,023 hours of daily travel time savings, 166,207 minutes of peak period time savings, and 7.3 lane-miles added.			
<u>Amend Resolution CMIA-A-1112-066 to de-allocate \$2,071,000 CMIA CONST to reflect award savings.</u>				

2.5g.(1r)

**FINANCIAL ALLOCATION AMENDMENT FOR THE
CMIA I-215 NEWPORT AVENUE OVERCROSSING PROJECT**

INFORMATION ON THIS ITEM WILL BE
PROVIDED PRIOR TO THE DECEMBER 5-6, 2012
CALIFORNIA TRANSPORTATION COMMISSION MEETING

2.5g.(1s)

**FINANCIAL ALLOCATION AMENDMENT FOR THE
I-15 RANCHERO ROAD INTERCHANGE PROJECT**

INFORMATION ON THIS ITEM WILL BE
PROVIDED PRIOR TO THE DECEMBER 5-6, 2012
CALIFORNIA TRANSPORTATION COMMISSION MEETING

Memorandum

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: December 5-6 2012

Reference No.: 2.5g.(10e)
Action Item

From: NORMA ORTEGA
Chief Financial Officer

Prepared by: Denix D. Anbiah
Division Chief
Local Assistance

Subject: **FINANCIAL ALLOCATION AMENDMENT FOR LOCALLY ADMINISTERED
PROPOSITION 1B STATE-LOCAL PARTNERSHIP PROGRAM PROJECTS OFF THE
STATE HIGHWAY SYSTEM
RESOLUTION SLP1B-AA-1213-07, AMENDING RESOLUTION SLP1B-A-1112-08**

RECOMMENDATION:

The California Department of Transportation (Department) recommends the California Transportation Commission (Commission) amend Resolution SLP1B-A-1112-08 to de-allocate a total of \$4,000 in Proposition 1B (Prop 1B) State-Local Partnership Program (SLPP) funds from the Bear Valley Road/Deep Creek Road Intersection project administered by the Town of Apple Valley, to reflect contract award savings.

BACKGROUND:

In October 2011, the Commission allocated \$92,000 in Prop 1B SLPP bond funds under Resolution SLP1B-A-1112-08 for the project identified on the attached vote list. This project has been awarded, by the Town of Apple Valley, for \$88,000, thereby realizing a savings of \$4,000 in Prop 1B SLPP bond funds.

The necessary changes are reflected in strikethrough and bold on the revised attachment.

RESOLUTION:

Be it resolved, that Resolution SLP1B-A-1112-08 is hereby amended to reduce the allocation amount for the Bear Valley Road/Deep Creek Road Intersection project by \$4,000 to reflect contract award savings as indicated below and in accordance with the attached vote list.

Project	Original Allocation	Savings	Revised Allocation
Bear Valley Road/Deep Creek Road Intersection	\$92,000	\$4,000	\$88,000

Attachment

2.5 Highway Financial Matters

Project # Allocation Amount Recipient RTPA/CTC District-County	Project Title Project Description	Program/Year Phase Prgm'd Amount Project ID EA	Budget Year Item # Fund Type Program Code	Amount by Fund Type
2.5g.(10e) Allocation Amendment - Proposition 1B – Locally Administered SLPP Projects off the State Highway System		Resolution SLP1B-AA-1213-07, Amending Resolution SLP1B-A-1112-08		
1 \$92,000 \$88,000	Bear Valley Road/Deep Creek Road Intersection. At the Bear Valley Road and Deep Creek Road Intersection. Construct new traffic signal. (CEQA – CE, 03/04/10) (Contributions from local sources: \$152,000) (Related LONP request - Resolution LONP1B-A-1011-14 – June 2011.) <u>Outcome/Output:</u> Enhance traffic safety and improve the level of service at this intersection from F to A. <u>Amend Resolution SLP1B-A-1112-08 to de-allocate \$4,000 SLPP CONST to reflect contract award savings.</u>	SLPP/10-11 CONST \$92,000 \$88,000 0800020392 0G0654L	2011-12 104-6060 SLPP 20.30.210.200	\$92,000 \$88,000
Town of Apple Valley SANBAG 08-San Bernardino				

Memorandum

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: December 5-6 2012

Reference No.: 2.5g.(10f)
Action Item

From: NORMA ORTEGA
Chief Financial Officer

Prepared by: Denix D. Anbiah
Division Chief
Local Assistance

Subject: **FINANCIAL ALLOCATION AMENDMENT FOR LOCALLY ADMINISTERED PROPOSITION 1B STATE-LOCAL PARTNERSHIP PROGRAM PROJECTS OFF THE STATE HIGHWAY SYSTEM**
RESOLUTION SLP1B-AA-1213-08, AMENDING RESOLUTION SLP1B-A-0910-03

RECOMMENDATION:

The California Department of Transportation (Department) recommends the California Transportation Commission (Commission) amend Resolution SLP1B-A-0910-03 to de-allocate a total of \$628,000 in Proposition 1B (Prop 1B) State-Local Partnership Program (SLPP) funds from the Silva Valley Parkway Widening project administered by El Dorado County, to reflect contract award savings.

BACKGROUND:

In April 2010, the Commission allocated \$993,000 in Prop 1B SLPP bond funds under Resolution SLP1B-A-0910-03 for the project identified on the attached vote list. This project has been awarded, by El Dorado County, for \$365,000, thereby realizing a savings of \$628,000 in Prop 1B SLPP bond funds.

The necessary changes are reflected in strikethrough and bold on the revised attachment.

RESOLUTION:

Be it resolved, that Resolution SLP1B-A-0910-03 is hereby amended to reduce the allocation amount for the Silva Valley Parkway Widening project by \$628,000 to reflect contract award savings as indicated below and in accordance with the attached vote list.

Project	Original Allocation	Savings	Revised Allocation
Silva Street Parkway Widening	\$993,000	\$628,000	\$365,000

Attachment

2.5 Highway Financial Matters

Project # Allocation Amount Recipient RTPA/CTC District-County	Project Title Project Description	Program/Year Phase Prgm'd Amount Project ID EA	Budget Year Item # Fund Type Program Code	Amount by Fund Type
2.5g.(10f) Allocation Amendment - Proposition 1B – Locally Administered SLPP Projects off the State Highway System		Resolution SLP1B-AA-1213-08, Amending Resolution SLP1B-A-0910-03		
1 \$993,000 \$365,000	Silva Valley Parkway Widening. In El Dorado Hills, along Silva Valley Parkway between Entrada Drive and a point 700 feet south of Oak Meadow Elementary School. Widen roadway from 2 lanes to 4 lanes, including sidewalks, bicycle lanes and left-turn storage for entrance into the elementary school. (Contributions from local sources: \$993,000.) (CEQA – CE, 04/13/09) <u>Outcome/Output:</u> Improve safety, travel times, capacity and overall operation. Improve access between residential areas to the north of Route 50 and commercial areas to the south of Route 50. Provide improvements to a key element with respect to a future interchange and connector that will provide an alternate route to Route 50 for regional traffic between El Dorado and Sacramento Counties. <u>Amend Resolution SLP1B-A-0910-03 to de-allocate \$628,000 SLPP CONST to reflect contract award savings.</u>	SLPP / 09-10 CONST \$993,000 \$365,000 0300020252 0L2244	2008-09 104-6060 SLPP 20.30.210.200	\$993,000 \$365,000
El Dorado County El Dorado LTC 03-El Dorado				

Memorandum

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: December 5-6, 2012

Reference No.: 2.9a.
Action Item

From: NORMA ORTEGA
Chief Financial Officer

Prepared by: Denix D. Anbiah
Division Chief
Local Assistance

Subject: **TECHNICAL CORRECTION TO PREVIOUSLY APPROVED RESOLUTION-
RESOLUTION SLP1B-A-1213-01**

RECOMMENDATION:

The California Department of Transportation recommends the California Transportation Commission (Commission) approve a technical correction to Resolution SLP1B-A-1213-01 originally approved on August 22, 2012.

ISSUE:

At its August 2012 meeting, the Commission approved Resolution SLP1B-1213-01 to allocate \$800,000 for the Peyton Drive Widening locally administered State-Local Partnership Program project in City of Chino Hills. A technical correction is needed in the vote box to correctly show the project location beginning at "Peyton Drive from Chino Hills Parkway (State Route 142) to Eucalyptus Avenue".

There is no change to the Book Item Memorandum.

The required changes are reflected in strikethrough and bold on the attached documents.

Attachment

Project #	Allocation Amount	Project Title	Program/Year	Budget Year	Amount by
Recipient	RTPA/CTC	Location	Phase	Item #	Fund Type
District-County		Project Description	Amount	Fund Type	Fund Type
			Project ID	Program Code	
2.5g.(10a)		Proposition 1B – Locally Administered State-Local Partnership Program (SLPP)		Resolution SLP1B-A-1213-01	
Projects off the State Highway System					
1	\$800,000	Peyton Drive Widening. In Chino Hills, on Peyton Drive from Monte Vista Avenue to Central Avenue. Peyton Drive from Chino Hills Parkway (State Route 142) to Eucalyptus Avenue.	SLPP/11-12 CONST \$800,000 0812000173	2011-12 104-6060 SLPP 20.30.210.200	\$800,000
City of Chino Hills	<u>SANBAG</u>	Widen from two to four lanes in each direction including, curb, gutter, sidewalk, bicycle lanes, raised median, and landscaping. (Contributions from other sources: \$3,800,000.) (CEQA – MND, 10/23/2007.) (Concurrent Future Consideration of Funding – Resolution E-12-58, August 2012.) <u>Outcome/Output:</u> This project will reduce traffic congestion and improve pedestrian and bicycle access safety.			
08-San Bernardino					

Memorandum

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: December 5-6, 2012

Reference No.: 2.9b.
Action Item

From: NORMA ORTEGA
Chief Financial Officer

Prepared by: Jane Perez
Division Chief
Mass Transportation

Subject: **TECHNICAL CORRECTION TO PREVIOUSLY APPROVED RESOLUTION –
RESOLUTION MFP-12-01**

RECOMMENDATION:

The California Department of Transportation (Department) recommends that the California Transportation Commission (Commission) approve a technical correction to Resolution MFP-12-01, originally approved August 22, 2012.

ISSUE:

At the August 2012 meeting, the Commission approved Resolution MFP-12-01 to allocate \$439,000 in State Transportation Improvement Program (STIP) Transit funds for the Modoc Transportation Center Transit project (PPNO 2249) in Modoc County. A technical correction is needed to correct the project description in the vote box to reflect the rehabilitation of the existing shop structure and construction of attached office building.

The required changes are reflected in bold and underscore on the attached document.

There is no change to the Book Item Memorandum.

Attachment

2.6 Mass Transportation Financial Matters

Technically corrected December 5-6, 2012

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-12-01		
1 \$439,000 Modoc Transportation Authority Modoc CTC 02-Modoc	Modoc Transportation Center. Rehabilitation of existing shop structure and construction of attached office building located on Main Street that will centralize and coordinate transportation services and mobility options for passengers. <u>Outcome/Output:</u> Provide expanded transportation services.	02-2449 RIP/12-13 CONST \$439,000 0213000011 S T213TC	2011-12 101-0046 PTA 30.10.070.625	\$439,000

Memorandum

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: December 5-6, 2012

Reference No.: 2.9c.
Action Item

From: NORMA ORTEGA
Chief Financial Officer

Prepared by: Steven Keck
Division Chief
Budgets

Subject: **TECHNICAL CORRECTION TO PREVIOUSLY APPROVED RESOLUTION –
RESOLUTION FP-11-48**

RECOMMENDATION:

The California Department of Transportation recommends the California Transportation Commission (Commission) approve a technical correction to Resolution FP-11-48, originally approved April 26, 2012.

ISSUE:

At the April 2012 meeting, the Commission approved Resolution FP-11-48 to allocate \$39,117,000 for 11 State Highway Operation and Protection Program (SHOPP) projects. The attached revised vote list describes the 11 SHOPP projects. A technical correction is needed for Project 10 (PPNO 0106B) in Alameda County, to revise the Project ID and EA on the attachment.

There is no change to the Book Item Memorandum.

The required changes are reflected in strikethrough and bold, on the attached document.

Attachment

2.5 Highway Financial Matters

REVISED
 Technically Corrected December 5-6, 2012
 (Project 10)

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-11-48		
1 \$8,000,000 Santa Clara 04-SCI-85 R18.0/R23.9	Near Cupertino from Route 280 to Route 101. <u>Outcome/Output:</u> Install ramp metering and Intelligent Transportation System (ITS) at various locations to enhance safety, maximize the efficient use of the highway system and improve travel times. (FCO only to CMIA project, PPNO 0024.)	04-0440E SHOPP/11-12 \$7,000,000 0400020481 4 154204	2011-12 302-0042 SHA 302-0890 FTF 20.20.201.315	\$160,000 \$7,840,000
2 \$588,000 Los Angeles 07-LA-605 R0.1/R16.6	In Los Angeles County through various cities, from Coyote Creek Bridge to Peck Road. <u>Outcome/Outputs:</u> Construct 11,500 feet of metal beam guardrail, and 2,000 feet of concrete barrier at locations of high embankments, trees, and fixed objects. The project will improve safety by reducing the severity of run-off-the road collisions. Additional contributions: \$1,200,000 – Office of Traffic Safety (OTS) federal grant.	07-3661 SHOPP/11-12 \$3,966,000 0700000445 4 250504	2011-12 302-0042 SHA 302-0890 FTF 20.20.201.015	\$12,000 \$576,000
3 \$12,258,000 Riverside 08-Riv-215 43.9/45.3	In and near the city of Riverside, from Columbia Avenue to the San Bernardino County line; also in Colton and Grand Terrace from the county line to south of the Route 10 interchange. <u>Outcome/Outputs:</u> Rehabilitate 32.7 roadway lane miles to extend pavement service life and improve ride quality. Project will grind pavement and overlay with rubberized asphalt. (For construction purposes, this contract will be combined with CMIA projects 08-0M940 and 08-0P510 under EA 08-0M94U)	08-0252T SHOPP/11-12 \$15,392,000 0800000249 4 0H3304	2011-12 302-0042 SHA 302-0890 FTF 20.20.201.124	\$245,000 \$12,013,000
WITHDRAWN AT THE CTC MEETING.				
4 \$365,000 San Bernardino 08-SBd-95 57.0/57.3	In Needles, from Safari Drive to east of Route 40. <u>Outcome/Output:</u> Construct 2,500 linear feet of sidewalk, curb, and gutter with 18 curb ramps that comply with Americans with Disabilities Act (ADA) standards.	08-0238M SHOPP/11-12 \$835,000 0800000493 4 0M6904	2011-12 302-0042 SHA 20.20.201.378	\$365,000
WITHDRAWN PRIOR THE CTC MEETING.				
5 \$271,000 Riverside 08-Riv-60 Var.	In the cities of Moreno Valley, Riverside and San Bernardino, on Routes 60, 91 and 215 at various locations. <u>Outcome/Outputs:</u> Construct new curb ramps, replace existing curb ramps, and upgrade pedestrian signal buttons at 29 locations to comply with Americans with Disabilities Act (ADA) standards.	08-0044K SHOPP/11-12 \$673,000 0800000474 4 0M3104	2011-12 302-0042 SHA 20.20.201.361	\$271,000
WITHDRAWN PRIOR THE CTC MEETING.				
6 \$1,018,000 Inyo 09-INY-190 R65.9/R66.5	Near Panamint Springs, from 8.0 miles east of Panamint Valley Road to 10 miles west of Wildrose Road. <u>Outcome/Output:</u> Realign roadway to allow the construction of a shoulder catchment area for falling rocks and minimize the potential of traffic collisions. Additional contributions: \$3,500,000 – Office of Traffic Safety (OTS) federal grant.	09-0388 SHOPP/11-12 \$1,018,000 0900000045 4 287504	2011-12 302-0042 SHA 302-0890 FTF 20.20.201.015	\$20,000 \$998,000

2.5 Highway Financial Matters

REVISED

Technically Corrected December 5-6, 2012

(Project 10)

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-11-48				
7 \$5,097,000 Humboldt 01-Hum-299 R8.5	Near Blue Lake at 1.8 miles east of Buckley Road and 0.1 mile west of Old Three Creeks Road. <u>Outcome/Output:</u> Repair slide damaged roadway and upgrade drainage at two locations.	01-2347 SHOPP/11-12 \$5,000,000 0112000162 4 474414	2011-12 302-0042 SHA 302-0890 FTF 20.20.201.131	\$585,000 \$4,512,000
8 \$1,434,000 Alameda 04-Ala-92 4.1/6.0	On Route 92, from Clawiter Road to Hesperian Boulevard; also on Route 880 at Decoto Road on-ramps. <u>Outcome/Output:</u> Install ramp metering and Intelligent Transportation System (ITS) at various locations to enhance safety, maximize the efficient use of the highway system and improve travel times. (FCO only to CMIA project, PPNO 0024.)	04-0024E SHOPP/11-12 \$2,000,000 0400020302 4 153004	2011-12 302-0042 SHA 302-0890 FTF 20.20.201.315	\$29,000 \$1,405,000
9 \$525,000 Alameda 04-Ala-880 4.5/4.9	In Fremont, from 0.5 mile north of Fremont Boulevard Overcrossing to 0.3 mile north of Auto Mall Parkway Overcrossing. <u>Outcome/Output:</u> Resurface the northbound and southbound off-ramps for skid resistance to reduce vehicle collisions.	04-0025 SHOPP/11-12 \$735,000 0400002017 4 1G2004	2011-12 302-0890 FTF 20.20.201.010	\$525,000
10 \$13,000,000 Alameda 04-Ala-580 R14.6/R21.6	Near Livermore, from 0.1 mile west of Greenville Road to 0.2 mile west of San Ramon-Foothill Road. <u>Outcome/Output:</u> Rehabilitate 38.5 lane miles of pavement to improve ride quality, prevent further deterioration of the road surface, minimize the costly roadway repairs, and extend the pavement life. (FCO only to CMIA project, PPNO 0112F.)	04-0106B SHOPP/11-12 \$13,000,000 0400020604 0400021249 4 0G1004 2908E4	2011-12 302-0042 SHA 302-0890 FTF 20.20.201.120	\$260,000 \$12,740,000
11 \$1,785,000 Santa Cruz 05-SCr-1 17.4/26.0	Near the City of Santa Cruz, from San Lorenzo River Bridge to Laguna Road. <u>Outcome/Output:</u> Extend and reconstruct metal beam guard rail (MBGR), and upgrade MBGR end treatments, crash cushions, and drainage features to reduce the number and severity of traffic collisions at 39 locations.	05-1963 SHOPP/11-12 \$2,769,000 0500000203 4 0M9704	2011-12 302-0890 FTF 20.20.201.015	\$1,785,000
12 \$4,000,000 Santa Cruz 05-SCr-17 11.0	Near Scotts Valley, north of Glenwood Drive. <u>Outcome/Output:</u> Construct retaining wall to stabilize roadway embankment and reconstruct northbound Number 2 lane at one location.	05-2332 SHOPP/11-12 \$3,980,000 0512000010 4 1A7104	2011-12 302-0042 SHA 302-0890 FTF 20.20.201.131	\$459,000 \$3,541,000
13 \$2,995,000 Los Angeles 07-LA-1 7.1/56.1	In Los Angeles County, at various locations on Routes 1, 5, 90 and 405. <u>Outcome/Output:</u> Repair bridge decks, replace joint seals, repair vehicle hits, paint minor spot locations and minor repairs to railing on 28 bridges to extend the service life of the structures.	07-4384 SHOPP/11-12 \$3,170,000 0700001094 4 4Y1504	2011-12 302-0042 SHA 302-0890 FTF 20.20.201.119	\$60,000 \$2,935,000
14 \$675,000 Riverside 08-Riv-15 34.9/35.5	Near Corona, from 1.4 miles north of Temescal Canyon Road to south of Weirick Road. <u>Outcome/Output:</u> Construct a barrier on southbound outside shoulder to improve safety by reducing collisions with parallel frontage road traffic.	08-0022H SHOPP/11-12 \$681,000 0800000518 4 0N2604	2011-12 302-0042 SHA 302-0890 FTF 20.20.201.010	\$13,000 \$662,000

Memorandum

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: December 5-6, 2012

Reference No.: 2.9d.
Action Item

From: NORMA ORTEGA
Chief Financial Officer

Prepared by: Steven Keck
Division Chief
Budgets

Subject: **TECHNICAL CORRECTION TO PREVIOUSLY APPROVED RESOLUTION –
RESOLUTION FP-11-62**

RECOMMENDATION:

The California Department of Transportation recommends the California Transportation Commission (Commission) approve a technical correction to Resolution FP-11-62, originally approved May 23, 2012.

ISSUE:

At the May 2012 meeting, the Commission approved Resolution FP-11-62 to allocate \$65,622,000 for 18 State Highway Operation and Protection Program (SHOPP) projects. The attached revised vote list describes the 18 SHOPP projects. A technical correction is needed for Project 12 (PPNO 0045H) in Alameda County, to revise the Project ID and EA on the attachment.

There is no change to the Book Item Memorandum.

The required changes are reflected in strikethrough and bold, on the attached document.

Attachment

2.5 Highway Financial Matters

REVISED
 Technically Corrected December 5-6, 2012
 (Project 12)

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

2.5 Highway Financial Matters

REVISED

Technically Corrected December 5-6, 2012

(Project 12)

Project # Allocation Amount County Dist-Co-Rte Postmile	Location Project Description	PPNO Program/Year Prgm'd Amount Project ID Adv Phase EA	Budget Year Item # Fund Type Program Code	Amount by Fund Type
2.5b.(1) SHOPP Projects				
Resolution FP-11-62				
9 \$12,258,000 Riverside 08-Riv-215 43.9/45.3	In and near the city of Riverside, from Columbia Avenue to the San Bernardino County line; also in Colton and Grand Terrace from the county line to south of the Route 10 interchange. <u>Outcome/Outputs:</u> Rehabilitate 32.7 roadway lane miles to extend pavement service life and improve ride quality. Project will grind pavement and overlay with rubberized asphalt. (Combined with CMIA project EA 0M940 and project 0P510 for construction purposes.)	08-0252T SHOPP/11-12 \$15,392,000 0800000249 4 0H3304	2011-12 302-0042 SHA 302-0890 FTF 20.20.201.121	—\$245,000 —\$12,013,000
WITHDRAWN PRIOR TO CTC MEETING.				
40 8 \$696,000 Imperial 11-Imp-86 60.5	Near Salton Sea Beach and Niland, at Tesla Wash Bridge (#58-0050L/R) and on Route 111 at Z Drain Bridge (#58-0153). <u>Outcome/Outputs:</u> Construct scour mitigation measures to preserve the integrity of two bridges.	11-0842 SHOPP/11-12 \$9,254,000 1100000356 4 289604	2011-12 302-0042 SHA 302-0890 FTF 20.20.201.111	\$14,000 \$682,000

Project # Allocation Amount County Dist-Co-Rte Postmile	Location Project Description	PPNO Program/Year Prgm'd Amount Project ID Adv Phase EA	Budget Year Item # Fund Type Program Code	Amount by Fund Type
2.5b.(1) Projects Amended into the SHOPP by Department Action				
Resolution FP-11-62				
44 9 \$725,000 Butte 03-But-99 26.0	Near Chico, at Neal Road intersection. <u>Outcome/Output:</u> : Install a three phase signal system at one location to reduce the potential for accidents by eliminating uncontrolled left turn movements.	03-2429 SHOPP/11-12 \$800,000 0300000732 4 4E9904	2011-12 302-0042 SHA 20.20.201.010	\$725,000
42 10 \$995,000 Yolo 03-Yol-80 2.5/2.9	In Davis, at Mace Boulevard. <u>Outcome/Output:</u> Reconstruct the embankment, sidewalk and bike path at one location to stabilize the slope damaged by heavy rainstorm.	03-8912 SHOPP/11-12 \$950,00 0300020742 4 2F7004	2011-12 302-0042 SHA 20.20.201.131	\$995,000
43 11 \$1,030,000 Placer 03-Pla-80 34.9	Near Colfax, from 1.4 miles east of Route 174 to 0.2 mile west of Long Ravine Bridge. <u>Outcome/Output:</u> Reconstruct the embankment and place anchor mesh cable system at one location to stabilize the cut slope damaged by heavy rainstorm.	03-5099 SHOPP/11-12 \$880,000 0300020580 4 2F2604	2011-12 302-0042 SHA 302-0890 FTF 20.20.201.131	\$21,000 \$1,009,000
44 12 \$16,400,000 Alameda 04-Ala-580 R8.4/R14.6	Near Livermore, from 0.1 mile west of Greenville Road to 0.2 mile west of San Ramon -Foothill Road. <u>Outcome/Output:</u> Rehabilitate 51 lane miles of roadway to improve the ride quality, prevent further deterioration of the road surface, minimize the costly roadway repairs and extend the pavement service life. (FCO only to CMIA project, PPNO 0112B.)	04-0045H SHOPP/11-12 \$16,400,000 0412000502 0400021248 4 4G5704 2908C4	2011-12 302-0042 SHA 302-0890 FTF 20.20.201.120	\$1,383,000 \$15,017,000
45 13 \$3,500,000 San Francisco 04-SF-1 6.0	In the city of San Francisco, at Presidio National Park. <u>Outcome/Output:</u> Stabilize embankment by installing stone columns along Mountain Lake to comply with the court order signed by the US District Judge.	04-1067A SHOPP/11-12 \$3,500,000 0412000107 4 1A9024	2011-12 302-0042 SHA 20.20.201.335	\$3,500,000

2.5 Highway Financial Matters

REVISED

Technically Corrected December 5-6, 2012
(Project 12)

Project # Allocation Amount County Dist-Co-Rte Postmile	Location Project Description	PPNO Program/Year Prgm'd Amount Project ID Adv Phase EA	Budget Year Item # Fund Type Program Code	Amount by Fund Type
2.5b.(1) Projects Amended into the SHOPP by Department Action		Resolution FP-11-62		
16 14 \$385,000 Solano 04-Sol-80 0.0/R28.4	Near Vallejo between the Contra Costa County line and the Route 80/505 Junction. <u>Outcome/Output</u> : : Install ramp metering and traffic operating system elements at various locations to enhance safety, reduce accidents, maximize the efficient use of the highway system, improve travel times, provide traveler information, conserve fuel, and reduce pollutants. (FCO only to CMIA project, PPNO 0024.)	04-0024G SHOPP/11-12 \$385,000 0400020739 4 153504	2011-12 302-0042 SHA 20.20.201.315	\$385,000
17 15 \$10,540,000 Monterey 05-Mon-1 59.9,58.3	Near Carmel, at 1.1 mile south of Bixby Creek Bridge, also at 0.1 mile south of Rocky Creek Bridge. <u>Outcome/Output</u> : Construct one 600-foot long by 36-foot wide side-hill viaduct as part of restoring and stabilizing this roadway section damaged by severe storms in March 2011. Additional location at PM 58.3 for mitigation planting.	05-2330 SHOPP/11-12 \$18,795,000 0512000008 4 1A6904	2011-12 302-0042 SHA 302-0890 FTF 20.20.201.131	\$1,209,000 \$9,331,000
18 16 \$190,000 Riverside 08-Riv-79 R34.2/40.1	In and near Beaumont, from 0.3 mile north of Gilman Springs Road to south of First Street. <u>Outcome/Output</u> : Install ground-in rumble strips on shoulders and place reflective markers on median barrier to improve safety by reducing the number of run-off-the road collisions.	08-0068J SHOPP/11-12 \$381,000 0800020089 4 0P9604	2011-12 302-0042 SHA 20.20.201.010	\$190,000
19 17 \$787,000 San Bernardino 08-SBd-10 R37.4/R38.3	In Yucaipa, from 0.4 mile east of Live Oak Canyon Road to 0.8 mile west of County Line Road. <u>Outcome/Output</u> : Construct a barrier on westbound outside shoulder to improve safety by reducing collisions with parallel frontage road traffic.	08-0164A SHOPP/11-12 \$762,000 0800000516 4 0N2404	2011-12 302-0042 SHA 302-0890 FTF 20.20.201.010	\$16,000 \$771,000
20 18 \$709,000 San Joaquin 10-SJ-99 32.0/32.6	Near Lodi, on northbound Route 99, from north of the Mokelumne River to the Woodbridge Road Overcrossing. <u>Outcome/Output</u> : Increase cross slope of northbound travel lanes to 2 percent and widen outside shoulders to reduce the severity and number of traffic collisions under wet conditions.	10-0289 SHOPP/11-12 \$998,000 1000020207 4 0S8604	2011-12 302-0042 SHA 302-0890 FTF 20.20.201.010	\$14,000 \$695,000

Memorandum

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: December 5-6, 2012

Reference No.: 2.9e.
Action Item

From: NORMA ORTEGA
Chief Financial Officer

Prepared by: Steven Keck
Division Chief
Budgets

Subject: **TECHNICAL CORRECTION TO PREVIOUSLY APPROVED RESOLUTION –
RESOLUTION SHOP1B-A-1112-004**

RECOMMENDATION:

The California Department of Transportation recommends the California Transportation Commission (Commission) approve a technical correction to Resolution SHOP1B-A-1112-004, originally approved May 23, 2012.

ISSUE:

At the May 2012 meeting, the Commission approved Resolution SHOP1B-A-1112-004 to allocate \$5,000,000 for the State Highway Operation and Protection Program (SHOPP) Eastbound I-580 HOV Lane (Segment 3) (PPNO 0832M) project in Alameda County, funded from Proposition 1B. The attached vote list describes the one SHOPP project funded from Proposition 1B. A technical correction is needed to revise the Project ID and EA on the attachment.

There is no change to the Book Item Memorandum.

The required changes are reflected in strikethrough and bold, on the attached document.

Attachment

Project # Allocation Amount County Dist-Co-Rte Postmile	Location Project Description	PPNO Program/Year Prgm'd Amount Project ID Adv Phase EA	Budget Year Item # Fund Type Program Code	Amount by Fund Type
2.5g.(6) Proposition 1B – SHOPP Project Allocations		Resolution SHOP1B-A-1112-004		
1 \$5,000,000 Alameda 04-Ala-580 R7.8/R19.1	Eastbound I-580 HOV Lane (Segment 3). In Livermore, Dublin and Pleasanton, from 0.2 mile east of Greenville Road Overhead to 0.3 mile west of Hacienda Drive Overcrossing . <u>Outcome/Output</u> : Rehabilitate 51 lane miles of roadway to improve the ride quality, prevent further deterioration of the road surface, minimize the costly roadway repairs and extend the pavement service life. (FCO only to CMIA project, PPNO 0112E.)	04-0832M SHOPP/11-12 \$5,000,000 0412000408 0412000405 4 4C5304 2908V4	2010-11 304-6064 HSRPA 20.20.201.120	\$5,000,000

Memorandum

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: December 5-6, 2012

Reference No.: 2.9f.
Action Item

From: NORMA ORTEGA
Chief Financial Officer

Prepared by: Steven Keck
Division Chief
Budgets

Subject: **TECHNICAL CORRECTION TO PREVIOUSLY APPROVED RESOLUTION –
RESOLUTION TLS1B-A-1213-01**

RECOMMENDATION:

The California Department of Transportation recommends the California Transportation Commission (Commission) approve a technical correction to Resolution TLSP1B-A-1213-01, originally approved September 27, 2012.

ISSUE:

At the September 2012 meeting, the Commission approved Resolution TLSP1B-A-1213-01 to allocate \$7,500,000 for the San Mateo County Smart Corridor -Segment 3 Traffic Light Synchronization Program (TLSP) project to be funded from Proposition 1B. A technical correction is needed to revise the Budget Item Number and Program Code as they were listed incorrectly in the original vote box on the attachment. Also, because of the change to the Program Code, contingency language regarding the approval of a Budget Revision in order to allocate, needs to be added to the vote box on the revised Book Item Attachment.

The required changes are reflected in strikethrough and bold, on the attached Book Item Memorandum and Book Item Attachment.

Attachments

Memorandum

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: September 26-27, 2012

Reference No.: 2.5g.(7)
Technically Corrected December 5-6, 2012
Action Item

From: NORMA ORTEGA
Chief Financial Officer

Prepared by: Ed Lamkin
Acting Division Chief
Division of Traffic Operations

Subject: **FINANCIAL ALLOCATION FOR PROPOSITION 1B PROJECTS IN THE
TRAFFIC LIGHT SYNCHRONIZATION PROGRAM
RESOLUTION TLS1B-A-1213-01**

RECOMMENDATION:

The Department of Transportation (Department) recommends the California Transportation Commission (Commission) allocate \$7,500,000 for the San Mateo County Smart Corridor - Segment 3 Traffic Light Synchronization Program (TLSP) project to be funded from Proposition 1B. **Allocation would be contingent upon approval of a budget revision by the Department of Finance.**

ISSUE:

The attached vote list describes one Proposition 1B TLSP project totaling \$7,500,000. The traffic light synchronization project and other technology-based improvements will improve safety, operations, and the effective capacity of local streets and roads. The allocation request for this project is consistent with the signed baseline agreement. The agencies are ready to proceed with this project and are requesting an allocation at this time.

FINANCIAL RESOLUTION:

Resolved, that \$7,500,000 be allocated from the Budget Act of 2012, Budget Act Item ~~2660-104-6064~~ **2660-304-6064**, for one Proposition 1B Traffic Light Synchronization Program project, as described on the attached vote list; and

Be it further resolved that as a condition of allocation of these funds and to perform its administrative role established by Senate Bill 88, the Commission requests that the Department perform the functions necessary to ensure proper accountability measures are employed and reporting requirements are met for the Proposition 1B Traffic Light Synchronization Program.

Attachment

2.5 Highway Financial Matters

Technically Corrected December 5-6, 2012

Project #	Allocation Amount	Program	Budget Year	Amount by
Recipient Agency	Corridor Name / Project Location	Prgm'd Amt	Item #	Fund Type
Dst-County		Project ID	Fund Type	Fund Type
RTPA/MPO		EA		
2.5g.(7) Proposition 1B - Traffic Light Synchronization Program (TLSP)			Resolution TLS1B-A-1213-01	
1				
\$7,500,000	San Mateo County Smart Corridor – Segment 3 (Project 5). In San Mateo County on US 101, SR 82(El Camino Real), SR 84, 109 and 114 from Whipple Avenue in Redwood City of San Mateo/Santa Clara County line. This project will deploy intelligent Transportation system (ITS) elements along state routes.	04-2140T TLSP/12-13 CONST \$7,500,000 0412000425 4A9254	2012-13 404-6064 304-6064 TLSP 20.30.400.252 20.20.400.252	\$7,500,000
Department of Transportation MTC 04-SM-101 Var.	(CEQA – CE, 03/29/12) (NEPA – CE, N/A)			
	Final Project Development Adjustment:	N/A		
	Final Right of Way Share Adjustment:	N/A		
	<u>Outcome/Output:</u> Construct TOS, communication lines and interconnection of traffic signal systems along SR 82, SR 84, SR 109 and SR 114 and at select off ramps on US 101			
	<u>ALLOCATION IS CONTINGENT UPON APPROVAL OF A BUDGET REVISION BY THE DEPARTMENT OF FINANCE.</u>			

Memorandum

To: CHAIR AND COMMISSIONERS

CTC Meeting: December 6, 2012

Reference No.: 3.10
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 –

- A Senate Transportation Hearing is scheduled for November 28, 2012. The primary subject will be an in depth discussion of the Seismic Peer Review Panel selection process, the potential conflict of interest amongst such a specialized group of experts, transparency and public access to Peer Review meetings, and the possibility of broadening the scope of work beyond the Toll Bridge Seismic Retrofit Program.
- The TBPOC Chairman, will be attending a media event Tuesday November 20, 2012 focused on completion of the SAS Load Transfer milestone and the ongoing wrapping of the main cable wire.

Self Anchored Suspension (SAS) contract –

- The entire weight of the deck was completely transferred onto the main cable October 8, 2012.
- The cable wrapping operation began October 19, 2012.

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

- MCM, the contractor for the YBITS #1 contract, has turned over the area around Hinge K to ABF, the SAS contractor, to complete the work needed to close the gap between both structures.

Yerba Buena Island (YBI) Contract #2 – demolishes the Yerba Buena Island Detour and the Cantilever section of the old SFOBB, builds a new eastbound on-ramp onto the new SFOBB, and completes the last segment of the pedestrian/bicycle path from Yerba Buena Island to Oakland –

- Contract bids were opened October 23, 2012. The low bidder, with a total bid of \$93,694,656.00, was California Engineering Contractors Inc/Silverado Contractors Inc, a joint venture.

Oakland Touchdown contract #2 – connects the eastbound approach structure on the Oakland side to the Skyway Bridge:

- The contractor, Flat Iron Construction, is working on the eastbound approach structure. The work is progressing as scheduled.

Background: In July 2005, Assembly Bill 144, (AB144) Hancock created the Toll Bridge Program Oversight Committee (TBPOC) to exercise project oversight and control over the Toll Bridge Seismic Retrofit Program. The TBPOC is comprised of the Director of the Department of Transportation (Caltrans), the Bay Area Toll Authority (BATA) Executive Director, and the Executive Director of the California Transportation Commission (CTC). The TBPOC's program oversight and control activities include, review and approval of contract bid documents, contract change orders and resolution of major project issues.

**STATUS UPDATE ON
TRADE CORRIDOR INVESTMENT FUND PROJECTS**

INFORMATION ON THIS ITEM WILL BE
PROVIDED PRIOR TO THE DECEMBER 5-6, 2012
CALIFORNIA TRANSPORTATION COMMISSION MEETING

Memorandum

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: December 5-6, 2012

Reference No.: 3.9
Information Item

From: NORMA ORTEGA
Chief Financial Officer

Subject: **PROPOSITION 1B QUARTERLY REPORTS**

The attached package includes the California Department of Transportation's quarterly reports for the Proposition 1B Bond Program. These reports have been discussed with California Transportation Commission's staff.

The Proposition 1B Fiscal Year 2012-13 First Quarter Reports are in the following order:

- ❖ Corridor Management Improvement Account
- ❖ State Route 99 Corridor
- ❖ Local Bridge Seismic Retrofit Program
- ❖ State-Local Private Partnership Program
- ❖ Traffic Light Synchronization Program
- ❖ Highway Railroad Crossing Safety Account
- ❖ Intercity Rail Improvement Program
- ❖ Trade Corridors Improvement Fund

Attachments



First Quarter FY 2012-13 Corridor Mobility Improvement (CMIA) Bond Program Report

**Quarterly Report to the
California Transportation
Commission**

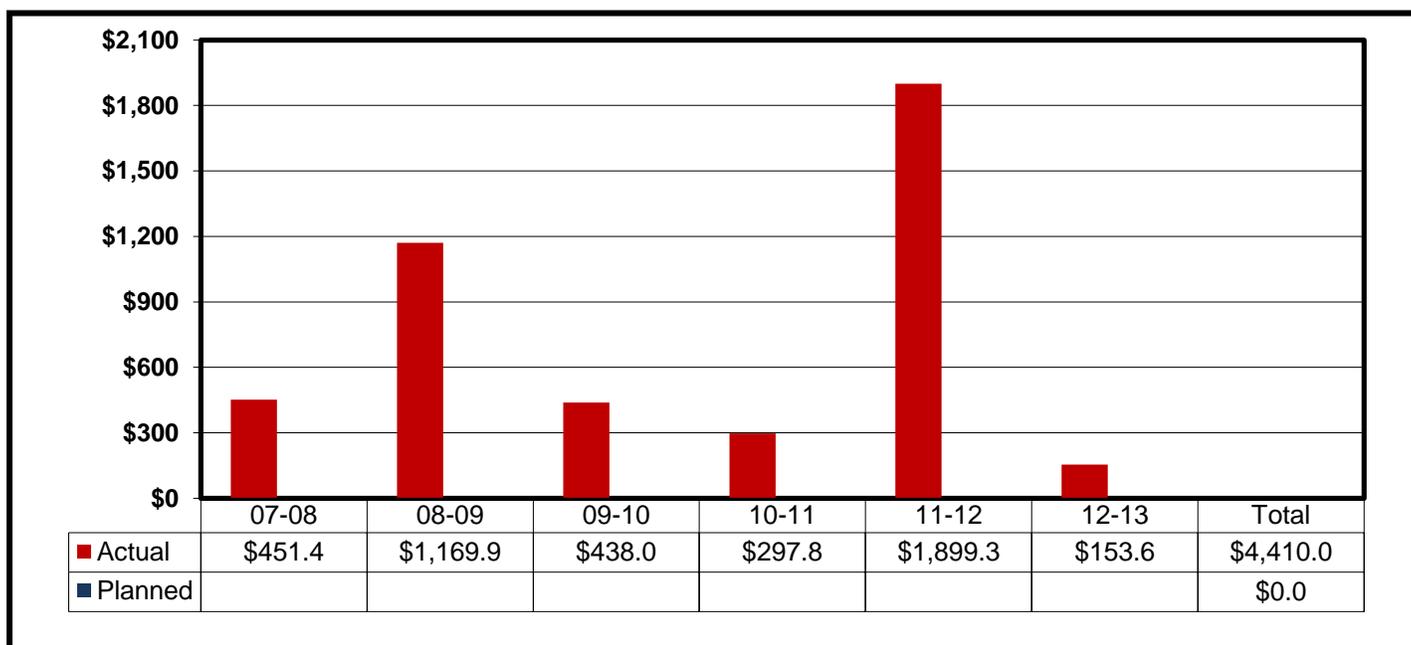


CMIA Program Status

First Quarter FY 2012-13

In the CMIA bond program budget, \$3.961 billion is to be allocated for construction. In addition, \$449 million is for other funded project components including right of way and engineering support costs. There is also \$90 million set aside for bond administrative costs and an uncommitted balance of \$0 million. To date, \$4.410 billion has been allocated. The allocated amount utilizes 100 percent of the available program funds.

CMIA Bond Program Allocations (millions)



CMIA Bond Program Funding (millions)

Component	Available	Allocated	Percent
Construction			
Support	\$ 442.0	\$ 442.0	100%
Capital	\$ 3,961.1	\$ 3,961.1	100%
Right of Way			
Capital	\$ 0.5	\$ 0.5	100%
Preliminary Engineering			
Support	\$ 6.4	\$ 6.4	100%
Committed Subtotal	\$ 4,410.0	\$ 4,410.0	100%
Uncommitted	\$ 0.0		
Bond Administration	\$ 90.0		
Program Total	\$ 4,500.0		

CMIA Program Progress Report

First Quarter FY 2012-13

This report reflects the program delivery status of Corridor Mobility Improvement Account (CMIA) Program bond funds for each project. The projects in the program have an overall value of \$11.5 billion including CMIA bond funds for \$4.41 billion.

Projects in Original Adopted CMIA Program					Scope	Budget	Schedule	Schedule	Phase
#	Co	Rte	Project						
Awd CCA									
1	Ala	580	EB I-580 EB HOV Hacienda to Greenville	✓	✓	✓	✓	#3 Bid/Award	
2	Ala	580	I-580 WB HOV Ln Greenville to Foothill	✓	✓	✓	✓	#1 Bid/Award	
3	Ala	580	I-580 / Isabel IC					Open to Traffic	
4	Ala	880	I-880 SB HOV Lane Extension	✓	✓	✓	✓	Construction	
5	Ala	24	Rte 24 Caldecott Tunnel Fourth Bore	✓	✓	✓	✓	Construction	
6	Cal	4	SR4 Angels Camp Bypass					Open to Traffic	
7	CC	4	SR4 E Widening fr Somersville to SR 160	✓	✓	✓	✓	Construction	
8	Ala	80	I-80 Integrated Corridor Mobility Project	✓	✓	✓	✓	Construction	
9	ED	50	US 50 HOV Lanes – Phase 1	✓	✓	✓	✓	Construction	
10	Ker	46	Route 46 Expressway – Segment 3	✓	✓	✓	✓	Construction	
11	Kin	198	Route 198 Expressway	✓	✓	✓	✓	Construction	
12	LA	405	I-405 Carpool Ln I-10 to US101 (NB)	✓	✓	✓	✓	Construction	
13	LA	5	I-5 Carpool Ln fr Rte 134 to Rte 170	✓	✓	✓	✓	#3 Bid/Award	
14	LA	5	I-5 Carpool Ln & Mixed Flow Ln	✓	✓	✓	✓	Construction	
15	Mrn	101	Hwy 101 Mrn-Son Narrows Project	✓	✓	✓	✓	Construction	
16	Mrn	580	WB I-580 to NB 101 Connector Impvmts					Open to Traffic	
17	Mon	1	Salinas Road Interchange	✓	✓	✓	✓	Construction	
18	Nap	12	SR12 Jameson Canyon – Phase 1	✓	✓	✓	✓	Construction	
19	Nev	49	Rte 49 La Barr Meadows Widening	✓	✓	✓	✓	Construction	
20	Ora	91	SR 91 EB Ln – Rte 241 to Rte 71					Open to Traffic	
21	Ora	22	SR 22/I-405/I-605 HOV Conn w ITS	✓	✓	✓	✓	Construction	
22	Ora	91	Widen EB/WB SR91 E 55 Conn E Weir	✓	✓	✓	✓	Construction	
23	Ora	57	Widen NB S Katella to N Lincoln Ave	✓	✓	✓	✓	Construction	
24	Ora	57	Widen NB N SR91 to N Lambert Rd	✓	✓	✓	✓	Construction	
25	Pla	65	Lincoln Bypass	✓	✓	✓	✓	Construction	
26	Pla	80	Pla 80 HOV Phase 2	✓	✓	✓	✓	Construction	
27	Pla	80	Pla 80 HOV Phase 3					Open to Traffic	
28	Riv	215	Add one mixed flow ln in each direction	✓	✓	✓	✓	Construction	
29	Riv	91	HOV Lane Gap closure	✓	✓	✓	✓	Construction	
30	Sac	50	Hwy 50 Bus/Carpool Lanes					Open to Traffic	
31	Sac	Loc	White Rock Rd fr Grant Line to Prairie City	✓	✓	✓	✓	Construction	
32	SBd	10	I-10 WB Mixed Flow Ln addition	✓	✓	✓	✓	Construction	
33	SBd	215	I-215 North Segments 1 & 2	✓	✓	✓	✓	Construction	
34	SBd	210	State Route 210/215 Connectors	✓	✓	✓	✓	Construction	
35	SBd	215	I-215 North Segments 5	✓	✓	✓	✓	Construction	
36	SBd	10	Widen exit ramps & add aux lanes	✓	✓	✓	✓	Construction	
37	SD	15	Managed Lanes South Segment	✓	✓	✓	✓	Construction	
38	SD	5	I-5 North Coast Corridor – Stage 1A	✓	✓	✓	✓	Construction	
39	SJ	205	I-205 Auxiliary Lanes	✓	✓	✓	✓	Construction	
40	SLO	46	Rte 46 Corridor Impvmts (Whitley 1)	✓	✓	✓	✓	Construction	
41	SM	101	Widen US 101 and add Aux Lns	✓	✓	✓	✓	Construction	
42	SCI	880	I-880 Widening (SR237 to US 101)	✓	✓	✓	✓	Construction	
43	SCI	101	US101 Aux Lns SR85 to Embarcadero Rd	✓	✓	✓	✓	Construction	
44	SCI	101	US101 Impvmts (I-280 to Yerba Buena Rd)	✓	✓	✓	✓	Construction	
45	SCr	1	Hwy 1 Soquel to Morissey Aux Lns	✓	✓	✓	✓	Construction	
46	Sha	5	Cottonwood Hills Truck Climbing Lane					Open to Traffic	
47	Sol	80	I-80 HOV Lanes Fairfield					Open to Traffic	
48	Son	101	US 101 HOV Ln – Railroad to Rohnert Pk	✓	✓	✓	✓	Construction	
49	Son	101	US 101 HOV Lanes – North Phase A					Open to Traffic	
50	Son	101	US 101 HOV Lanes – Wilfred	✓	✓	✓	✓	Construction	
51	Sta	219	Route 219 Expressway Phase 1					Open to Traffic	
52	Sta	219	Route 219 Expressway Phase 2	✓	✓	✓	✓	Construction	
53	Tuo	108	E. Sonora Bypass Stage II	✓	✓	✓	✓	Construction	
54	Ven	101	HOV Lns Mussel Shoals to Casitas Pass	✓	✓	✓	✓	Construction	

Projects Amended into CMIA Program					Scope	Budget	Schedule	Schedule	Phase
#	Co	Rte	Project						
Awd CCA									
55	Son	101	Central Project – Phase B	✓	✓	✓	✓	Construction	
56	Sac	80	I-80 HOV Ln – Across the top	✓	✓	✓	✓	Construction	
57	SJ	5	I-5 HOV Widening and CRCP	✓	✓	✓	✓	Construction	
58	SLO	101	Santa Maria Bridge	✓	✓	✓	✓	Construction	
59	SD	15	Mira Mesa Direct Access Ramp	✓	✓	✓	✓	Construction	
60	Sha	5	South Redding 6-Lane	✓	✓	✓	✓	Construction	
61	But	32	But 32 Hwy Widening	✓	✓	✓	✓	Construction	
62	Ala	84	Ala 84 Expressway	✓	✓	✓	✓	Construction	
63	Tul	198	Plaza Dr IC / Aux Lns	✓	✓	✓	✓	Construction	
64	Var	Var	Freeway Performance Initiative	✓	✓	✓	✓	1/5 Bid/Award	
65	SBd	215	I-215 Gap Closure	✓	✓	✓	✓	Bid/Award	
66	SBd	215	Newport Ave OC	✓	✓	✓	✓	Bid/Award	
67	Son	101	North Project – Phase B Airport IC	✓	✓	✓	✓	Bid/Award	
68	SCI	880	I-880-280 Stevens Creek IC Impvmts	✓	✓	✓	✓	Construction	
69	SCI	101	Capitol Exp Yerba Buena IC	✓	✓	✓	✓	Construction	
70	SBd	15	La Mesa Nisqualli Rd IC	✓	✓	✓	✓	Construction	
71	SD	805	HOV Lns – SR54 to SR94	✓	✓	✓	✓	Construction	
72	SD	805	HOV Lns – Palomar to SR94	✓	✓	✓	✓	Construction	
73	SLO	46	Whitley 2A	✓	✓	✓	✓	Construction	
74	Ora	74	SR 74 / I-5 IC	✓	✓	✓	✓	Construction	
75	SD	805	805 Managed Lns North	✓	✓	✓	✓	Construction	
76	Sha	5	I-5 Deschutes Rd IC	✓	✓	✓	✓	Construction	
77	Sac	50	SR 50 Watt IC	✓	✓	✓	✓	Construction	
78	Mon	101	San Juan IC	✓	✓	✓	✓	Construction	
79	SB	101	Union Valley Parkway IC	✓	✓	✓	✓	Construction	
80	SBd	10	I-10 Tippercanoe Ave IC	✓	✓	✓	✓	Construction	
81	SD	76	I-5 SR 76 IC	✓	✓	✓	✓	Construction	
82	ED	50	US Route 50 HOV Ln	✓	✓	✓	✓	Construction	
83	ED	50	Western Placerville IC Ph 1A	✓	✓	✓	✓	Construction	
84	Riv	215	215 Widening Scott to Nuevo	✓	✓	✓	✓	Construction	
85	SBd	15	I15 Ranchero Ro IC	✓	✓	✓	✓	Construction	
86	Ala	680	Freeway Performance Initiative	✓	✓	✓	✓	Bid/Award	
87	SBd	15	Duncan Canyon Rd IC	✓	✓	✓	✓	Construction	
88	Ora	405	Widen Ramp for Deceleration Ln	✓	✓	✓	✓	Construction	
89	LA	710	Gerald Desmond Bridge	✓	✓	✓	✓	DesignBidAward	
	LA	10	I-10 HOV Citrus to 57					Project Deleted	
	Sol	80	I-80/SR12 WB Connector					Project Deleted	

Program Baseline Amendments

During the past quarter, the following projects had amendments approved to update cost, schedule, and scope information.

#	Co	Rte	Project
7	CC	4	SR4 E Widening fr Somersville to SR 160
17	Mon	1	Salinas Road Interchange
25	Pla	65	Lincoln Bypass

CMIA Program Project Action Plan Report

First Quarter FY 2012-13

Listed below are project action plans that have been identified to address identified scope, cost or schedule issues on projects.

Index of Project Action Plans by Category

Projects are shown by tentative meeting month for amendments and concurring allocations. At this point in the program, all projects to be delivered are being monitored closely.

Proposed December Meeting Amendments

ID	D	Co	Rte	Project Title	Bond's \$ (1,000's)	Total \$ (1,000's)	Proposed Adjustments
12	7	LA	405	I-405 Carpool Lane	\$ 703,900	\$ 1,034,000	Scope
13	7	LA	5	I5 Carpool Ln Route 134 to Route 170	\$ 99,100	\$ 741,376	Schedule, Award de-allocation
15	4	Mm	101	Hwy 101 Mm-Son Narrows Project	\$ 172,643	\$ 319,342	Add local funds to award
64	4	Var	Var	Freeway Performance Initiative	\$ 42,957	\$ 84,739	Update Funding Plan
86	8	SBd	10	I-10 Tippercanoe Ave IC	\$ 10,000	\$ 15,833	Add local funds to award
87	8	SBd	15	Duncan Canyon Rd IC	\$ 12,000	\$ 34,320	Add local funds to award

Future Meeting Amendments

ID	D	Co	Rte	Project Title	Bond's \$ (1,000's)	Total \$ (1,000's)	Proposed Adjustments
14	7	LA	5	I5 Carpool Ln 1-10 to US 101 (Non Bond Segments)	\$ 387,000	\$ 1,311,328	Schedule
62	4	Ala	84	Ala 84 Expressway Phase 2 (Non Bond)	\$ 0	\$ 74,247	Schedule

End Construction Date Variances for projects under construction.

ID	D	Co	Rte	Project Title	ID	D	Co	Rte	Project Title
7	4	CC	4	SR 4 East Widening Project #4 (Segment 3B)	48	4	Son	101	Central Phase A
11	6	Kin	198	Rte 198 Expressway	52	10	Sta	219	SR 219 Expwy Phase 2
12	7	LA	405	I405 Carpool Ln	53	10	Tuo	108	E. Sonora Bypass Stage II
13	7	LA	5	15 Carpool Ln 134 to 170	56	3	Sac	80	I-80 HOV Ln – Across the top
14	7	LA	5	I5 Carpool Ln & Mixed Flow Ln	57	10	SJ	5	I-5 Widening and CRCP
17	5	Mon	1	Salinas Rd Interchange	58	5	SLO	101	Santa Maria Bridge
18	4	Nap	12	Jameson Canyon	59	11	SD	15	Mira Mesa Direct Access Ramp
21	12	Ora	22/405	HOV Connectors with ITS Elements	62	4	Ala	84	Ala 84 Expressway
26	3	Pla	80	Pla 80 HOV Lns Ph 2	67	4	Son	101	North Project B
29	8	Riv	91	HOV Lane Gap Closure	69	4	SCI	101	Capitol Expressway
32	8	SBd	10	Westbound Mixed Flow Lane Addition	71	11	SD	805	HOV Lns (SR54 to SR94)
34	8	SBd	210	SR 210/215 Connectors	74	12	Ora	74	SR74 / I-5 IC
35	8	SBd	215	I-215 North Segment 5	75	11	SD	805	805 Managed Lns North
36	8	SBd	215	Widen Exit Ramps & Add Aux Lns	76	2	Sha	5	I-5 Deschutes Rd IC
38	11	SD	15	I-5 North Coast Corridor	87	8	SBd	15	Duncan Canyon Rd IC
39	10	SJ	205	Aux Lanes	88	12	Ora	405	Widen Ramp for Deceleration Ln
40	5	SLO	46	Whitley 1					

Project Action Plans – Narrative *(in project ID order)*

ID	D	Co	Rte	Project Title	Bond's \$ (1,000's)	Total \$ (1,000's)	Proposed Adjustments
12	7	LA	405	I-405 Carpool Lane	\$ 703,900	\$ 1,034,000	Supplemental Funds

Action Plan:

Plan proposes to add supplemental funds with CMIA savings pursuant to ABX320 for added scope and enhancements from I-5 project recent bid opening for I-405 project under construction.

ID	D	Co	Rte	Project Title	Bond's \$ (1,000's)	Total \$ (1,000's)	Proposed Adjustments
13	7	LA	5	I5 Carpool Ln Route 134 to Route 170	\$ 99,100	\$ 741,376	Schedule, Award de-allocation

Action Plan:

Plan updates project schedule and de-allocated funds to reflect awarded amount.

ID	D	Co	Rte	Project Title	Bond's \$ (1,000's)	Total \$ (1,000's)	Proposed Adjustments
14	7	LA	5	I5 Carpool Ln 1-10 to US 101 (Non Bond Segments)	\$ 387,000	\$ 1,311,328	Schedule

Action Plan:

Variances in schedule for non-bond funded segments need to be updated.

ID	D	Co	Rte	Project Title	Bond's \$ (1,000's)	Total \$ (1,000's)	Proposed Adjustments
15	4	Mtn	101	Hwy 101 Mtn-Son Narrows Project	\$ 172,643	\$ 319,342	Add local funds to award

Action Plan:

Update funding plan to reflect local funds added to award.

ID	D	Co	Rte	Project Title	Bond's \$ (1,000's)	Total \$ (1,000's)	Proposed Adjustments
62	4	Ala	84	Ala 84 Expressway Phase 2(Non Bond)	\$ 0	\$ 74,247	Schedule

Action Plan:

Variances in schedule for non-bond funded segment need to be updated.

ID	D	Co	Rte	Project Title	Bond's \$ (1,000's)	Total \$ (1,000's)	Proposed Adjustments
64	4	Var	Var	Freeway Performance Initiative	\$ 42,957	\$ 84,739	Update Funding Plan

Action Plan:

Update funding plan to reflect award amounts, and all other funds distributed to multiple construction segments.

ID	D	Co	Rte	Project Title	Bond's \$ (1,000's)	Total \$ (1,000's)	Proposed Adjustments
86	8	SBd	10	I-10 Tippercanoe Ave IC	\$ 10,000	\$ 15,833	Add local funds to award

Action Plan:

Update funding plan to reflect local funds added to award.

ID	D	Co	Rte	Project Title	Bond's \$ (1,000's)	Total \$ (1,000's)	Proposed Adjustments
87	8	SBd	15	Duncan Canyon Rd IC	\$ 12,000	\$ 34,320	Add local funds to award

Action Plan:

Update funding plan to reflect local funds added to award.

The California Department of Transportation

First Quarter FY 2012-13

CMIA Program Delivery Report

PROJECT NUMBER	DISTRICT	COUNTY	ROUTE	TOTAL PROJECT COST (\$1,000's) LST QTR	CMIA PROJECT COST (\$1,000's) LST QTR	PROJECT DESCRIPTION	APPVD AWARD	AWARD	% Complete	APPVD CCA	CURR CCA	% Complete	PD Report 1	CURR END CLOSEOUT	
				Milestone Behind Schedule					<input checked="" type="checkbox"/> Project Delivery Report Complete	100	Milestone Complete				
				Award Behind Schedule						100	Awarded				
I-580 Eastbound HOV Lane - Greenville to Hacienda - Corridor Project															
1	04	Ala	580	\$ 54,280	\$ 29,037	Corridor Project #1 (EA 29084)	06/01/08	07/28/08	100	12/01/11	02/02/10	100			
				\$ 46,491	\$ 5,765	Corridor Project #2 (EA 29083)	07/01/09	07/22/09	100	12/01/11	09/30/11	100			
				\$ 39,948	\$ 21,563	Corridor Project #3 (EA 2908V)	09/01/12	11/30/12		11/01/14	11/01/14				
				\$ 140,719	\$ 56,365	Corridor Summary	06/01/08	07/28/08		11/01/14	11/01/14			11/01/15	
I-580 Westbound HOV Lane - Greenville to Foothill - Corridor Project															
2	04	Ala	580	\$ 90,029	\$ 49,336	Corridor Project #1 (EA 2908C)	08/01/12	10/31/12		11/01/14	12/01/14				
				\$ 75,720	\$ 52,364	Corridor Project #2 (EA 2908E)	07/01/12	10/29/12	100	11/01/14	11/01/14	0			
				\$ 165,749	\$ 101,700	Corridor Summary	07/01/12	10/29/12		11/01/14	12/01/14			11/01/15	
I-580 / Isabel Interchange - Corridor Project															
3	04	Ala	580	\$ 43,495	\$ 18,375	Corridor Project #1 (EA 17131)	06/01/09	06/22/09	100	03/01/12	04/09/12	100			
				\$ 6,810	\$ 1,770	Corridor Project #2 (EA 17132)	06/01/09	06/22/09	100	01/01/12	10/31/11	100			
				\$ 73,313	\$ 25,113	Corridor Project #3 (EA 17133)	07/01/09	07/23/09	100	01/01/12	11/23/11	100			
				\$ 123,618	\$ 45,258	Corridor Summary	06/01/09	06/22/09	100	03/01/12	04/09/12	100		03/01/13	
I-880 SB HOV Ln Extension - Hegenberger to Marina Blvd - Corridor Project															
4	04	Ala	880	\$ 63,589	\$ 52,846	Corridor Project #2 (EA 3A921)	08/01/12	09/14/12	100	01/01/16	03/01/15	0			
				\$ 41,287	\$ 36,000	Corridor Project #2 (EA 3A922)	09/01/12	11/12/12	100	02/01/16	03/01/15				
				\$ 104,876	\$ 88,846	Corridor Summary	08/01/12	09/14/12	100	02/01/16	03/01/15			02/01/17	
State Route 24 Caldecott Tunnel - Fourth Bore - Corridor Project															
5	04	Ala CC	24	\$ 383,800	\$ 84,482	Corridor Project #1 (EA 29491)	11/01/09	11/10/09	100	05/01/14	05/01/14	82			
				\$ 4,730	\$ -	Corridor Project #2 (EA 29492)	12/22/09	12/22/09	100	03/01/11	04/20/11	100	<input checked="" type="checkbox"/>		
				\$ 642	\$ -	Corridor Project #3 (EA 29493)	12/23/09	12/23/09	100	07/01/10	07/19/10	100	<input checked="" type="checkbox"/>		
				\$ 389,172	\$ 84,482	Corridor Summary	11/01/09	11/10/09	100	05/01/14	05/01/14			03/01/15	
6	10	Cal	4	\$ 60,688	\$ 3,574	Angels Camp Bypass	09/01/07	08/11/07	100	09/01/10	09/24/09	100	<input checked="" type="checkbox"/>	03/01/12	
State Route 4 East Widening from Somersville to Route 160															
7	04	CC	4	\$ 72,930	\$ 12,428	Corridor Project #1 (EA 2285C)	10/01/10	12/23/10	100	02/01/13	08/01/13	66			
				\$ 83,967	\$ 16,671	Corridor Project #2 (EA 2285E)	09/01/11	10/11/11	100	02/01/15	07/01/15	24			
				\$ 92,407	\$ 39,200	Corridor Project #3 (EA 1G940)	02/01/12	05/25/12	100	12/01/14	08/01/15	8			
				\$ 110,355	\$ -	Corridor Project #4 (EA 1G941)	10/01/12	11/15/12		12/01/14	08/01/15				
				\$ 39,949	\$ 31,787	Corridor Project #5 (EA 24657)	10/13/11	04/19/12	100	09/30/13	03/18/14	20			
				\$ 399,608	\$ 100,086	Corridor Summary	10/01/10	12/23/10		02/01/15	08/01/15			02/01/16	
I-80 Integrated Corridor Mobility Project															
8	04	Ala CC	80	\$ 8,384	\$ 7,584	Corridor Project #1 (EA 3A774)	03/01/12	03/29/12	100	04/01/15	06/30/15				
				\$ 6,163	\$ 5,363	Corridor Project #2 (EA 3A775)	10/01/12	07/26/12	100	04/01/14	10/30/13				
				\$ 2,296	\$ 1,896	Corridor Project #3 (EA 3A771)	03/01/11	04/28/11	100	04/01/12	08/06/12	100			
				\$ 12,293	\$ 10,918	Corridor Project #4 (EA 3A776)	06/01/12	09/10/12	100	01/01/14	03/01/14	1			
				\$ 34,849	\$ 28,969	Corridor Project #5 (EA 3A777)	07/01/12	10/12/12	100	06/01/14	08/18/14				
				\$ 63,985	\$ 54,730	Corridor Summary	03/01/11	04/28/11		04/01/15	08/01/14			10/01/15	
US 50 HOV Lanes - Corridor Project															
9	03	ED	50	\$ 44,568	\$ 20,000	Corridor Project #1 (EA 3A711)	12/01/08	11/18/08	100	06/01/10	07/06/12	100			
				\$ 10,454	\$ 6,294	Corridor Project #2 (EA 3A712)	03/01/12	04/01/12	100	10/01/13	12/01/12	82			
				\$ 55,022	\$ 26,294	Corridor Summary	12/01/08	11/18/08	100	10/01/13	10/01/13			10/01/14	

PROJECT NUMBER	DISTRICT	COUNTY	ROUTE	TOTAL PROJECT COST (\$1,000's) LST QTR	CMMA PROJECT COST (\$1,000's) LST QTR	PROJECT DESCRIPTION	APPVD AWARD	AWARD	% Complete	APPVD CCA	CURR CCA	% Complete	PD Report 1	CURR END CLOSEOUT	
10	06	Ker	46	\$ 75,570	\$ 32,751	Route 46 Expressway - Segment 3	07/01/10	01/26/11	100	07/01/14	07/26/14	84	01/01/16		
11	06	Kin Tul	198	\$ 94,041	\$ 44,514	Route 198 Expressway	10/01/09	09/01/09	100	02/01/12	08/01/13	95	08/01/13		
12	07	LA	405	\$ 1,034,000	\$ 703,900	I-405 Carpool Lane I-10 To US 101 (Northbound)	04/01/09	04/23/09	100	04/01/13	10/03/13	45	12/01/15		
Interstate 5 Carpool Lane from Route 134 to Route 170 - Corridor Project															
13	07	LA	5	\$ 152,624	\$ -	Corridor Project #1 (EA 12184)	10/31/10	12/06/10	100	12/31/13	02/20/15	23			
				\$ 129,360	\$ -	Corridor Project #2 (EA 1218V)	11/30/09	10/14/10	100	12/31/12	05/19/14	68			
				\$ 459,392	\$ 99,100	Corridor Project #3 (EA 1218W)	11/05/12	11/30/12		05/30/16	05/16/16				
				\$ 741,376	\$ 99,100	Corridor Summary	11/30/09	10/14/10	100	04/15/16	12/31/16			08/30/18	
I-5 Carpool Lane from Orange County Line to I-605 - Corridor Project															
14	07	LA	5	\$ 90,445	\$ 51,983	Corridor Project #1 (EA 21591)	12/30/11	11/28/11	100	04/29/15	05/05/14	16			
				\$ 416,204	\$ -	Corridor Project #2 (EA 21592)	06/01/13	08/26/14		12/01/16	03/21/17				
				\$ 172,132	\$ 104,708	Corridor Project #3 (EA 21593)	08/01/12	08/14/12	100	04/22/16	07/07/17	0			
				\$ 362,338	\$ 158,320	Corridor Project #4 (EA 21594)	08/01/12	08/23/12	100	04/01/16	07/06/16	0			
				\$ 198,220	\$ -	Corridor Project #5 (EA 21595)	06/01/13	06/17/13		12/01/16	12/02/16				
				\$ 1,239,339	\$ 315,011	Corridor Summary	12/30/11	11/28/11		12/01/16	03/21/17			08/22/17	
Highway 101 Marin-Sonoma Narrows - Corridor Project															
15	04	Mn Son	101	\$ 85,126	\$ 15,409	Corridor Project #1 (EA 26407)	07/01/12	09/14/12	100	06/01/15	12/01/14	0			
				\$ 127,347	\$ 72,717	Corridor Project #2 (EA 2640U)	07/01/12	11/09/12	100	06/01/15	12/01/14	0			
				\$ 49,842	\$ 29,773	Corridor Project #3 (EA 26406)	12/01/10	06/02/11	100	12/02/13	11/16/12	99			
				\$ 5,075	\$ 4,700	Corridor Project #4 (EA 2640G)	10/03/12	11/10/12	100	12/01/13	12/02/13				
				\$ 18,202	\$ 17,244	Corridor Project #5 (EA 26402)	10/03/12	11/01/12	100	06/30/14	06/30/14	0			
				\$ 33,750	\$ 32,800	Corridor Project #6 (EA 2640K)	10/03/12	11/10/12	100	10/01/14	10/01/14	0			
				\$ 319,342	\$ 172,643	Corridor Summary	12/01/10	06/02/11	100	06/01/15	12/01/14			07/01/16	
16	04	Mn	580	\$ 17,852	\$ 17,852	Westbound I-580 to Northbound US 101 Connector	11/01/09	11/04/09	100	03/01/11	01/27/11	100	<input checked="" type="checkbox"/>	03/01/12	
17	05	Mon	1	\$ 31,131	\$ 18,568	Salinas Road Interchange	05/01/09	10/07/09	100	07/01/11	08/06/14	91		12/01/12	
SR 12 Jameson Canyon Widening - Phase 1 - Corridor Project															
18	04	Nap Sol	12	\$ 2,190	\$ -	PAED Costs Phase 2 (EA 26412)									
				\$ 40,706	\$ 18,518	Corridor Project #1 (EA 26413)	07/01/11	01/26/12	100	08/01/12	12/01/13	42			
				\$ 72,004	\$ 36,349	Corridor Project #2 (EA 26414)	07/01/11	01/11/12	100	08/01/13	12/01/13	33			
				\$ 114,900	\$ 54,867	Corridor Summary	07/01/11	01/01/12	100	08/01/13	12/01/13			08/01/14	
19	03	Nev	49	\$ 29,179	\$ 8,255	Route 49 La Barr Meadows Widening	06/01/10	05/28/10	100	12/01/14	12/01/14	75		12/01/16	
20	12	Ora	91	\$ 60,759	\$ -	Add one lane on EB SR-91 from SR-241/SR-91 to SR-71/SR-91	08/01/09	08/29/09	100	09/01/11	05/13/11	100			
SR-22 / I-405 / I-605 HOV Connector with ITS Elements - Corridor Project															
21	12	Ora	22	\$ 159,630	\$ 135,430	Corridor Project #1 (EA 07163)	05/01/10	10/12/10	100	05/01/14	08/07/14	46			
				\$ 169,000	\$ -	Corridor Project #2 (EA 07162)	02/01/10	06/11/10	100	02/01/14	03/16/14	52			
				\$ 328,630	\$ 135,430	Corridor Summary	02/01/10	06/11/10	100	05/01/14	08/07/14			05/01/15	
22	12	Ora	91	\$ 77,510	\$ 17,937	Widen EB&WB SR-91 fr E of SR-55 Conn to E of Weir Canyon Road	12/01/11	05/03/11	100	12/01/14	12/01/13	89		12/01/15	
23	12	Ora	57	\$ 31,678	\$ 24,127	Widen NB fr 0.3M S of Katella Ave to 0.3M N of Lincoln Ave	08/01/11	10/26/11	100	03/01/15	03/01/15	20		03/01/16	
Widen NB from 0.4 m N of SR-91 to 0.1 m N of Lambert Road - Corridor Project															
24	12	Ora	57	\$ 51,959	\$ 40,925	Corridor Project #1 (EA 0F031)	10/01/10	10/12/10	100	07/01/14	02/10/14	55			
				\$ 52,359	\$ 41,250	Corridor Project #2 (EA 0F032)	10/01/10	10/13/10	100	07/01/14	07/01/14	68			
				\$ 104,318	\$ 82,175	Corridor Summary	10/01/10	10/12/10	100	07/01/14	07/10/14			07/01/15	

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Lincoln Bypass - Corridor Project															
25	03	Pla	65	\$ 292,203	\$ 48,934	Corridor Project #1 (EA 3338U)	02/01/09	06/09/08	100	06/15/13	06/15/13	95			
				\$ 23,099	\$ 20,000	Corridor Project #2 (EA 33382)	03/01/12	05/21/12	100	12/15/14	04/01/14	48			
				\$ 315,302	\$ 68,934	Corridor Summary	02/01/09	06/09/08	100	12/15/14	04/01/14				12/15/16
26	03	Pla	80	\$ 47,577	\$ 8,484	Pla-80 HOV Phase 2	05/01/08	05/01/08	100	10/01/10	10/01/12	97		10/01/12	
27	03	Pla	80	\$ 49,374	\$ 22,985	Pla-80 HOV Phase 3	05/01/09	08/10/09	100	01/01/11	10/01/12	100		01/01/13	
28	08	Riv	215	\$ 29,228	\$ 10,297	Widening, Add One Mixed Flow Lane in Each Direction	12/01/10	09/28/10	100	12/01/13	12/01/13	55		12/01/14	
29	08	Riv	91	\$ 241,449	\$ 120,191	HOV Lane Gap Closure	08/01/11	02/10/12	100	08/01/15	02/05/16	14		08/01/17	
30	03	Sac	50	\$ 128,536	\$ 47,611	Hwy 50 Bus/Carpool & Aux Lns & Community Enhancements	01/01/10	10/26/09	100	01/01/13	01/15/13	100		01/01/15	
31	03	Sac	Loc	\$ 17,575	\$ 14,075	White Rock Road from Grant Line to Prairie City	04/30/12	04/30/12	100	12/31/13	12/01/13	15		06/01/14	
32	08	SBd	10	\$ 30,760	\$ 14,074	Westbound Mixed Flow Lane Addition	11/01/10	12/10/10	100	05/01/12	03/15/13	70		06/01/13	
33	08	SBd	215	\$ 347,307	\$ 49,120	I-215 North Segments 1 & 2 - HOV & Mixed Flow Ln Addition	09/15/09	09/15/09	100	09/05/13	09/13/13	70		09/15/15	
Interstate 215 HOV Lanes and Connectors - Corridor Project															
34		SBd	215	\$ 77,658	\$ 29,000	SR - 210/215 Connectors	08/01/09	11/17/09	100	02/01/13	11/15/13	94			
35	08	SBd		\$ 44,740	\$ 36,540	I-215 North Segment 5	08/15/09	09/17/09	100	02/01/13	10/15/13	94			
				\$ 122,398	\$ 65,540	Corridor Summary	08/01/09	09/17/09	100	02/01/13	11/15/13			03/01/15	
36	08	SBd	215	\$ 18,300	\$ 8,880	Widen Exit Ramps&Add Aux Ln @Cherry, Citrus&Cedar Ave IC's	12/08/09	10/12/10	100	12/01/10	12/31/12	95		06/01/11	
I-15 Managed Lanes - Corridor Project															
37	11	SD	15	\$ 110,103	\$ 93,765	Corridor Project #1 (EA 2T093)	02/25/08	02/08/08	100	01/17/11	12/28/11	100			
				\$ 87,770	\$ 71,641	Corridor Project #2 (EA 2T091)	06/24/08	05/12/08	100	02/21/12	05/31/11	100			
				\$ 138,686	\$ 115,668	Corridor Project #3 (EA 2T092)	07/23/08	07/25/08	100	04/15/12	06/14/12	100			
				\$ 336,559	\$ 281,074	Bond Corridor Summary	02/25/08	02/08/08	100	04/15/12	06/14/12	100			10/03/13
I-5 North Coast Corridor - Stage 1A - Corridor Project															
38	11	SD	5	\$ 52,664	\$ 24,500	Corridor Project #1 (EA 2358U)	08/30/07	08/15/07	100	10/30/09	07/14/10	100			
				\$ 102,000	\$ -	Corridor Project #2 (EA 2T040)	03/30/10	01/28/11	100	06/30/12	06/25/14	68			
				\$ 154,664	\$ 24,500	Corridor Summary	08/30/07	01/28/11	100	06/30/12	06/25/14				01/21/13
39	10	SJ	205	\$ 22,009	\$ 9,070	I-205 Auxiliary Lanes	10/01/10	10/12/10	100	04/01/13	07/31/13	90		11/01/14	
Route 46 Corridor Improvements (Whitley 1) - Corridor Project															
40	05	SLO	46	\$ 78,605	\$ 49,778	Corridor Project #1 (EA 33072)	01/01/11	10/25/10	100	03/01/12	02/01/14	65			
				\$ 4,500	\$ -	STIP TEA Enhancements									
				\$ 83,105	\$ 49,778	Corridor Summary	01/01/11	10/25/10	100	03/01/12	02/01/14	62			10/01/14
Widen US 101 & add Aux Lns fir Marsh Rd to Embarcadero Rd. - Corridor Project															
41	04	SM	101	\$ 40,638	\$ 23,445	Corridor Project #1 (EA 23563)	01/01/11	06/01/11	100	03/01/12	07/01/13	99			
				\$ 22,514	\$ 3,802	Corridor Project #2 (EA 23564)	02/01/12	05/21/12	100	11/01/13	11/01/13	77			
				\$ 63,152	\$ 27,247	Corridor Summary	01/01/11	07/13/10	100	11/01/13	11/01/13				11/01/14
42	04	SCI	880	\$ 69,329	\$ 45,929	I-880 Widening (SR 237 to US 101)	06/01/11	12/14/11	100	07/01/13	07/30/13	47		08/01/14	
43	04	SCI	101	\$ 73,199	\$ 55,871	US 101 Aux Lanes - State Route 85 to Embarcadero Rd	06/01/11	11/17/11	100	08/01/13	08/01/13	38		09/01/14	
44	04	SCI	101	\$ 49,869	\$ 16,894	US 101 Improvements (I-280 to Yerba Buena Rd)	09/01/10	11/09/10	100	06/01/13	10/30/12	97		06/01/14	
45	05	ScR	1	\$ 20,085	\$ 13,783	Highway 1 Soquel to Morrissey Auxiliary Lanes	11/01/11	01/05/12	100	11/01/13	11/01/13	30		12/01/14	
46	02	Sha	5	\$ 16,479	\$ 13,660	Cottonwood Hills Truck Climbing Lane	05/01/10	04/21/10	100	12/01/11	11/17/11	100	<input checked="" type="checkbox"/>	12/01/12	

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I-80 HOV Lanes, Fairfield (Rt 80/680/12 to Putah Creek) - Corridor Project															
47	04	Sol	80	\$ 42,748	\$ 20,171	Corridor Project #1 (EA 0A531)	05/01/08	06/04/08	100	12/01/09	12/23/09	100			
				\$ 7,887	\$ 6,087	Corridor Project #2 (EA 0A532)	08/01/10	10/12/10	100	09/01/11	03/12/12	100			
				\$ 30,296	\$ -	Corridor Scope funded from ARRA	04/21/09	04/21/09	100	11/01/10	12/01/10	100			
				\$ 80,931	\$ 26,258	Corridor Summary	05/01/08	06/04/08	100	09/01/11	03/12/12	100			10/01/12
48	04	Son	101	\$ 92,761	\$ 17,359	Central Phase A - US 101 HOV Lns from Railroad Ave to Rohnert Park Expressway	12/01/09	10/23/09	100	12/01/11	10/30/12	99		02/01/13	
49	04	Son	101	\$ 120,260	\$ 69,860	US 101 HOV lanes - North Phase A (from Steele Lane to Windsor River Road)	09/01/08	10/29/08	100	01/01/11	12/30/10	100	<input checked="" type="checkbox"/>	02/01/12	
50	04	Son	101	\$ 79,367	\$ 29,280	US 101 HOV Lanes - Wilfred Ave to Santa Rosa Ave	03/01/09	03/03/09	100	12/01/13	12/30/12	98		01/01/15	
51	10	Sta	219	\$ 45,580	\$ 9,844	SR-219 Expressway, Phase 1 (SR-99 to Morrow Road)	11/01/07	06/19/08	100	08/01/09	06/30/10	100	<input checked="" type="checkbox"/>	11/01/09	
52	10	Sta	219	\$ 42,662	\$ 12,744	SR-219 Expressway, Phase 2 (Morrow Road to Route 108)	05/30/12	08/30/12	100	05/30/14	12/31/15	0		07/31/15	
53	10	Tuo	108	\$ 52,978	\$ 14,530	E. Sonora Bypass Stage II	03/01/12	12/16/11	100	03/01/14	06/30/14	46		11/01/15	
54	07	Ven SB	101	\$ 101,163	\$ 81,293	HOV Lanes, Mussel Shoals to Casitas Pass Road	02/01/12	01/04/12	100	08/01/16	09/22/16	20		09/01/17	
CMIA projects amended into program using project cost/award savings															
55	04	Son	101	\$ 18,633	\$ 16,312	Central Project - Phase B	12/01/10	05/19/11	100	12/31/12	12/01/12	95		01/01/14	
56	03	Sac	80	\$ 133,035	\$ 53,537	I-80 HOV Ln Across the Top	03/01/11	07/29/11	100	11/01/14	11/15/15	33		11/01/16	
57	10	SJ	5	\$ 121,278	\$ 42,470	I-5 HOV Ln and CRCP	02/01/11	06/02/11	100	12/30/14	03/31/15	36		01/30/16	
58	05	SLO	101	\$ 50,299	\$ 31,174	Santa Maria Bridge	01/15/11	07/15/11	100	04/01/14	10/01/15	64		07/15/15	
59	11	SD	15	\$ 68,159	\$ 25,802	Mira Mesa Direct Access Ramp	09/21/11	04/04/12	100	01/14/15	07/15/15	9		07/07/16	
60	02	Sha	5	\$ 23,468	\$ 21,713	South Redding 6;Lane	06/17/11	05/09/11	100	11/15/12	01/31/13	94		01/31/13	
61	03	But	32	\$ 9,925	\$ 3,425	But 32 Highway Widening	06/30/12	06/30/12	100	11/30/13	11/30/13	1		05/30/14	
Widen Ala 84 Expressway - Corridor Project															
62	04	Ala	84	\$ 41,065	\$ 16,057	Corridor Project #1 (EA 29761)	11/30/11	03/21/12	100	07/31/13	11/01/13	24			
				\$ 74,247	\$ -	Corridor Project #2 (EA 29762)	11/01/13	04/01/14		10/01/15	06/01/16				
				\$ 115,312	\$ 16,057	Corridor Summary	11/30/11	07/01/12		10/01/15	06/01/16			02/28/15	
63	06	Tul	198	\$ 27,266	\$ 6,667	Plaza Drive IC / Aux Lns	11/30/11	11/30/11	100	06/30/13	06/30/13	20		12/31/13	
64	04	Var	Var	\$ 84,739	\$ 42,957	Freeway Performance Initiative	09/01/12	08/28/12		10/01/14	12/31/14			04/01/16	
Bi-County I215 Gap Closure - Corridor Project															
65	8	SBd Riv	215	\$ 184,694	\$ 15,460	I-215 Gap Closure	11/01/12	11/07/12		05/01/16	04/15/16				
66				\$ 5,274	\$ 3,088	Newport Ave OC	11/01/12	11/07/12		05/01/16	04/15/16				
				\$ 189,968	\$ 18,548	Corridor Summary	11/01/12	11/07/12		05/01/16	04/15/16			04/01/18	
67	04	Son	101	\$ 47,635	\$ 22,242	North Project Phase B Airport IC	10/01/12	11/16/12		12/31/13	10/31/14			11/01/15	
68	04	SCI	880	\$ 62,097	\$ 39,231	I-880/I-280 Stevens Creek IC Impvmts	09/29/12	09/06/12	100	12/01/14	03/01/15			12/01/15	
69	04	SCI	101	\$ 33,962	\$ 22,367	Capitol Exp Yerba Buena IC	06/29/12	08/02/12	100	06/30/14	12/30/14			07/01/15	
70	08	SBd	15	\$ 82,912	\$ 16,206	La Mesa Nisqualli Rd IC	11/30/11	12/08/11	100	12/01/13	05/27/13	20		12/01/15	
71	11	SD	805	\$ 33,931	\$ 18,785	HOV Lns - SR54 to SR94	03/30/12	03/27/12	100	12/31/13	07/11/13	33		07/11/13	
72	11	SD	805	\$ 55,432	\$ 37,978	HOV Lns - Palomar to SR54	04/30/12	04/27/12	100	07/30/14	11/05/13	22		11/05/13	
73	05	SLO	46	\$ 55,559	\$ 45,088	Whitley 2A	08/08/12	05/18/12	100	09/08/15	09/08/15	7			

PROJECT NUMBER	DISTRICT	COUNTY	ROUTE	TOTAL PROJECT COST (\$1,000's) LST QTR	CMIA PROJECT COST (\$1,000's) LST QTR	PROJECT DESCRIPTION	APPVD AWARD	AWARD	% Complete	APPVD CCA	CURR CCA	% Complete	PD Report 1	CURR END	CLOSEOUT
74	12	Ora	74	\$ 77,211	\$ 24,109	SR74 / I-5 IC	10/19/12	08/22/12	100	02/02/15	02/01/16	0		02/01/17	
75	11	SD	805	\$ 145,496	\$ 40,638	805 Managed Lns North	01/13/12	03/15/12	100	03/15/15	03/09/16	10		12/30/15	
76	2	Sha	5	\$ 7,275	\$ 6,000	I5/Deschutes Rd IC	06/05/12	07/18/12	100	12/15/12	12/15/13			05/01/13	
77	3	Sac	50	\$ 45,031	\$ 12,109	SR50 - Watt IC	08/21/12	09/25/12	100	11/30/14	11/17/14			05/31/15	
78	5	Mon	101	\$ 91,150	\$ 28,325	San Juan IC	09/04/12	09/28/12	100	03/18/15	12/26/14	0		03/19/16	
79	5	SB	101	\$ 19,274	\$ 4,792	Union Valley Pkwy IC	08/10/12	07/26/12	100	12/31/13	12/31/13	2		02/03/15	
80	8	SBd	10	\$ 15,833	\$ 10,000	I-10 Tippercanoe Ave IC	07/11/12	08/20/12	100	07/11/13	07/11/13			08/01/15	
81	11	SD	76	\$ 36,749	\$ 29,387	I-5 / SR 76 IC		08/01/12	100		01/04/15	0			
82	3	ED	50	\$ 19,200	\$ 15,500	US Route 50 HOV Ln	07/17/12	08/07/12	100	12/31/13	12/31/13			10/31/14	
83	3	ED	50	\$ 9,145	\$ 6,000	Western Placerville IC Ph 1A	08/17/12	10/16/12	100	10/15/13	10/15/13			01/15/14	
84	8	Riv	215	\$ 123,502	\$ 38,779	215 Widening Scottt to Nuevo Rd	11/14/12	09/12/12	100	12/31/15	12/31/15			06/30/16	
85	8	SBd	15	\$ 64,346	\$ 21,135	I15 Ranchero Rd IC	08/01/12	11/07/12	100	08/01/14	05/23/14			09/01/16	
86	4	Ala	680	\$ 9,120	\$ 7,000	FPI	11/01/12	11/15/12		11/01/14	11/15/14			12/01/15	
87	8	SBd	15	\$ 34,320	\$ 12,000	Duncan Canyon Rd IC	09/07/12	08/14/12	100	06/01/14	10/14/14			12/01/14	
88	12	Ora	405	\$ 3,230	\$ 2,410	Widen Ramp for Deceleration Lane	12/01/12	10/11/12	100	07/01/14	11/30/14	0		12/01/14	
89	7	LA	710	\$ 960,203	\$ 153,657	Gerald Desmond Bridge	Notice of Intent to Award Approved		100	06/27/16				09/26/17	
Totals				\$ 11,529,713	\$ 4,410,000										

CMIA Bond Program Project Expenditures

First Quarter FY 2012-13

Within Budget Conditions

G Estimated cost < or = budget

Potential cost overrun conditions -

S Estimated cost STIP > 120% budget.

B Estimated cost BOND > 100% budget.

O Estimated cost OTHER funds > 100% budget.

Known cost overrun conditions -

S Actual cost STIP > 120% budget.

B Actual cost BOND > 100% budget.

L Actual cost LOCAL funds > 100% budget.

Project					Construction (1,000's)				
					Support			Capital	
#	D	CO	RTE	PROJECT DESCRIPTION	Agency	Appd	Exp	Appd	Exp
I-580 Eastbound HOV Lane - Greenville to Hacienda - Corridor Project									
1	04	Ala	580	Corridor Project #1 (EA 29084)	Caltrans	\$ 5,700	\$ 5,551	\$ 42,410	\$ 42,366
				Corridor Project #2 (EA 29083)	Caltrans	\$ 4,458	\$ 4,555	\$ 35,203	\$ 35,228
				Corridor Project #3 (EA 2908V)	Caltrans	\$ 3,550	\$ 1	\$ 32,853	\$ -
				Corridor Summary		\$ 13,708	\$ 10,107	G	\$ 110,466
I-580 Westbound HOV Lane - Greenville to Foothill - Corridor Project									
2	04	Ala	580	Corridor Project #1 (EA 2908C)	Caltrans	\$ 8,110	\$ 5	\$ 73,806	\$ -
				Corridor Project #2 (EA 2908E)	Caltrans	\$ 6,750	\$ 22	\$ 61,100	\$ -
				Corridor Summary		\$ 14,860	\$ 27	G	\$ 134,906
I-580 / Isabel Interchange - Corridor Project									
3	04	Ala	580	Corridor Project #1 (EA 17131)	Livermore	\$ -	\$ -	\$ 26,495	\$ 23,686
				Corridor Project #2 (EA 17132)	Livermore	\$ -	\$ -	\$ 3,210	\$ 3,167
				Corridor Project #3 (EA 17133)	Caltrans	\$ 8,000	\$ 6,915	\$ 37,813	\$ 27,917
				Corridor Summary		\$ 8,000	\$ 6,915	G	\$ 67,518
I-880 SB HOV Ln Extension - Hegenberger to Marina Blvd - Corridor Project									
4	04	Ala	880	Corridor Project #1 (EA 3A921)	Caltrans	\$ 7,020	\$ -	\$ 46,657	\$ -
				Corridor Project #2 (EA 3A922)	Caltrans	\$ 4,000	\$ 55	\$ 32,000	\$ -
				Corridor Summary		\$ 11,020	\$ 55	G	\$ 78,657
State Route 24 Caldecott Tunnel - Fourth Bore - Corridor Project									
5	04	Ala CC	24	Corridor Project #1 (EA 29491)	Caltrans	\$ 42,000	\$ 29,012	\$ 287,582	\$ 187,186
				Corridor Project #2 (EA 29492)	Caltrans	\$ 400	\$ 492	\$ 4,300	\$ 2,809
				Corridor Project #3 (EA 29493)	Caltrans	\$ 100	\$ 127	\$ 500	\$ 402
				Overall Corridor Summary		\$ 42,500	\$ 29,631	G	\$ 292,382
6	10	Cal	4	Angels Camp Bypass	Caltrans	\$ 3,600	\$ 4,291	P	\$ 31,101 \$ 25,615 G
State Route 4 East Widening from Somersville to Route 160 - Corridor Project									
7	04	CC	4	Corridor Project #1 (EA 2285C)	Caltrans	\$ 10,608	\$ 3,010	\$ 39,641	\$ 25,505
				Corridor Project #2 (EA 2285E)	Caltrans	\$ 14,395	\$ 1,613	\$ 48,717	\$ 9,930
				Corridor Project #3 (EA 1G940)	Caltrans	\$ 13,389	\$ 285	\$ 59,775	\$ 1,253
				Corridor Project #4 (EA 1G941)	CCTA	\$ -	\$ -	\$ 98,934	\$ -
				Corridor Project #5 (EA 24657)	CCTA	\$ -	\$ -	\$ 31,787	\$ -
				Overall Corridor Summary		\$ 38,392	\$ 4,908	G	\$ 278,854
I-80 Integrated Corridor - Corridor Project									
8	04	Ala CC	4	Corridor Project #1 (EA 3A774)	ACCMA	\$ -	\$ -	\$ 7,584	\$ 25
				Corridor Project #2 (EA 3A775)	ACCMA	\$ -	\$ -	\$ 5,363	\$ 1
				Corridor Project #3 (EA 3A771)	ACCMA	\$ -	\$ -	\$ 1,896	\$ 1,098
				Corridor Project #4 (EA 3A776)	Caltrans	\$ 1,492	\$ 2	\$ 9,426	
				Corridor Project #5 (EA 3A777)	Caltrans	\$ 3,675	\$ 1	\$ 25,294	
				Overall Corridor Summary		\$ 5,167	\$ 3	G	\$ 49,563
US 50 HOV Lanes - Corridor Project									
9	03	ED	50	Corridor Project #1 (EA 3A711)	ED Co DOT	\$ 3,560	\$ 6,659	\$ 37,808	\$ 33,402
				Corridor Project #2 (EA 3A712)		\$ -	\$ -	\$ 8,794	\$ 3,122
				Overall Corridor Summary			\$ 3,560	\$ 6,659	L
10	06	Ker	46	Route 46 Expressway - Segment 3	Caltrans	\$ 9,900	\$ 3,159	G	\$ 49,995 \$ 38,235 G

Project				Construction (1,000's)							
				Support				Capital			
#	D	CO	RTE	PROJECT DESCRIPTION	Agency	Appd	Exp		Appd	Exp	
11	06	Kin Tul	198	Route 198 Expressway	Caltrans	\$ 9,514	\$ 7,478	G	\$ 51,283	\$ 45,097	G
12	07	LA	405	I-405 Carpool Lane I-10 To US 101 (Northbound)	Metro	\$ -	\$ 4	G	\$ 876,000	\$ 22,581	G
Interstate 5 Carpool Lane from Route 134 to Route 170 - Corridor Project											
13	7	LA	5	Corridor Project #1 (EA 12184)	Caltrans	\$ 12,718	\$ 5,608		\$ 110,786	\$ 13,234	
				Corridor Project #2 (EA 1218V)	Caltrans	\$ 13,200	\$ 8,430		\$ 96,850	\$ 37,344	
				Corridor Project #3 (EA 1218W)	Caltrans	\$ 33,000	\$ -		\$ 299,820	\$ -	
				Overall Corridor Summary		\$ 58,918	\$ 14,038	G	\$ 507,456	\$ 50,578	G
I-5 Carpool Lane from Orange County Line to I-605 - Corridor Project											
14	07	LA	5	Corridor Project #1 (EA 21591)	Caltrans	\$ 6,736	\$ 1,510		\$ 45,247	\$ 8,659	
				Corridor Project #2 (EA 21592)	Caltrans	\$ 12,728	\$ -		\$ 124,904	\$ -	
				Corridor Project #3 (EA 21593)	Caltrans	\$ 15,261	\$ 52		\$ 89,447	\$ -	
				Corridor Project #4 (EA 21594)	Caltrans	\$ 16,693	\$ 35		\$ 141,627	\$ -	
				Corridor Project #5 (EA 21595)	Caltrans	\$ 14,131	\$ -		\$ 131,786	\$ -	
				Overall Corridor Summary		\$ 65,549	\$ -	G	\$ 533,011	\$ -	G
Highway 101 Marin-Sonoma Narrows - Corridor Project											
15	04	Mrn	101	Corridor Project #1 (EA 26407)	Caltrans	\$ 4,970	\$ -		\$ 26,950	\$ -	
				Corridor Project #2 (EA 26408U)	Caltrans	\$ 12,190	\$ 17		\$ 77,000	\$ -	
				Corridor Project #3 (EA 26406)	Caltrans	\$ 7,000	\$ 5,250		\$ 28,473	\$ 25,419	
				Corridor Project #4 (EA 2640G)	Caltrans	\$ 700	\$ 1		\$ 4,000	\$ -	
				Corridor Project #3 (EA 26402)	Caltrans	\$ 2,500	\$ -		\$ 14,744	\$ -	
				Corridor Project #3 (EA 2640L)	Caltrans	\$ 4,800	\$ -		\$ 28,000	\$ -	
				Corridor Summary		\$ 32,160	\$ 5,268	G	\$ 179,167	\$ 25,419	G
16	04	Mrn	580	Westbound I-580 to Northbound US 101 Connector Improvements	Caltrans	\$ 2,100	\$ 1,858	G	\$ 11,052	\$ 10,609	G
17	05	Mon	1	Salinas Road Interchange	Caltrans	\$ 4,598	\$ 3,463	G	\$ 15,078	\$ 11,945	G
SR 12 Jameson Canyon Widening - Phase 1											
18	04	Nap Sol	12	PAED Costs Phase 2 (EA 26412)		\$ -	\$ -		\$ -	\$ -	
				Corridor Project #1 (EA 26413)	Caltrans	\$ 4,850	\$ 1,998		\$ 25,348	\$ 7,984	
				Corridor Project #2 (EA 26414)	Caltrans	\$ 9,250	\$ 2,680		\$ 43,293	\$ 10,954	
				Corridor Summary		\$ 14,100	\$ 4,678	G	\$ 68,641	\$ 18,938	G
19	03	Nev	49	Route 49 La Barr Meadows Widening	Caltrans	\$ 3,500	\$ 2,360	G	\$ 9,607	\$ 5,500	G
20	12	Ora	91	Add one lane on EB SR-91 from SR-241/SR-91 to SR-71/SR-91	Caltrans	\$ 7,801	\$ 5,900	G	\$ 40,086	\$ 39,048	G
SR-22 / I-405 / I-605 HOV Connector with ITS Elements - Corridor Project											
21	12	Ora	22	Corridor Project #1 (EA 07163)	Caltrans	\$ 25,000	\$ 10,670		\$ 115,630	\$ 45,870	
				Corridor Project #2 (EA 07162)	Caltrans	\$ 18,200	\$ 8,000		\$ 125,100	\$ 36,638	
				Overall Corridor Summary		\$ 43,200	\$ 18,670	G	\$ 240,730	\$ 82,508	G
22	12	Ora	91	Widen EB&WB SR-91 fr E of SR-55 Conn to E of Weir Canyon Road	Caltrans	\$ 8,633	\$ 6,819	G	\$ 54,253	\$ 43,738	G
23	12	Ora	57	Widen NB fr 0.3 m S of Katella Ave to 0.3 m N of Lincoln Ave	Caltrans	\$ 5,292	\$ 1,065	G	\$ 18,835	\$ 3,510	G
Widen NB from 0.4 m N of SR-91 to 0.1 m N of Lambert Road - Corridor Project											
24	12	Ora	57	Corridor Project #1 (EA 0F031)	Caltrans	\$ 9,180	\$ 4,876		\$ 31,745	\$ 16,592	
				Corridor Project #2 (EA 0F032)	Caltrans	\$ 9,180	\$ 4,697		\$ 32,070	\$ 20,719	
				Corridor Summary		\$ 18,360	\$ 9,573	G	\$ 63,815	\$ 37,311	G

Project					Construction (1,000's)				
					Support			Capital	
#	D	CO	RTE	PROJECT DESCRIPTION	Agency	Appd	Exp	Appd	Exp
<i>Lincoln Bypass - Corridor Project</i>									
25	03	Pla	65	Corridor Project #1 (EA 3338U)	Caltrans	\$ 22,000	\$ 19,947	\$ 164,453	\$ 152,870
				Corridor Project #2 (EA 33382)	Caltrans	\$ 2,250	\$ 303	\$ 19,499	\$ 3,737
				Overall Corridor Summary		\$ 24,250	\$ 20,250	G	\$ 183,952
26	03	Pla	80	Pla-80 HOV Phase 2	Caltrans	\$ 7,143	\$ 5,255	G	\$ 31,200 \$ 29,722 G
27	03	Pla	80	Pla-80 HOV Phase 3	Caltrans	\$ 5,300	\$ 5,041	G	\$ 39,974 \$ 23,977 G
28	08	Riv	215	Widening, Add One Mixed Flow Lane in Each Direction	RCTC	\$ -	\$ -	G	\$ 22,057 \$ 12,014 G
29	08	Riv	91	HOV Lane Gap Closure	Caltrans	\$ 20,598	\$ 3,761	G	\$ 134,139 \$ 14,844 G
30	03	Sac	50	Hwy 50 Bus/Carpool & Aux Lns & Community Enhancements	Caltrans	\$ 14,000	\$ 11,638	G	\$ 100,736 \$ 66,359 G
31	03	Sac	Loc	White Rock Road from Grant Line to Prairie City	Sac Co	\$ -	\$ -	G	\$ 11,875 \$ 907 G
32	08	SBd	10	Westbound Mixed Flow Lane Addition	SANBAG	\$ -	\$ -	G	\$ 25,449 \$ 15,287 G
33	08	SBd	215	I-215 North Segments 1 & 2 - HOV & Mixed Flow Ln Addition	SANBAG	\$ -	\$ -	G	\$ 212,704 \$ 148,817 G
<i>215 North and 210 Connectors - Corridor Project</i>									
34	08	SBd	215	SR - 210/215 Connectors	Caltrans	\$ 12,883	\$ 750	\$ 47,672	\$ 7,173
35				I-215 North Segment 5	Caltrans	\$ 7,333	\$ 277	\$ 29,207	\$ 6,259
				Corridor Summary		\$ 20,216	\$ 1,027	G	\$ 76,879
36	08	SBd	10	Widen Exit Ramps&Add Aux @Cherry, Citrus&Cedar IC's	Caltrans	\$ 3,280	\$ 3,235	G	\$ 12,130 \$ 10,744 G
<i>Managed Lanes South Segment - Corridor Project</i>									
37	11	SD	15	Corridor Project #1 (EA 2T093)	Caltrans	\$ 14,739	\$ 14,557	\$ 79,026	\$ 77,268
				Corridor Project #2 (EA 2T091)	Caltrans	\$ 14,025	\$ 11,347	\$ 57,616	\$ 57,176
				Corridor Project #3 (EA 2T092)	Caltrans	\$ 21,236	\$ 15,074	\$ 94,432	\$ 92,433
				Overall Corridor Summary		\$ 50,000	\$ 40,978	G	\$ 231,074
<i>I-5 North Coast Corridor - Stage 1A - Corridor Project</i>									
38	11	SD	5	Corridor Project #1 (EA 2358U)	Caltrans	\$ 6,000	\$ 7,707	\$ 43,038	\$ 33,795
				Corridor Project #2 (EA 2T040)	Caltrans	\$ 11,820	\$ 7,096	\$ 75,380	\$ 34,260
				Corridor Summary		\$ 17,820	\$ 14,803	G	\$ 118,418
39	10	SJ	205	I-205 Auxiliary Lanes	Caltrans	\$ 2,900	\$ 1,679	G	\$ 11,860 \$ 8,873 G
40	05	SLO	46	Route 46 Corridor Improvements (Whitley 1)	Caltrans	\$ 7,000	\$ 4,024	G	\$ 58,105 \$ 31,319 G
<i>Widen US 101 & Add Aux Lns Marsh Rd to Embarcadero Rd - Corridor Project</i>									
41	04	SM	101	Corridor Project #1 (EA 23563)	Caltrans	\$ 8,259	\$ 2,556	\$ 22,304	\$ 15,364
				Corridor Project #3 (EA 23564)	Caltrans	\$ 3,802	\$ 343	\$ 12,648	\$ 3,195
				Corridor Summary		\$ 12,061	\$ 2,899	G	\$ 34,952
42	04	SCI	880	I-880 Widening (SR 237 to US 101)	Caltrans	\$ 9,810	\$ 2,033	G	\$ 39,719 \$ 12,007 G
43	04	SCI	101	US 101 Aux Lanes - State Route 85 to Embarcadero Rd	Caltrans	\$ 11,080	\$ 1,752	G	\$ 44,791 \$ 11,710 G
44	04	SCI	101	US 101 Improvements (I-280 to Yerba Buena Rd)	Caltrans	\$ 6,690	\$ 6,200	G	\$ 31,459 \$ 24,293 G
45	05	SCr	1	Highway 1 Soquel to Morrissey Auxiliary Lanes	SCCRTC	\$ -	\$ -	G	\$ 15,933 \$ 5,525 G
46	02	Sha	5	Cottonwood Hills Truck Climbing Lane	Caltrans	\$ 2,100	\$ 1,254	G	\$ 11,560 \$ 11,364 G

Project				Construction (1,000's)						
				Support			Capital			
#	D	CO	RTE	PROJECT DESCRIPTION	Agency	Appd	Exp	Appd	Exp	
HOV lanes, Fairfield (Rt 80/680/12 to Putah Creek) - Corridor Project										
47	04	Sol	80	Corridor Project #1 (EA 0A531)	Caltrans	\$ 6,351	\$ 4,259	\$ 29,197	\$ 28,259	
				Corridor Project #3 (EA 0A532)	Caltrans	\$ 1,319	\$ 1,357	\$ 4,768	\$ 4,761	
				Corridor Project #2 (EA 4C15U)	Caltrans	\$ 3,900	\$ 1,614	\$ 22,200	\$ 15,836	
				Corridor Summary		\$ 11,570	\$ 7,230	G \$ 56,165	\$ 48,856	G
48	04	Son	101	Central Phase A - US 101 HOV Lns from Railroad Ave to Rohnert Park Expressway	Caltrans	\$ 10,500	\$ 9,794	G \$ 58,311	\$ 54,046	G
49	04	Son	101	US 101 HOV lanes - North Phase A (from Steele Lane to Windsor River Road)	Caltrans	\$ 12,000	\$ 8,861	G \$ 91,200	\$ 88,467	G
50	04	Son	101	US 101 HOV Lanes - Wilfred Ave to Santa Rosa Ave	Caltrans	\$ 6,600	\$ 6,486	G \$ 51,065	\$ 42,178	G
51	10	Sta	219	SR-219 Expressway, Phase 1 (SR-99 to Morrow Road)	Caltrans	\$ 2,000	\$ 1,896	G \$ 7,844	\$ 6,566	G
52	10	Sta	219	SR-219 Expressway, Phase 2 (Morrow Road to Route 108)	Caltrans	\$ 4,300	\$ 16	G \$ 17,612	\$ -	G
53	10	Tuo	108	E. Sonora Bypass Stage II	Caltrans	\$ 5,500	\$ 1,764	G \$ 26,560	\$ 9,849	G
54	07	Ven	101	HOV Lanes, Mussel Shoals to Casitas Pass Road	Caltrans	\$ 15,300	\$ 1,931	G \$ 65,993	\$ 14,217	G
CMIA projects amended into program using project cost/award savings										
55	4	Son	101	Central Project Phase B	Caltrans	\$ 3,000	\$ 2,796	G \$ 13,312	\$ 11,228	G
56	3	Sac	80	I-80 HOV Ln Across the Top	Caltrans	\$ 16,000	\$ 3,983	G \$ 104,588	\$ 30,527	G
57	10	SJ	5	I-5 HOV Ln and CRCP	Caltrans	\$ 11,990	\$ 3,265	G \$ 94,008	\$ 27,301	G
58	5	SLO	101	Santa Maria Bridge	Caltrans	\$ 6,600	\$ 2,216	G \$ 37,274	\$ 19,598	G
59	11	SD	15	Mira Mesa Direct Access Ramp	Caltrans	\$ 8,500	\$ 904	G \$ 36,102	\$ 3,066	G
60	2	Sha	5	South Redding 6-Lane	Caltrans	\$ 2,250	\$ 1,370	G \$ 19,463	\$ 17,312	G
61	3	But	32	But 32 Hwy Widening	Chico	\$ -	\$ -	G \$ 6,425	\$ -	G
Ala 84 Expressway - Corridor Project										
62	04	Ala	84	Corridor Project #1 (EA 29761)	Caltrans	\$ 3,780	\$ 948	\$ 25,085	\$ 2,402	
				Corridor Project #3 (EA 29762)	Caltrans	\$ 5,220	\$ -	\$ 49,727	\$ -	
				Corridor Summary		\$ 9,000	\$ 948	G \$ 74,812	\$ 2,402	G
63	6	Tul	198	Plaza Dr IC / Aux Lns	Visalia	\$ -	\$ -	G \$ 21,187	\$ 3,777	G
64	4	Var	Var	Fwy Performance Initiative	Caltrans	\$ 7,953	\$ -	G \$ 62,004	\$ -	G
Bi-County I-215 Gap Closure - Corridor Project										
65	8	SBd Riv	215	I-215 Gap Closure	Caltrans	\$ 16,270	\$ 9	\$ 139,063	\$ -	
66				Newport Ave OC	Caltrans	\$ 361	\$ -	\$ 3,088	\$ -	
				Corridor Summary		\$ 16,631	\$ 9	G \$ 142,151	\$ -	G
67	4	Son	101	North Project Phase B Airport	Caltrans	\$ 4,500	\$ 11	G \$ 31,827	\$ -	G
68	4	SCI	880	I-880 Stevens Ctk IC Impvmts	SCVTA	\$ -	\$ -	G \$ 47,197	\$ -	G
69	4	SCI	101	Capitol Exp Yerba Buena IC	SCVTA	\$ -	\$ -	G \$ 26,286	\$ -	G
70	8	SBd	15	La Mesa Nisqualli Rd IC	SANBAG	\$ 12,883	\$ 4	G \$ 47,672	\$ 4,896	G
71	11	SD	805	HOV Lns - SR54 to SR94	Caltrans	\$ 5,392	\$ 742	G \$ 16,785	\$ 4,325	G
72	11	SD	805	HOV Lns - Palomar to SR54	Caltrans	\$ 7,400	\$ 1,379	G \$ 34,278	\$ -	G
73	5	SLO	46	Whitley 2A	Caltrans	\$ 7,000	\$ 418	G \$ 38,088	\$ 1,088	G
74	5	Ora	74	SR 74 / I-5 IC	Caltrans	\$ 6,364	\$ -	G \$ 30,231	\$ 2	G
75	11	SD	805	I-805 Managed Lns North	Caltrans	\$ 26,637	\$ 608	G \$ 109,801	\$ 3,138	G
76	2	Sha	5	I-5 Deschutes Rd IC	Anderson	\$ -	\$ -	G \$ 6,000	\$ -	G

Project				Construction (1,000's)							
				Support			Capital				
#	D	CO	RTE	PROJECT DESCRIPTION	Agency	Appd	Exp		Appd	Exp	
77	3	Sac	50	SR50 - Watt IC	Sac Co	\$ -	\$ -	G	\$ 36,729	\$ -	G
78	5	Mon	101	San Juan IC	Caltrans	\$ 8,000	\$ -	G	\$ 48,700	\$ -	G
79	5	SB	101	Union Valley Pkwy IC	Caltrans	\$ 1,900	\$ 42	G	\$ 10,890	\$ -	G
80	8	SBd	10	I-10 Tippercanoe Ave IC	SANBAG	\$ -	\$ -	G	\$ 13,000	\$ -	G
81	11	SD	76	I-5 / SR 76 IC	Caltrans	\$ 4,856	\$ 115	G	\$ 24,561	\$ -	G
82	3	ED	50	US Route 50 HOV Ln	ED Co DOT	\$ -	\$ -	G	\$ 17,240	\$ 128	G
83	3	ED	50	Western Placerville IC Ph 1A	Caltrans	\$ -	\$ -	G	\$ 6,000	\$ -	G
84	8	Riv	215	215 Widening Scott to Nuevo	RCTC	\$ -	\$ -	G	\$ 98,500	\$ -	G
85	8	SBd	15	I-15 Rancho Rd IC	SANBAG	\$ 3,650	\$ -	G	\$ 40,571	\$ 7,034	G
86	4	Ala	680	FPI	Caltrans	\$ 1,000	\$ 4	G	\$ 6,000	\$ -	G
87	8	SBd	15	Duncan Canyon Rd IC	Fontana	\$ -	\$ -	G	\$ 28,000	\$ -	G
88	12	Ora	405	Widen Ramp for Deceleration Lane	Caltrans	\$ 500	\$ -	G	\$ 1,910	\$ -	G
89	7	LA	710	Gerald Desmond Bridge	Caltrans	\$ 82,000	\$ -	G	\$ 700,359	\$ -	G



First Quarter FY 2012-13 State Route 99 (SR99) Bond Program Report

**Quarterly Report to the
California Transportation
Commission**

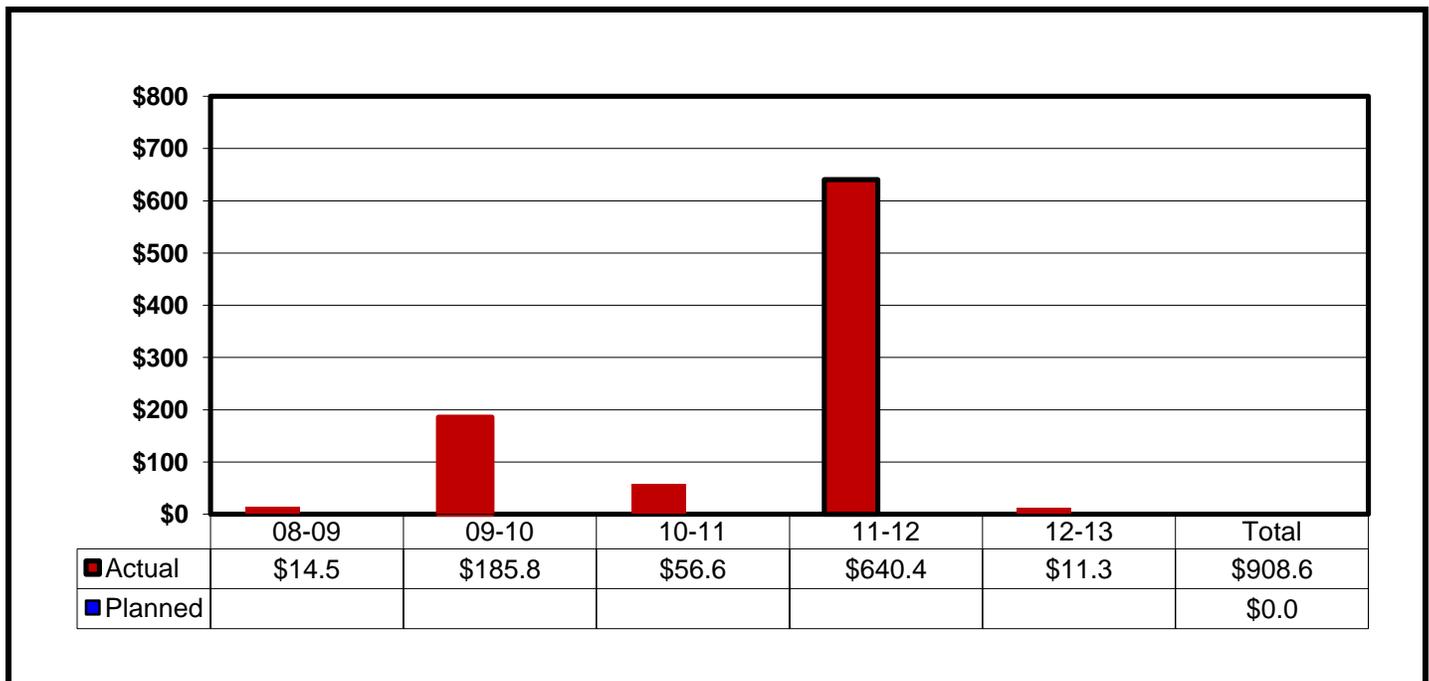


State Route 99 Corridor Program Status

First Quarter FY 2012-13

In the State Route 99 Corridor bond program budget, \$724 million is to be allocated for construction contracts. In addition, \$185 million is for other funded project components including right of way and engineering support costs. There is also \$20 million set aside for bond administrative costs and an uncommitted balance of \$71 million. To date, \$909 million has been allocated which utilizes 93 percent of the available program funds.

SR99 Bond Program Allocations (millions)



SR99 Bond Program Funding (millions)

Component	Available	Allocated	Percent
Construction			
Support	\$ 107.1	\$ 107.1	100%
Capital	\$ 724.1	\$ 724.1	100%
Right of Way			
Support	\$ 11.3	\$ 11.3	100%
Capital	\$ 51.2	\$ 51.2	100%
Preliminary Engineering			
Support	\$ 14.9	\$ 14.9	100%
Subtotal	\$ 908.6	\$ 908.6	100%
Uncommitted	\$ 71.4		
Bond Administration	\$ 20.0		
Program Total	\$ 1,000		

State Route 99 Corridor Program Progress Report

First Quarter FY 2012-13

This report reflects the program delivery status of State Route 99 Corridor (SR 99) bond funds for the 13 projects adopted on March 15, 2007 by the California Transportation Commission and five additional projects amended into the program. The projects adopted into the program have a current approved overall value of \$1,276.0 million including SR99 bond funds for \$908.7 million.

Program Baseline Amendments

There were no program amendments to update cost, scope or budget information during the past quarter.

#	Co	Rte	Project
			None

#	Co	Rte	Project	Scope	Budget	Schedule	Phase
Projects in Original Adopted SR99 Corridor Program							
1	But	99	Butte SR99 Chico Auxiliary Lanes	☑	☑	☑	Construction
2	Fre	99	Island Park 6-Lane	☑	☒	☑	Construction
3	Mad	99	Reconstruct Interchange at Ave 12	☑	☑	☑	Advertised
4	Mer	99	Arboleda Road Freeway	☑	☑	☑	Construction
5	Mer	99	Freeway Upgrade & Plainsburg Road IC	☑	☑	☑	Construction
6	Sac	99	Add Aux Ln Calvine to N Mack Rd on 99	☑	☑	☑	Construction
7	Sac	99	SR 99 / Elverta Road Interchange	☑	☑	☑	Construction
8	SJ	99	SR 99 (South Stockton) Widening	☑	☑	☑	Construction
9	SJ	99	SR99 Widening in Manteca & San Joaquin	☑	☑	☑	Construction
10	Sut	99	SR 99 / Riego Road Interchange	☑	☒	☑	Construction
11	Sut	99	Sutter 99 Segment 2	☑	☑	☑	Construction
12	Teh	99	Los Molinos	☑	☑	☑	Construction
13	Tul	99	Goshen to Kingsburg 6-Lane	☑	☑	☑	Construction
Projects Amended into SR99 Corridor Program							
14	Sut	99	SR99 / SR113 Interchange	☑	☑	☑	Construction
15	Tul	99	Tulare to Goshen 6 Ln	☑	☑	☑	Advertised
16	Ker	99	South Bakersfield Widening	☑	☑	☑	Construction
17	Sta	99	Kieman IC	☑	☑	☑	Advertised
18	Ker	99	North Bakersfield Widening	☑	☑	☑	Advertised
Legend							
☑ No known scope, budget or schedule issues.							
◆ Potential scope, budget or schedule issues.							
☒ Known scope, budget or schedule issues.							

SR99 Project Action Plan Report

First Quarter FY 2012-13

Each project in the program is being monitored at the component level for potential scope, cost and schedule to ensure timely delivery of the full scope as approved and adopted. Listed below are project action plans that have been identified to address identified scope, cost or schedule issues on projects.

Index of Project Action Plans by Category

Future Meeting Amendments

ID	D	Co	Rte	Project Title	Bond's \$ (1,000's)	Total \$ (1,000's)	Proposed Adjustments
2	6	Fre	99	Island Park 6 - Lane	\$ 94,420	\$ 94,420	Cost
10	3	Sut	99	Riego Road IC	\$ 21,110	\$ 33,020	Cost

Project Action Plans – Narrative (in project ID order)

ID	D	Co	Rte	Project Title	Bond's \$ (1,000's)	Total \$ (1,000's)	Proposed Adjustments
2	6	Fre	99	Island Park 6 - Lane	\$ 94,420	\$ 94,420	Cost

Project Action Plan:

PAED and DESIGN expenditures have exceeded the approved budget. The funding plan is being revised to reflect bid savings and update the preliminary engineering budget.

ID	D	Co	Rte	Project Title	Bond's \$ (1,000's)	Total \$ (1,000's)	Proposed Adjustments
10	3	Sut	99	Riego Road IC	\$ 21,110	\$ 33,020	Cost

Project Action Plan:

Funding plan is to be updated by adjusting local funding sources.

The California Department of Transportation
First Quarter FY 2012-13

State Route 99 Program Delivery Report

PROJECT NUMBER	DISTRICT	COUNTY	ROUTE	TOTAL PROJECT COST (\$1,000's)	SR99 PROJECT COST (\$1,000's) LST QTR	PROJECT DESCRIPTION	APPVD AWARD	AWARD	% Complete	APPVD CCA	CURR CCA	% Complete	PD Report 1	CURR END	CLOSEOUT
				Milestone Behind Schedule		Project Delivery Report Complete						100	Milestone Complete		
				Award Behind Schedule								100	Awarded		
1	03	But	99	\$ 37,859	\$ 20,592	Butte SR 99 Chico Auxilliary Lanes - Phase II	1/15/11	7/8/11	100	10/15/13	10/15/13	36		10/15/15	
Island Park 6-Lane - Corridor Project															
2	06	Fre Mad	99	\$ 23,220	\$ 23,220	Corridor Project #1 (EA 44261)	9/1/10	8/10/10	100	9/1/12	2/3/12	100			
				\$ 71,200	\$ 71,200	Corridor Project #1 (EA 44262)	9/1/12	10/10/12	100	7/1/16	7/1/16	0			
				\$ 94,420	\$ 94,420	Corridor Summary	9/1/10	8/10/10	100	7/1/16	7/1/16				7/1/18
3	06	Mad	99	\$ 82,800	\$ 48,400	Reconstruct Interchange at Avenue 12	10/1/12	11/26/12		11/1/15	11/1/15			8/1/17	
4	10	Mer	99	\$ 128,147	\$ 91,660	Arboleda Road Freeway	4/1/12	4/6/12	100	4/1/15	5/2/15	20		5/1/16	
5	10	Mer	99	\$ 77,118	\$ 66,398	Freeway Upgrade & Plainsburg Road I/C	7/1/12	6/27/12	100	7/1/15	6/20/15	0		8/1/16	
6	03	Sac	99	\$ 7,446	\$ 5,806	Add Aux Lane Calvine to North of Mack Rd on 99	8/1/10	6/23/10	100	10/1/12	11/15/12	98		10/1/14	
7	03	Sac	99	\$ 26,619	\$ 18,529	SR 99/Elverta Rd. Interchange	6/1/12	5/28/12	100	2/1/14	12/1/13	5		7/1/14	
8	10	SJ	99	\$ 245,500	\$ 153,900	SR 99 (South Stockton) Widening	11/1/12	10/16/12	100	6/1/16	3/5/16	0		2/1/17	
SR 99 Widening in Manteca and San Joaquin - Corridor Project															
9	10	SJ	99	\$ 3,600	\$ -	Corridor PAED (EA 0E610)									
				\$ 42,100	\$ 36,644	Corridor Project #2 (EA 0E611)	3/27/12	3/27/12	100	7/1/14	7/1/14	8			
				\$ 46,450	\$ 40,753	Corridor Project #2 (EA 0E612)	8/15/12	6/27/12	100	10/1/14	4/1/15	1			
				\$ 113,373	\$ 14,500	Corridor Project #3 (EA 0E613)	12/3/12	7/16/12	100	10/1/15	10/1/15	0			
				\$ 205,523	\$ 91,897	Corridor Summary	11/9/11	3/27/12	100	10/1/15	10/1/15				7/1/17
10	03	Sut	99	\$ 33,020	\$ 21,110	SR 99 / Riego Road Interchange	7/1/12	10/1/12	100	1/1/15	1/15/15	0		1/1/17	
11	03	Sut	99	\$ 56,211	\$ 53,711	Sutter 99 Segment 2	7/14/10	7/14/10	100	12/1/15	12/1/15	52		12/1/17	
Los Molinos - Staged Construction Project															
12	02	Teh	99	\$ 7,181	\$ 4,900	Stage #1	7/1/11	5/5/10	100	12/31/12	4/20/11	100			
						Stage #2	5/16/12	5/31/12	100	12/31/12	12/2/13	40			
				\$ 588	\$ -	Enhancements									
				\$ 7,769	\$ 4,900	Project Summary	5/16/12	5/5/10	100	12/31/12	12/2/13				12/2/14
Goshen to Kingsburg 6-Lane - Corridor Project															
13	06	Tul	99	\$ 102,757	\$ 87,367	Goshen to Kingsburg 6-Lane	9/1/10	1/4/11	100	8/1/14	8/1/14	34			
				\$ 6,200	\$ 6,200	Landscape Mitigation	4/1/14	10/1/12	100	8/1/19	8/1/18	0			
				\$ 108,957	\$ 93,567	Project Summary	9/1/10	1/4/11	100	8/1/19	8/1/18				5/1/21
SR 99 projects amended into program using project cost/award savings															
14	03	Sut	99	\$ 19,350	\$ 17,750	SR 99/113 Interchange	11/1/12	10/16/12	100	12/1/14	12/1/14	0		12/1/16	
15	06	Tul	99	\$ 52,380	\$ 46,600	Tulare to Goshen 6 Ln	9/30/12	9/29/12		7/1/15	7/1/15			12/31/17	
16	06	Ker	99	\$ 33,850	\$ 31,100	South Bakersfield Widening	10/1/12	10/24/12	100	11/15/14	3/1/14	0		11/15/16	
17	10	Sta	99	\$ 46,548	\$ 37,100	Kiernan IC	11/27/12	11/27/12		9/1/15	9/1/15			2/1/16	
18	06	Ker	99	\$ 12,500	\$ 11,300	North Bakersfield Widening	12/15/12			12/1/13				12/1/15	
Total Cost				\$ 1,276,017	\$ 908,740										

State Route 99 Bond Program Project Expenditures											
First Quarter FY 2012-13											
Within Budget Conditions											
G			Estimated cost < or = budget				Known cost overrun conditions -				
			Potential cost overrun conditions -				S				
S			Estimated cost STIP > 120% budget.				Actual cost STIP > 120% budget.				
B			Estimated cost BOND > 100% budget.				B				
O			Estimated cost OTHER funds > 100% budget.				Actual cost BOND > 100% budget.				
							L				
							Actual cost LOCAL funds > 100% budget.				
Project					Construction (1,000's)						
					Support			Capital			
#	D	CO	RTE	PROJECT DESCRIPTION	Agency	Appd	Exp		Appd	Exp	
1	03	But	99	Butte SR 99 Chico Auxilliary Lanes - Phase II	Caltrans	\$ 4,394	\$ 1,307	G	\$ 26,800	\$ 4,551	G
Island Park 6-Lane - Corridor Project											
2	06	Fre	99	Corridor Project #1 (EA 44261)	Caltrans	\$ 3,500	\$ 3,267		\$ 17,270	\$ 16,874	
				Corridor Project #2 (EA 44262)	Caltrans	\$ 7,500	\$ -		\$ 50,600	\$ -	
				Corridor Summary		\$ 11,000	\$ 3,267	G	\$ 67,870	\$ 16,874	G
3	06	Mad	99	Reconstruct Interchange at Avenue 12	Caltrans	\$ 6,800	\$ -	G	\$ 48,000	\$ -	G
4	10	Mer	99	Arboleda Road Freeway	Caltrans	\$ 12,000	\$ 1,500	G	\$ 78,360	\$ 11,800	G
5	10	Mer	99	Freeway Upgrade & Plainsburg Road I/C	Caltrans	\$ 8,300	\$ 41	G	\$ 53,098	\$ 130	G
6	03	Sac	99	Add Aux Lane Calvine to North of Mack Rd on 99	Caltrans	\$ 750	\$ 729	G	\$ 5,506	\$ 4,966	G
7	03	Sac	99	SR 99/Elverta Rd. Interchange	Sac Co	\$ -	\$ -	G	\$ 23,819	\$ 4,522	G
8	10	SJ	99	SR 99 (South Stockton) Widening	Caltrans	\$ 15,500	\$ -	G	\$ 145,000	\$ -	G
Manteca Widening - Corridor Project											
9	10	SJ	99	Corridor PAED PHASE (EA 0E610)							
				Corridor Project #1 (EA 0E611)	Caltrans	\$ 5,000	\$ 668		\$ 31,644	\$ 1,470	
				Corridor Project #2 (EA 0E612)	Caltrans	\$ 7,000	\$ 13		\$ 31,543	\$ -	
				Corridor Project #3 (EA 0E613)	Caltrans	\$ 7,500	\$ -		\$ 82,431	\$ -	
				Corridor Summary		\$ 19,500	\$ 681	G	\$ 145,618	\$ 1,470	G
10	03	Sut	99	SR 99 / Riego Road Interchange	Caltrans	\$ 3,500	\$ -	G	\$ 22,000	\$ -	G
11	03	Sut	99	Sutter 99 Segment 2	Caltrans	\$ 8,500	\$ 3,976	G	\$ 43,731	\$ 11,642	G
12	02	Teh	99	Los Molinos (Stage 1&2)	Caltrans	\$ 838	\$ 184	G	\$ 4,918	\$ 855	G
Goshen to Kingsburg 6-Ln - Corridor Project											
13	06	Tul	99	Goshen to Kingsburg 6-Ln	Caltrans	\$ 13,000	\$ 5,710	G	\$ 75,863	\$ 22,682	G
				Landscape Mitigation	Caltrans	\$ 700	\$ -	G	\$ 5,000	\$ -	G
				Corridor Summary		\$ 13,700	\$ 5,710	G	\$ 80,863	\$ 22,682	G
SR 99 projects amended into program using project cost/award savings											
14	3	Sut	99	SR 99/113 Interchange	Caltrans	\$ 2,500	\$ -	G	\$ 15,250	\$ -	G
15	6	Tul	99	Tulare to Goshen 6 Ln	Caltrans	\$ 6,600	\$ -	G	\$ 40,000	\$ -	G
16	6	Ker	99	South Bakersfield Widening	Caltrans	\$ 3,800	\$ -	G	\$ 27,300	\$ -	G
17	10	Sta	99	Kiernan IC	Sta Cty	\$ -	\$ -	G	\$ 37,100	\$ -	G
18	6	Ker	99	North Bakersfield Widening	Caltrans	\$ 1,700	\$ -	G	\$ 9,600	\$ -	G



CALIFORNIA DEPARTMENT OF TRANSPORTATION

**FY 2012-13
First Quarter
Proposition 1B Local Bridge
Seismic Retrofit Program
Project Delivery Report**

July 1 - September 30, 2012

Federal Fiscal Year 2013

**Quarterly Report to the
California Transportation
Commission**



Local Bridge Seismic Retrofit Program Status

First Quarter Fiscal Year 2012-13

The purpose of this report is to provide information on program delivery status of the Local Bridge Seismic Retrofit Program (LBSRP) for the 479 bridges adopted by the California Transportation Commission (Commission) on May 28, 2007.

In previous quarterly reports, we had reported changes that had reduced the number of bond funded bridges to 424. This quarter Two BART bridges that their contract were not awarded within the approved time extension period were withdraw from LBSRP as required by the approved CTC Guidelines for this program.

The Highway Safety, Traffic Reduction, Air Quality and Port Security Bond Act of 2006 (Prop 1B) provides \$125 million of state matching funds to complete LBSRP. The Prop 1B LBSRP budget of \$125 million is to be allocated to provide the 11.47 percent required local match for right of way and construction phases of the remaining seismic retrofit work on local bridges, ramps, and overpasses, and includes \$2.5 million set aside for bond administrative costs. An additional \$32.9 million of state funds has been identified to cover the non-federal match. These funds are available through an exchange of a portion of local funds received from the federal Highway Bridge Program (HBP). These funds are available to accommodate the current \$17.5 million shortfall in required local match. Consistent with the Local Bridge Seismic Retrofit Account (LBSRA)

Guidelines adopted by the Commission, the Department sub-allocates bond funds on a first come, first serve basis for new phases of right of way and construction work.

The Commission has allocated \$13.5 million, \$21 million, \$12.2 million, and \$5.2 million bond funds for Fiscal Years (FYs) 2007-08, 2008-09, 2009-10, and 2011-12 respectively. The Department did not request a bond allocation from the Commission for FY 2010/11. The bond funds allocated by the Commission are available for sub-allocation in one fiscal year. Therefore, bond funds that were not sub-allocated from any of the previous FYs will be available for future years. Consistent with the LBSRA Guidelines, the Department has exchanged \$24.3 million of the local share of funds received through the federal HBP for state funds to accommodate local non-federal match needs for Bay Area Rapid Transit (BART) and other bridges. To date, \$20.6 million of State match funds and \$33.6million of seismic bond funds have been sub-allocated to local agency bridges for a total of \$54.2 million.

The match needs for FY 2010/11 projects used state funds remaining from the exchange mentioned above. These funds will expire by June 31, 2014 if not expended.

This report satisfies the Commission's quarterly reporting requirement for Proposition 1B Quarterly Report on the LBSRP.

Local Bridge Seismic Retrofit Program Progress Report

Overall Bond Program Status

To date, pre-strategy work has been completed on 420 bridges, the design phase has been completed on 299 bridges, construction is underway on 167 bridges, and retrofit is complete on 132 bridges. The two remaining bridges in pre-strategy phase are located in City of Santee and Imperial County.

Progress of LBSRP is tracked based on the federal fiscal year (FFY).

FFY 2012 Bond Program Accomplishments

Progress continues to be made to deliver and implement the LBSRP.

Local agencies have identified 15 bridges to be delivered in FFY 2012.

As of September 30, 2012, the Department has sub-allocated \$3.65 million of bond funds and \$0.41 million of state funds (based on projects authorized) in FFY 2012.

Forth Quarter FFY 2012 Milestones Met

The following bridges completed major project delivery milestones in the last quarter:

Local Agency	Br. No.	Project	Milestone
City of San Diego	57C0418	Georgia Street over University Avenue	Advanced to Design
Larkspur	27C0450	Alexander Ave, over abandoned Northwestern Pacific Rail Road	Advanced to Construction
Santa Barbara County	51C0002	San Maria Ygnacia Creek	Complete

Program Management

The following table shows the list of LBSRP bridges that are programmed for delivery in FFY 2012. Each project in the LBSRP is monitored at the component level for potential scope, cost, and schedule changes to ensure timely delivery of the full scope as approved and adopted. The following projects are locked in for delivery in FFY 2012 and local agencies will not be allowed to change their schedules. Projects programmed in the current FFY, for which federal funds are not obligated by end of the FFY, may be removed from fundable element of the Federal Transportation Improvement Program at the discretion of the Department.

Bridges Programmed in FFY 2012

District	Agency	Bridge Number	Description	Phase	Bond Amount Programmed	Bond Amount Sub-Allocated as of 09/30/12	State Funds Sub-Allocated as of 09/30/12
1	Mendocino County	10C0048	Moore Street, over West Branch Russian River	Right of Way	\$5,735		
2	Tehama County	08C0009	Bowman Road, over South Fork Cottonwood Creek	Construction	\$802,900	\$802,900	
3	Butte County	12C0120	Ord Ferry Road, over Sacramento River	Construction	\$1,525,510	\$1,351,166	
4	Antioch	28C0054	Wilbur Avenue, over Burlington Northern & Santa Fe Railway (BNSF RY) & Union Pacific Rail Road (UP RR)	Construction	\$103,230	\$103,000	
4	Larkspur	27C0150	Alexander Avenue, over abandoned Northwestern Pacific Rail Road	Construction	\$37,278	\$37,278	
4	Oakland	33C0148	23rd Avenue, over UP RR, BNSF RY, Amtrak, BARTD	Right of Way	\$5,735		
4	Oakland	33C0202	Hegenberger Road, over BARTD, UP RR	Construction	\$1,447,580	\$1,126,462	
4	Oakland	33C0215	Leimert Blvd, over Sausal Creek	Right of Way	\$28,675		
4	San Francisco County Transportation Authority	YBI1	On east side of the Yerba Buena Island Tunnel at San Francisco Oakland Bay Bridge	Right of Way	\$344,100		\$272,413
5	Santa Barbara	51C0250	Chapala Street, over Mission Creek, at Yanonali Street	Right of Way	\$37,760	Removed	
5	Santa Barbara County	51C0018	UP RR & Amtrak, over Hollister Avenue	Construction	\$137,640		\$137,056
7	Los Angeles	53C0859	North Spring Street, over Los Angeles River	Construction	\$229,400	\$229,400	
7	Los Angeles County	53C0459	Wilmington Avenue 223, over Dominguez Channel	Construction	\$186,388		
8	Colton	54C0379	Barton Road, over UP RR	Construction	\$51,615		
8	Indio	56C0283	South Bond Indio Blvd, over UP RR & Amtrak	Construction	\$207,710		

District	Agency	Bridge Number	Description	Phase	Bond Amount Programmed	Bond Amount Sub-Allocated as of 09/30/12	State Funds Sub-Allocated as of 09/30/12
			Total		\$5,151,256	\$3,650,206	\$409,469

Projects on the allocation request that were programmed in the FTIP for FFY 2011-12 that failed to come in for authorization.

Programmed Projects that have Advanced Sub-allocation in FFY 2012

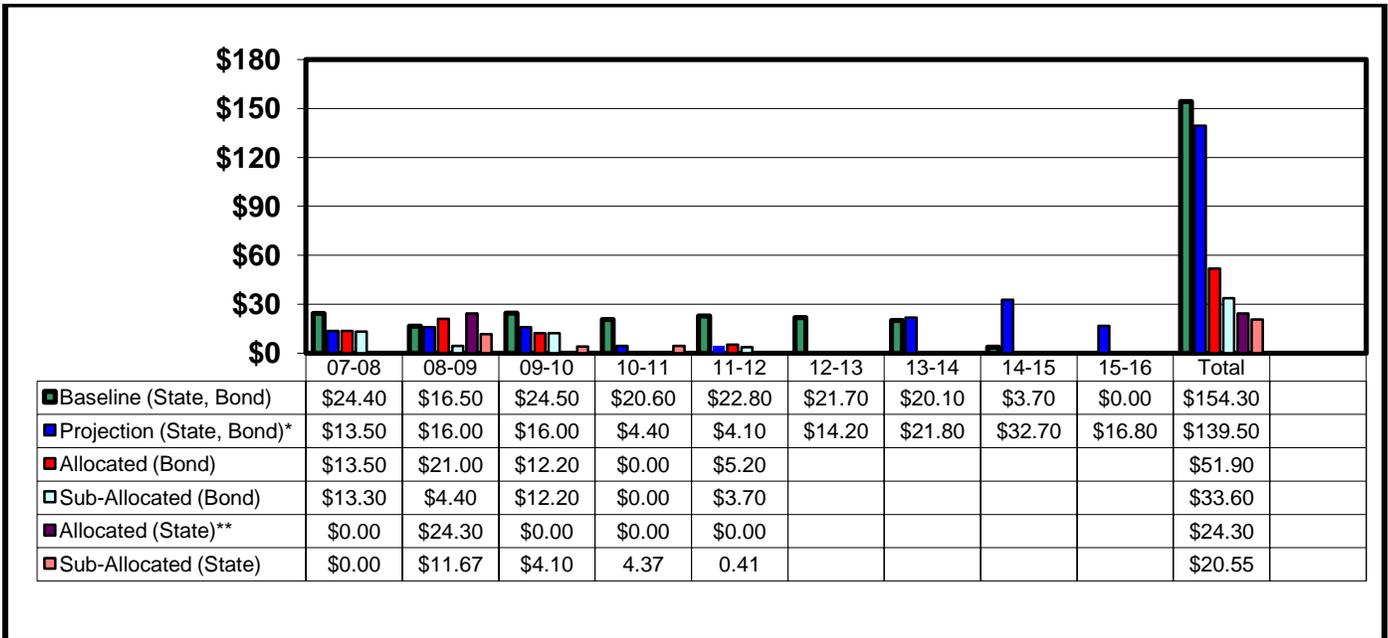
District	Agency	Bridge Number	Description	Phase	Bond Amount Programmed	Bond Amount Sub-Allocated as of 09-30-12	State Funds Sub-Allocated as of 09-30-12
5	Monterey County	44C0151	Peach Tree Road	Right of Way	\$5,735		\$4,588
			TOTAL		\$5,735		\$4,588

Allocation Summary

	Funds allocated for FY 2011-12	Sub-allocation as of 09-30-2012				Remaining Allocation for FFY 2012
		Projects programmed in FFY 2012		Projects advanced to FFY 2012		
		Number of Projects	Amount	Number of projects	Amount	
Bond	\$5,200,000	6	\$3,650,206			\$1,549,794
State	\$4,121,520*	2	\$409,469	1	\$4,588	\$3,707,463
Total	\$ 9,321,520					\$5,257,257

*Remaining state allocation carried over from FY 2008-09

LBSRP Bond and State Capital Allocations (millions)

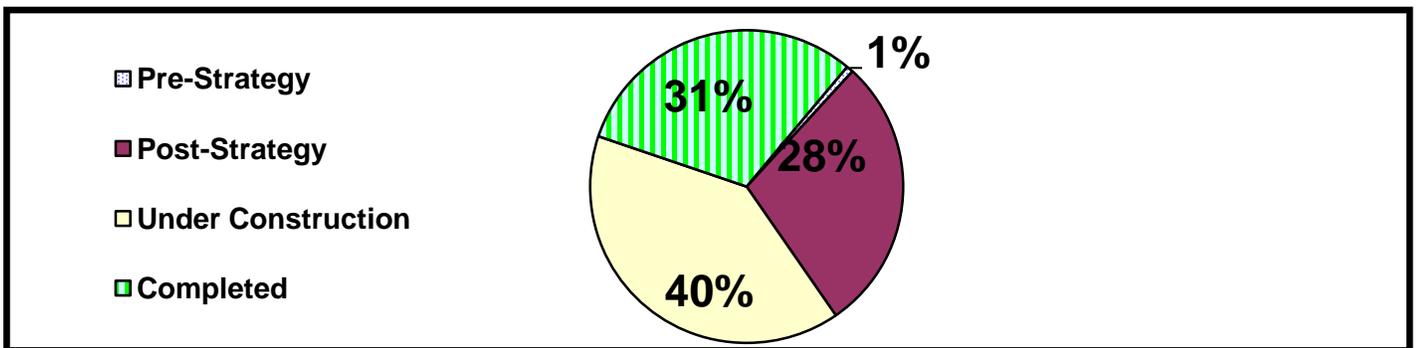


Funds are tracked based on a Federal Fiscal Year. Sub-Allocation is based on the approved program supplement. The projected bond fund is lowered due to use of toll credit instead of bond match for R/W phase of 6th street in City of Los Angeles.

* Projection is based on LA-ODIS information for second quarter of FFY 2011-12. These Projections are not financially constraint and should not be used for budgeting purposes. High cost projects programmed after FY 2011-12 will be cash managed since there is not sufficient federal fund to fully fund these projects. Therefore the need for bond funds matching federal funds for these cash managed projects will be well beyond 2016 federal fiscal year

** State allocation of \$24.30 million must be expended by June 30, 2014.

Number of Bond Funded Bridges by Phase



Bond Funds Committed and Expended (millions)

Component	Available	CTC Allocated	Expended
LBSRP Bond RW & Const.	\$122.5	\$51.9	\$33.5
State RW & Const.	\$32.9	\$24.3	\$20.6
Total	\$155.4	\$76.20	\$54.1
Bond Administrative Cost	\$2.5		

Status of Local Bridges Identified to Receive Bond Match by Phase of Work

Agency Group	Number of Agencies	Bridges in Pre-Strategy	Bridges in Post-Strategy	Bridges in Construction	Completed	Total No.
Los Angeles Region (CITY and County)	2	0	11	14	37	62
Department of Water Resources	1	0	23	0	0	23
BART	1	0	0	125	54	179
San Francisco (YBI)			9	0	0	9
All Other Agencies	59	2*	78	28	41	152
Total	63	2	121	167	132	422
Status per March 31, 2012 Report	63	5	123	171	128	427
Status per Year-End Report for September 30, 2011	63	13	120	235	62	430

**In addition to the 2 bridges in Pre-Strategy phase some agencies have requested to Re-Strategy 9 bridges that completed their Pre-Strategy phase. Their request is under review.*

Status of phases provided in this table is confirmed by the Department and may be different from the attached report, which contains unconfirmed data submitted by local agencies.

Adjustment to the Number of Local Bridges Identified to Receive Bond Match

Total Bridges in the Program	Number of Bridges Removed	Number of Bridges Added	Responsible Agency	Justification	Remaining Bridges in the Bond Program
479	45		Bay Area Rapid Transit (BART)	Funded by other sources	434
434		8	YBI	Project Split	442
442	2		San Jose	Bridges Demolished	440
440	1		Monterey County	Private Ownership	439
439	3		Santa Barbara	Private Ownership	436
436	1		Department of Water Resources	Private Ownership	435
435	2		Los Angeles County	Previously Completed	433
433	1		Los Angeles County	Private Ownership	432
432	1		Merced County	Being replaced under a different program	431
431	1		Peninsula Joint Powers Board	Funded by other sources	430
430	2		Lassen County	Funded by other sources	428
428	1		Santa Barbara County	Funded by other sources	427
427	1		Santa Clara County	Funded by other sources	426
426	2		City of Oakland	Funded by other sources	424
424	2		BART	Bart 4 contract was not award within the time extension period	422

422 Bridges Remaining in the Program – 132 Bridges Completed = 290 Bridges in Progress

Local Bridge Seismic Retrofit Program Delivery Report

DISTRICT	AGENCY	BRIDGE NO.	PROJECT DESCRIPTION	ESTIMATED BOND RIGHT OF WAY VALUE	ESTIMATED BOND CONSTRUCTION VALUE	END STRATEGY	END DESIGN	END RIGHT OF WAY	END CONSTRUCTION	CURRENT PHASE (% COMPLETE)	SCOPE	BUDGET	SCHEDULE
01	Humboldt County	04C0007	Bald Hills Road	\$2,294	\$467,228				12/28/12	50% Construction	✓	✓	✗
01	Humboldt County	04C0055	Mattole Road (Honeydew)	\$3,441	\$688,200		6/14/13	7/26/13	10/17/14	40% Design	✓	✓	✗
01	Humboldt County	04C0104	Waddington Road	\$577	\$114,700			1/18/13	11/22/13	12% ROW	✓	✓	✗
01	Humboldt County	04C0207	Williams Creek Road	\$5,057	\$130,600				12/14/12	50% Construction	✓	✗	✗
01	Mendocino County	10C0034	Eureka Hill Road	\$17,205	\$449,624		5/10/13	9/16/13	9/12/14	32% Design	✓	✗	✗
01	Mendocino County	10C0048	Moore Street	\$5,735	\$256,928		3/15/13	5/17/13	11/15/13	56% Design	✓	✗	✗
01	Mendocino County	10C0084	School Way	\$13,190	\$445,070		12/17/12	2/15/13	9/15/14	91% Design	✓	✓	✗
02	Lassen County	07C0070	Road306/Capezolini	\$0	\$0					Bridge Removed			
02	Lassen County	07C0088	County Road 417	\$0	\$0					Bridge Removed			
02	Redding	06C0108L	Cypress Avenue West Bound	\$0	\$114,700				▲	Project Complete	✓	✓	✓
02	Redding	06C0108R	Cypress Avenue East Bound	\$0	\$114,700				▲	Project Complete	✓	✓	✓
02	Tehama County	08C0008	Evergreen Road	\$12,000	\$688,200	9/30/13	5/1/14	7/1/14	10/31/16	75% Strategy	✓	✓	✗
02	Tehama County	08C0009	Bowman Road	\$9,000	\$802,900				4/30/13	2% Construction	✓	✓	✗
02	Tehama County	08C0043	Jellys Ferry Road	\$11,000	\$974,950		12/31/13	5/14/14	10/1/16	75% Design	✓	✓	✗
03	Butte County	12C0120	Ord Ferry Road	\$3,000	\$1,525,510				6/30/15	27% Construction	✓	✗	✗
03	Nevada County	17C0045	Hirschdale Road	\$7,000	\$0		6/30/14	6/30/14	6/30/16	60% Design 40% ROW	✓	✓	✗
03	Nevada County	17C0046	Hirschdale Road	\$5,235	\$0		6/30/14	6/30/14	6/30/15	60% Design 40% ROW	✓	✓	✗
03	Placer County	19C0060	Auburn-Foresthill Road	\$0	\$4,897,690				12/1/13	53% Construction	✓	✓	✗
03	Yolo County	22C0074	County Road 57	\$4,588	\$223,665	▲			▲	Project Complete	✓	✓	✓
04	Alameda	33C0230	Ballena Boulevard	\$0	\$62,309				▲	Project Complete	✓	✓	✓
04	Alameda County	33C0026	High Street	\$0	\$121,194		▲	▲	▲	Project Complete	✓	✓	✓

✓ No known scope, budget, or schedule impacts
 ✗ Known scope, budget, or schedule impact
◆ Potential schedule impact (late, but within the same Federal Fiscal Year)

Phase Complete
 ▲ Completed ahead of schedule
 Behind schedule

Local Bridge Seismic Retrofit Program Delivery Report

DISTRICT	AGENCY	BRIDGE NO.	PROJECT DESCRIPTION	ESTIMATED BOND RIGHT OF WAY VALUE	ESTIMATED BOND CONSTRUCTION VALUE	END STRATEGY	END DESIGN	END RIGHT OF WAY	END CONSTRUCTION	CURRENT PHASE (% COMPLETE)	SCOPE	BUDGET	SCHEDULE
04	Alameda County	33C0027	Park Street	\$0	\$91,211		▲	▲	▲	Project Complete	✓	✓	✓
04	Alameda County	33C0147	Fruitvale Avenue	\$0	\$52,906				12/31/12	97% Construction	✓	✓	✗
04	Alameda County	33C0237	Elgin Street	\$0	\$8,819		▲	▲	▲	Project Complete	✓	✓	✓
04	Antioch	28C0054	Wilbur Avenue	\$0	\$917,600				1/15/15	Waiting Award	✓	✓	✓
04	Concord	28C0442	Marsh Drive	\$0	\$506,928		12/1/12	1/1/13	5/1/14	90% Design 10% ROW	✓	✓	✗
04	Fairfax	27C0144	Creek Road	\$0	\$22,366	7/1/13	12/29/14	No R/W	4/1/16	Request Re-Strategy	✓	✓	✗
04	Fremont	33C0128	Niles Boulevard	\$0	\$973,516		11/30/12	11/30/12	8/30/14	95% Design 90% ROW	✓	✓	✗
04	Healdsburg	20C0065	Healdsburg Avenue	\$5,735	\$244,311		6/1/13	6/1/13	8/1/14	Design Phase Started	✓	✓	✗
04	Larkspur	27C0150	Alexander Avenue	\$0	\$200,725				12/31/13	Waiting Award	✓	✓	✗
04	Oakland	33C0030	Embarcadero Street	\$11,470	\$1,799,668		12/31/12	3/30/13	12/31/15	95% Design	✓	✗	✗
04	Oakland	33C0148	23rd Avenue	\$5,735	\$705,515		12/31/12	3/30/13	12/31/14	90% Design	✓	✗	✗
04	Oakland	33C0178	Park Boulevard	\$0	\$95,186				10/31/12	95% Construction	✓	✓	✓
04	Oakland	33C0179	Park Boulevard	\$0	\$95,186				10/31/12	95% Construction	✓	✓	✓
04	Oakland	33C0180	Park Boulevard	\$0	\$95,186				10/31/12	95% Construction	✓	✓	✓
04	Oakland	33C0181	East 14th Street	\$0	\$0					Bridge Removed			
04	Oakland	33C0182	East 12th Street	\$0	\$0					Bridge Removed			
04	Oakland	33C0202	Hegenberger Road	\$0	\$1,126,462				12/31/13	Waiting Award	✓	✓	✓
04	Oakland	33C0215	Leimert Boulevard	\$28,675	\$557,968		12/31/12	3/30/13	12/31/14	65% Design	✓	✗	✗
04	Oakland	33C0238	Campus Drive	\$0	\$176,811				12/31/12	65% Construction	✓	✓	✓
04	Oakland	33C0253	Coliseum Way	\$0	\$414,108				12/31/13	3% Construction	✓	✗	✓
04	Orinda	28C0330	Miner Road	\$3,854	\$141,091		12/31/12	12/31/12	12/31/14	80% Design 10% ROW	✓	✓	✗
04	Orinda	28C0331	Bear Creek Road	\$0	\$11,929		6/30/14	9/30/14	9/30/16	50% Design	✓	✓	✗

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Local Bridge Seismic Retrofit Program Delivery Report

DISTRICT	AGENCY	BRIDGE NO.	PROJECT DESCRIPTION	ESTIMATED BOND RIGHT OF WAY VALUE	ESTIMATED BOND CONSTRUCTION VALUE	END STRATEGY	END DESIGN	END RIGHT OF WAY	END CONSTRUCTION	CURRENT PHASE (% COMPLETE)	SCOPE	BUDGET	SCHEDULE
04	Peninsula Joint Powers Board	34C0051	Quint Street	\$0	\$341,473		12/31/12	No R/W	9/30/14	35% Design	☑	☑	⊗
04	Peninsula Joint Powers Board	34C0052	Jerrold Avenue	\$0	\$0					Bridge Removed			
04	Peninsula Joint Powers Board	35C0087	Tilton Avenue	\$0	\$102,055					Project Complete	☑	☑	☑
04	Peninsula Joint Powers Board	35C0090	Santa Inez Avenue	\$0	\$153,083					Project Complete	☑	☑	☑
04	Peninsula Joint Powers Board	35C0091	East Poplar Avenue	\$0	\$175,762					Project Complete	☑	☑	☑
04	Peninsula Joint Powers Board	35C0161	Southern Pacific Transportation Company	\$0	\$136,074					Project Complete	☑	☑	☑
04	Pittsburg	28C0165	North Parkside Drive	\$0	\$57,400		4/1/13	11/30/12	9/1/13	Design Phase Started	☑	☑	⊗
04	San Francisco Bay Area Rapid Transit District	BART Various	BART 1: Projects authorized in FFY 2008/09 and prior (83 Bridges)	\$636,279	\$7,396,281				12/30/12	85% Construction	☑	☑	⊗
04	San Francisco Bay Area Rapid Transit District	BART Various	BART 2: R-Line North Aerials over Public Road (28 Bridges)	\$0	\$703,455				1/13/14	30% Construction	☑	☑	⊗
04	San Francisco Bay Area Rapid Transit District	BART Various	BART 3: A-Line South Aerials over Public Roads (21 Bridges)	\$0	\$382,357				6/30/14	33% Construction	☑	☑	⊗
04	San Francisco Bay Area Rapid Transit District	BART Various	BART 4: A-Line Stations over Public Roads (2 Bridges)	\$0	\$0					Bridge Removed			
04	San Francisco Bay Area Rapid Transit District	BART Various	BART 5: A-Line North Aerials over public Roads (46 Bridges)	\$0	\$818,793				5/30/15	5% Construction	☑	☑	⊗
04	San Francisco Bay Area Rapid Transit District	33C0321	West Oakland Pier 110 to Transbay Tube Portal	\$0	\$118,345				9/30/13	55% Construction	☑	☑	☑
04	San Francisco County Transportation Authority	01CA0001	West Bound SFOBB on ramp West of Yerba Buena Island	\$0	\$1,887,033		6/28/13	6/28/13	12/30/16	60% Design 85% ROW	☑	☑	⊗
04	San Francisco County Transportation Authority	01CA0002	West Bound I-80 on ramp West of Yerba Buena Island	\$0	\$753,903		6/28/13	6/28/13	12/30/16	55% Design 85% ROW	☑	☑	⊗
04	San Francisco County Transportation Authority	01CA0003	East Bound I-80 off ramp connecting to Treasure Island Road	\$0	\$316,015		6/28/13	6/28/13	12/30/16	55% Design 85% ROW	☑	⊗	⊗
04	San Francisco County Transportation Authority	01CA0004	Treasure Island Road West of SFOBB	\$0	\$204,481		6/28/13	6/28/13	12/30/16	55% Design 85% ROW	☑	⊗	⊗
04	San Francisco County Transportation Authority	01CA0006	Hillcrest Road West of Yerba Buena Island	\$0	\$111,537		6/28/13	6/28/13	12/30/16	55% Design 85% ROW	☑	⊗	⊗

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 ◆ Potential schedule impact (late, but within the same Federal Fiscal Year)

Phase Complete Completed ahead of schedule Behind schedule

Local Bridge Seismic Retrofit Program Delivery Report

DISTRICT	AGENCY	BRIDGE NO.	PROJECT DESCRIPTION	ESTIMATED BOND RIGHT OF WAY VALUE	ESTIMATED BOND CONSTRUCTION VALUE	END STRATEGY	END DESIGN	END RIGHT OF WAY	END CONSTRUCTION	CURRENT PHASE (% COMPLETE)	SCOPE	BUDGET	SCHEDULE
04	San Francisco County Transportation Authority	01CA0008	Treasure Island road West of SFOBB	\$0	\$74,357		6/28/13	6/28/13	12/30/16	55% Design 85% ROW	☑	⊗	⊗
04	San Francisco County Transportation Authority	01CA007A	Treasure Island Road West of SFOBB	\$0	\$92,945		6/28/13	6/28/13	12/30/16	55% Design 85% ROW	☑	⊗	⊗
04	San Francisco County Transportation Authority	01CA007B	Treasure Island Road west of SFOBB	\$272,000	\$18,000,000		12/31/12	3/29/13	12/31/15	95% Design 80% ROW	☑	☑	⊗
04	San Francisco County Transportation Authority	34U0003	Ramps on East side of Yerba Buena Island Tunnel at SFOBB on/off of I-80	\$0	\$111,536		6/28/13	6/28/13	12/30/16	60% Design 85% ROW	☑	⊗	⊗
04	San Francisco International Airport	35C0133	Departing Flight Traffic	\$0	\$1,467,021				▲	Project Complete	☑	☑	☑
04	San Jose	37C0052L	Southwest Expressway	\$0	\$35,678				▲	Project Complete	☑	☑	☑
04	San Jose	37C0299	Belt (Auzerias Street)	\$0	\$0					Bridge Removed			
04	San Jose	37C0300	Belt/Pipe(Auzerias & Del Monte)	\$0	\$0					Bridge Removed			
04	San Jose	37C0701	East Julian Street	\$0	\$45,557				▲	Project Complete	☑	☑	☑
04	San Jose	37C0732	East William Street	\$0	\$15,762				▲	Project Complete	☑	☑	☑
04	Santa Clara County	37C0121	Shoreline Boulevard	\$0	\$54,107				▲	Project Complete	☑	☑	☑
04	Santa Clara County	37C0159	Alamitos Road	\$0	\$0					Bridge Removed			
04	Santa Clara County	37C0173	Aldercroft Heights Road	\$0	\$93,460				▲	Project Complete	☑	☑	☑
04	Santa Clara County	37C0183	Central & Lawrence Expressway	\$0	\$82,549				▲	Project Complete	☑	☑	☑
04	Sonoma County	20C0005	Geysers Road	\$11,370	\$572,016		12/1/14	12/1/14	11/1/15	10% Design	☑	☑	⊗
04	Sonoma County	20C0017	Watmaugh Road	\$22,740	\$562,639		6/1/15	12/1/15	5/1/17	10% Design	☑	☑	⊗
04	Sonoma County	20C0018	Bohemian Highway	\$57,028	\$2,992,454		5/1/16	5/1/16	10/15/17	5% Design	☑	☑	⊗
04	Sonoma County	20C0139	Wohler Road	\$22,740	\$562,639		12/1/13	12/1/13	11/1/14	50% Design	☑	☑	⊗
04	Sonoma County	20C0141	Annapolis Road	\$0	\$165,510					Project Complete	☑	☑	☑
04	Sonoma County	20C0155	Wohler Road	\$4,548	\$465,115		12/1/13	12/1/13	10/1/14	15% Design	☑	☑	⊗

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Local Bridge Seismic Retrofit Program Delivery Report

DISTRICT	AGENCY	BRIDGE NO.	PROJECT DESCRIPTION	ESTIMATED BOND RIGHT OF WAY VALUE	ESTIMATED BOND CONSTRUCTION VALUE	END STRATEGY	END DESIGN	END RIGHT OF WAY	END CONSTRUCTION	CURRENT PHASE (% COMPLETE)	SCOPE	BUDGET	SCHEDULE
04	Sonoma County	20C0242	Chalk Hill Road	\$11,370	\$574,705	6/1/20	6/1/22	1/1/23	11/1/23	Request Re-Strategy	✓	✓	✗
04	Sonoma County	20C0248	Lambert Bridge Road	\$11,370	\$572,016		9/30/15	9/30/15	10/1/16	Design Phase Started	✓	✓	✗
04	Sonoma County	20C0262	Boyes Boulevard	\$56,850	\$581,394		6/1/13	6/1/13	7/1/16	50% Design	✓	✓	✓
04	Sonoma County	20C0407	West Dry Creek Road	\$11,370	\$572,016		12/1/16	12/1/16	10/1/17	Design Phase Started	✓	✓	✗
04	Union City	33C0111	Decoto Road	\$0	\$626,147		12/1/12	12/1/12	11/30/13	90% Design 90% ROW	✓	✓	✗
04	Union City	33C0223	Whipple Road	\$0	\$100,291				10/31/12	95% Construction	✓	✓	✗
04	Vallejo	23C0152	Sacramento Street	\$0	\$219,000		5/1/14	No R/W	5/1/15	Design Phase Started	✓	✗	✗
05	King City	44C0059	First Street	\$0	\$39,342				▲	Project Complete	✓	✓	✓
05	Monterey County	44C0009	Nacimiento Lake Drive	\$14,510	\$402,597		12/31/12	12/31/13	12/31/14	89% Design	✓	✗	✗
05	Monterey County	44C0099	Boronda Road	\$24,087	\$508,121		12/31/14	12/31/14	12/31/15	35% Design	✓	✗	✗
05	Monterey County	44C0115	Schulte Road	\$0	\$508,121		▲		12/15/13	50% Construction	✓	✗	✗
05	Monterey County	44C0151	Peach Tree Road	\$5,735	\$215,063		12/31/12	12/31/12	12/31/13	70% Design 10% ROW	✓	✗	✗
05	Monterey County	44C0158	Lonoak Road	\$0	\$247,509				10/30/12	Project Complete	✓	✓	✓
05	Monterey County	44C0042	Union Pacific Railroad & Amtrak	\$0	\$0					Bridge Removed			
05	San Benito County	43C0027	Panoche Road	\$0	\$7,433		12/19/12	5/1/13	1/30/14	60% Design	✓	✓	✗
05	San Benito County	43C0043	Lone Tree Road	\$0	\$194,891					Project Complete	✓	✓	✓
05	San Luis Obispo County	49C0338	Moonstone Beach	\$0	\$68,034					Project Complete	✓	✓	✓
05	Santa Barbara	51C0144	Southern Pacific Transportation Company	\$0	\$0					Bridge Removed			
05	Santa Barbara	51C0146	Union Pacific Railroad & Amtrak	\$0	\$0					Bridge Removed			
05	Santa Barbara	51C0150	Union Pacific Railroad & Amtrak	\$0	\$0					Bridge Removed			
05	Santa Barbara	51C0250	Chapala Street	\$0	\$0					Bridge Removed			

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Local Bridge Seismic Retrofit Program Delivery Report

DISTRICT	AGENCY	BRIDGE NO.	PROJECT DESCRIPTION	ESTIMATED BOND RIGHT OF WAY VALUE	ESTIMATED BOND CONSTRUCTION VALUE	END STRATEGY	END DESIGN	END RIGHT OF WAY	END CONSTRUCTION	CURRENT PHASE (% COMPLETE)	SCOPE	BUDGET	SCHEDULE
05	Santa Barbara County	51C0001	Cathedral Oaks Road	\$0	\$286,750		2/1/13	2/1/13	8/15/14	75% Design 65% ROW	✓	✗	✗
05	Santa Barbara County	51C0002	San Marcos Road	\$0	\$114,132					Project Complete	✓	✓	✓
05	Santa Barbara County	51C0006	Floradale Avenue	\$29,822	\$1,243,578		10/30/13	6/30/14	1/30/16	79% Design	✓	✓	✗
05	Santa Barbara County	51C0014	Jalama Road	\$0	\$73,497		▲		▲	Project Complete	✓	✓	✓
05	Santa Barbara County	51C0016	Jalama Road	\$0	\$55,842		▲		▲	Project Complete	✓	✓	✓
05	Santa Barbara County	51C0017	Jalama Road	\$9,176	\$453,065		3/31/14	3/31/14	6/30/15	38% Design	✓	✗	✗
05	Santa Barbara County	51C0018	Union Pacific Railroad & Amtrak	\$3,441	\$138,000				11/30/12	60% Construction	✓	✗	✗
05	Santa Barbara County	51C0039	Rincon Hill Road	\$5,735	\$79,946		11/30/12	2/18/13	6/10/13	65% Design	✓	✓	✗
05	Santa Barbara County	51C0173	Santa Rosa Road	\$6,804	\$223,376				9/3/13	87% Construction	✓	✗	✗
05	Santa Cruz	36C0103	Soquel Drive	\$0	\$17,205		1/1/13	No R/W	9/1/13	50% Design	✓	✗	✗
05	Santa Cruz	36C0108	Murray Avenue	\$38,540	\$1,065,678		5/31/13	8/31/13	4/30/15	40% Design 5% ROW	✓	✗	✗
05	Solvang	51C0008	Alisal Road	\$0	\$65,000		8/16/13	No R/W	9/26/14	15% Design	✓	✗	✗
06	Bakersfield	50C0021L	Manor Street North Bound	\$0	\$298,220	11/16/12	4/1/13	No R/W	2/28/15	15% Strategy 20% Design	✓	✓	✗
06	Bakersfield	50C0021R	Manor Street South Bound	\$0	\$298,220	11/16/12	4/1/13	No R/W	2/28/15	15% Strategy 20% Design	✓	✓	✗
06	Department of Water Resources	42C0140	West Shields Avenue	\$0	\$22,940		1/15/13	No R/W	6/17/13	99% Design	✓	✓	✗
06	Department of Water Resources	42C0141	North Russell Avenue	\$0	\$22,940		1/15/13	No R/W	6/17/13	99% Design	✓	✓	✗
06	Department of Water Resources	42C0143	West Nees Avenue	\$0	\$22,940		1/15/13	No R/W	6/17/13	99% Design	✓	✓	✗
06	Department of Water Resources	42C0156	West Jayne Avenue	\$0	\$18,352		1/15/13	No R/W	6/17/13	99% Design	✓	✓	✗
06	Department of Water Resources	42C0159	West Mount Whitney Avenue	\$0	\$18,352		1/15/13	No R/W	6/17/13	99% Design	✓	✓	✗
06	Department of Water Resources	42C0173	West Manning Avenue	\$0	\$18,352		1/15/13	No R/W	6/17/13	99% Design	✓	✓	✗

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Local Bridge Seismic Retrofit Program Delivery Report

DISTRICT	AGENCY	BRIDGE NO.	PROJECT DESCRIPTION	ESTIMATED BOND RIGHT OF WAY VALUE	ESTIMATED BOND CONSTRUCTION VALUE	END STRATEGY	END DESIGN	END RIGHT OF WAY	END CONSTRUCTION	CURRENT PHASE (% COMPLETE)	SCOPE	BUDGET	SCHEDULE
06	Department of Water Resources	42C0245	West Panoche Road	\$0	\$18,352		1/15/13	No R/W	6/17/13	99% Design	☑	☑	⊗
06	Department of Water Resources	42C0370	West Clarkson Avenue	\$0	\$22,940		1/15/13	No R/W	6/17/13	99% Design	☑	☑	⊗
06	Department of Water Resources	42C0371	South El Dorado Avenue	\$0	\$22,940		1/15/13	No R/W	6/17/13	99% Design	☑	☑	⊗
06	Department of Water Resources	42C0425	West Gale Avenue	\$0	\$18,352		1/15/13	No R/W	6/17/13	99% Design	☑	☑	⊗
06	Department of Water Resources	45C0071	Avenal Cutoff	\$0	\$18,352		1/15/13	No R/W	6/17/13	99% Design	☑	☑	⊗
06	Department of Water Resources	45C0123	Plymouth Avenue	\$0	\$18,352		1/15/13	No R/W	6/17/13	99% Design	☑	☑	⊗
06	Department of Water Resources	45C0124	30th Avenue	\$0	\$18,352		1/15/13	No R/W	6/17/13	99% Design	☑	☑	⊗
06	Department of Water Resources	45C0125	Quail Avenue	\$0	\$18,352		1/15/13	No R/W	6/17/13	99% Design	☑	☑	⊗
06	Department of Water Resources	50C0113	Elk Hills Road	\$0	\$0					Bridge Removed			
06	Department of Water Resources	50C0123	Old River Road	\$0	\$17,205		1/15/13	No R/W	6/17/13	99% Design	☑	☑	⊗
06	Fresno County	42C0098	South Calaveras Avenue	\$0	\$30,923		▲		▲	Project Complete	☑	☑	☑
06	Fresno County	42C0280	West Althea Avenue	\$0	\$0					Project Complete	☑	☑	☑
06	Fresno County	42C0281	West Sierra Avenue	\$0	\$45,880		8/1/13	No R/W	1/31/14	60% Design	☑	⊗	⊗
06	Tulare County	46C0027	Avenue 416	\$0	\$521,885				12/31/13	1% Construction	☑	☑	⊗
07	Los Angeles	53C0045	Beverly-First Street	\$0	\$848,780		6/30/14	No R/W	3/20/17	60% Design	☑	☑	⊗
07	Los Angeles	53C0096	Fletcher Drive	\$0	\$848,780				6/28/13	55% Construction	☑	☑	⊗
07	Los Angeles	53C0784	At&Sf RR	\$0	\$0					Bridge Removed			
07	Los Angeles	53C0859	North Spring Street	\$0	\$229,400				10/31/16	Waiting Award	☑	☑	⊗
07	Los Angeles	53C0884	Ocean Boulevard	\$0	\$0					Bridge Removed			

☑ No known scope, budget, or schedule impacts ⊗ Known scope, budget, or schedule impact
 ◆ Potential schedule impact (late, but within the same Federal Fiscal Year)

Phase Complete Completed ahead of schedule Behind schedule

Local Bridge Seismic Retrofit Program Delivery Report

DISTRICT	AGENCY	BRIDGE NO.	PROJECT DESCRIPTION	ESTIMATED BOND RIGHT OF WAY VALUE	ESTIMATED BOND CONSTRUCTION VALUE	END STRATEGY	END DESIGN	END RIGHT OF WAY	END CONSTRUCTION	CURRENT PHASE (% COMPLETE)	SCOPE	BUDGET	SCHEDULE
07	Los Angeles	53C1010	North Main Street	\$0	\$965,295				3/31/15	20% Construction	✓	✓	✗
07	Los Angeles	53C1184	4th Street	\$0	\$290,191				12/28/12	95% Construction	✓	✓	✗
07	Los Angeles	53C1335	Tampa Avenue	\$0	\$59,644				11/30/12	96% Construction	✓	✓	✓
07	Los Angeles	53C1362	Vanowen Street	\$0	\$208,750				12/31/13	40% Construction	✓	✓	✗
07	Los Angeles	53C1388	Winnetka Ave	\$0	\$45,306				11/30/12	96% Construction	✓	✓	✓
07	Los Angeles	53C1875	Avenue 26	\$0	\$409,953		6/28/13	No R/W	11/10/16	25% Design	✓	✓	✗
07	Los Angeles	53C1880	Sixth Street	\$0	\$29,740,105		11/3/14	9/30/14	6/29/18	40% Design	✓	✗	✗
07	Los Angeles	53C1881	Hyperion Avenue	\$0	\$1,220,371		9/30/15	12/30/14	6/28/19	90% Design	✓	✗	✗
07	Los Angeles	53C1882	Hyperion Avenue	\$0	\$290,191		12/31/12	No R/W	9/29/17	90% Design	✓	✓	✗
07	Los Angeles	53C1883	Glendale Boulevard	\$0	\$114,700		12/31/12	4/1/13	9/29/17	90% Design 10% ROW	✓	✓	✗
07	Los Angeles	53C1884	Glendale Boulevard	\$0	\$114,700		12/31/12	4/1/13	9/29/17	90% Design 10% ROW	✓	✓	✗
07	Los Angeles County	53C0031	Alondra Boulevard	\$0	\$36,476				▲	Project Complete	✓	✓	✓
07	Los Angeles County	53C0036	Beverly Boulevard	\$0	\$150,705	▲			5/31/13	95% Construction	✓	✓	◆
07	Los Angeles County	53C0070	East Fork Road	\$0	\$131,643				6/30/14	12% Construction	✓	✓	✗
07	Los Angeles County	53C0082	Washington Boulevard	\$0	\$12,815			▲	▲	Project Complete	✓	✓	✓
07	Los Angeles County	53C0084	Slauson Avenue	\$0	\$128,805			6/28/13	1/30/15	93% ROW	✓	✓	✗
07	Los Angeles County	53C0085	Florence Avenue	\$0	\$33,325				▲	Project Complete	✓	✓	✓
07	Los Angeles County	53C0106	Imperial Highway	\$0	\$117,037		▲	▲	▲	Project Complete	✓	✓	✓
07	Los Angeles County	53C0138	Union Pacific Railroad	\$0	\$3,766				▲	Project Complete	✓	✓	✓
07	Los Angeles County	53C0139	College Park Drive	\$0	\$12,606				▲	Project Complete	✓	✓	✓
07	Los Angeles County	53C0178	Valley Boulevard	\$0	\$236,783	▲				Project Complete	✓	✓	✓
07	Los Angeles County	53C0261	Avalon Boulevard	\$0	\$30,718			▲	▲	Project Complete	✓	✓	✓

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 ✗ Known scope, budget, or schedule impact
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 Behind schedule

Local Bridge Seismic Retrofit Program Delivery Report

DISTRICT	AGENCY	BRIDGE NO.	PROJECT DESCRIPTION	ESTIMATED BOND RIGHT OF WAY VALUE	ESTIMATED BOND CONSTRUCTION VALUE	END STRATEGY	END DESIGN	END RIGHT OF WAY	END CONSTRUCTION	CURRENT PHASE (% COMPLETE)	SCOPE	BUDGET	SCHEDULE
07	Los Angeles County	53C0266	Willow Street	\$0	\$34,103				▲	Project Complete	☑	☑	☑
07	Los Angeles County	53C0289	Azusa Avenue	\$0	\$405,399				▲	Project Complete	☑	☑	☑
07	Los Angeles County	53C0329	Garey Avenue	\$0	\$30,869				▲	Project Complete	☑	☑	☑
07	Los Angeles County	53C0375	Foothill Boulevard	\$0	\$271,470				11/30/12	95% Construction	☑	☑	☑
07	Los Angeles County	53C0377	Foothill Boulevard	\$0	\$60,835				▲	Project Complete	☑	☑	☑
07	Los Angeles County	53C0445	Slauson Avenue	\$0	\$209,093				▲	Project Complete	☑	☑	☑
07	Los Angeles County	53C0458	Union Pacific Railroad	\$0	\$32,388				▲	Project Complete	☑	☑	☑
07	Los Angeles County	53C0459	Wilmington Avenue 223	\$0	\$231,045		▲		3/31/14	Waiting Award	☑	⊗	⊗
07	Los Angeles County	53C0471	Washington Boulevard	\$0	\$62,400				▲	Project Complete	☑	☑	☑
07	Los Angeles County	53C0495	Irwindale Avenue	\$0	\$12,150				▲	Project Complete	☑	☑	☑
07	Los Angeles County	53C0531	Atchinson, Topeka, & Santa Fe Railroad	\$0	\$89,294				▲	Project Complete	☑	☑	☑
07	Los Angeles County	53C0575	Artesia Boulevard	\$0	\$60,486				▲	Project Complete	☑	☑	☑
07	Los Angeles County	53C0590	Union Pacific Railroad	\$0	\$8,592				▲	Project Complete	☑	☑	☑
07	Los Angeles County	53C0592	Cherry Avenue	\$0	\$7,833					Project Complete	☑	☑	☑
07	Los Angeles County	53C0594	Long Beach Boulevard	\$0	\$18,015				▲	Project Complete	☑	☑	☑
07	Los Angeles County	53C0596	Atchinson, Topeka, & Santa Fe Railroad	\$0	\$23,419				▲	Project Complete	☑	☑	☑
07	Los Angeles County	53C0599	Alameda Street	\$0	\$120,320	▲			5/31/13	70% Construction	☑	☑	⊗
07	Los Angeles County	53C0671	Azusa Canyon Road	\$0	\$12,540				▲	Project Complete	☑	☑	☑
07	Los Angeles County	53C0807	Avenue T	\$0	\$126,437				▲	Project Complete	☑	☑	☑
07	Los Angeles County	53C0810	Southern Pacific Transportation Company Railroad	\$0	\$15,088					Project Complete	☑	☑	☑

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 ◆ Potential schedule impact (late, but within the same Federal Fiscal Year)

Phase Complete ▲ Completed ahead of schedule Behind schedule

Local Bridge Seismic Retrofit Program Delivery Report

DISTRICT	AGENCY	BRIDGE NO.	PROJECT DESCRIPTION	ESTIMATED BOND RIGHT OF WAY VALUE	ESTIMATED BOND CONSTRUCTION VALUE	END STRATEGY	END DESIGN	END RIGHT OF WAY	END CONSTRUCTION	CURRENT PHASE (% COMPLETE)	SCOPE	BUDGET	SCHEDULE
07	Los Angeles County	53C0864	Martin Luther King Junior Avenue	\$0	\$51,404				▲	Project Complete	☑	☑	☑
07	Los Angeles County	53C0867	Soto Street	\$0	\$357,666				▲	Project Complete	☑	☑	☑
07	Los Angeles County	53C0885	Long Beach Freeway	\$0	\$29,393				▲	Project Complete	☑	☑	☑
07	Los Angeles County	53C0890L	Queens Way-South Bound	\$0	\$275,317				11/30/13	40% Construction	☑	☑	☑
07	Los Angeles County	53C0890R	Queens Way-South Bound	\$0	\$275,317				11/30/13	40% Construction	☑	☑	☑
07	Los Angeles County	53C0892L	Queens Way South Bound	\$0	\$273,821				▲	Project Complete	☑	☑	☑
07	Los Angeles County	53C0892R	Queens Way North Bound	\$0	\$273,821				▲	Project Complete	☑	☑	☑
07	Los Angeles County	53C0897	S.P.T.C. R R	\$0	\$15,990				▲	Project Complete	☑	☑	☑
07	Los Angeles County	53C0916	First Street	\$0	\$19,658				▲	Project Complete	☑	☑	☑
07	Los Angeles County	53C0918	First Street	\$0	\$19,658				▲	Project Complete	☑	☑	☑
07	Los Angeles County	53C0930	9th Street	\$0	\$259,726				5/31/13	60% Construction	☑	☑	◆
07	Los Angeles County	53C0931	10th Street Off Ramp	\$0	\$654,259				▲	Project Complete	☑	☑	☑
07	Los Angeles County	53C0933	7th Street On Ramp	\$0	\$79,055				▲	Project Complete	☑	☑	☑
07	Los Angeles County	53C0934	6th Street Off Ramp	\$0	\$380,774				▲	Project Complete	☑	☑	☑
07	Los Angeles County	53C0951	Garey Avenue	\$0	\$27,418				▲	Project Complete	☑	☑	☑
07	Los Angeles County	53C1403	The Old Road	\$0	\$402,429	▲	6/30/13	8/31/13	10/31/15	25% Design	☑	☑	◆
07	Los Angeles County	53C1577	Oleander Avenue	\$0	\$17,584				▲	Project Complete	☑	☑	☑
07	Los Angeles County	53C1710	Fruitland Avenue	\$0	\$0					Bridge Removed			
07	Los Angeles County	53C1829	Oak Grove Drive	\$0	\$242,594		▲		▲	Project Complete	☑	☑	☑
07	Los Angeles County	53C1851	Oak Grove Drive	\$0	\$243,263				▲	Project Complete	☑	☑	☑
07	Los Angeles County	53C1909	At & Sf Rr	\$0	\$29,067				▲	Project Complete	☑	☑	☑
07	Los Angeles County	53C1915	4th Street	\$0	\$37,502		▲	▲	▲	Project Complete	☑	☑	☑

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Local Bridge Seismic Retrofit Program Delivery Report

DISTRICT	AGENCY	BRIDGE NO.	PROJECT DESCRIPTION	ESTIMATED BOND RIGHT OF WAY VALUE	ESTIMATED BOND CONSTRUCTION VALUE	END STRATEGY	END DESIGN	END RIGHT OF WAY	END CONSTRUCTION	CURRENT PHASE (% COMPLETE)	SCOPE	BUDGET	SCHEDULE
08	Barstow	54C0088	North 1st Avenue	\$0	\$350,000	1/1/15	1/1/17	1/1/17	3/1/19	Request Re-Strategy	☑	⊗	⊗
08	Barstow	54C0089	North 1st Avenue	\$0	\$82,010	4/1/14	7/5/15	7/5/15	3/1/17	Request Re-Strategy	☑	☑	⊗
08	Barstow	54C0583	Yucca Street	\$0	\$50,000	4/1/14	12/31/14	12/31/14	12/31/15	Request Re-Strategy	☑	⊗	⊗
08	Colton	54C0077	La Cadena Drive	\$0	\$134,199		12/31/12	No R/W	8/31/13	90% Design	☑	☑	⊗
08	Colton	54C0078	La Cadena Drive	\$0	\$14,911		12/31/12	No R/W	8/31/13	90% Design	☑	☑	⊗
08	Colton	54C0079	La Cadena Drive	\$0	\$14,911		12/31/12	No R/W	8/31/13	90% Design	☑	☑	⊗
08	Colton	54C0100	Mount Vernon Avenue	\$0	\$71,285		12/31/12	No R/W	8/31/13	90% Design	☑	☑	⊗
08	Colton	54C0101	Mount Vernon Avenue	\$0	\$19,384		12/31/12	No R/W	8/31/13	90% Design	☑	☑	⊗
08	Colton	54C0375	West C Street	\$0	\$14,911		12/31/12	No R/W	8/31/13	90% Design	☑	☑	⊗
08	Colton	54C0384	C Street	\$0	\$22,366		12/31/12	No R/W	8/31/13	90% Design	☑	☑	⊗
08	Colton	54C0599	Rancho Avenue	\$0	\$14,292		12/31/12	No R/W	8/31/13	90% Design	☑	☑	⊗
08	Department of Water Resources	54C0449	Ranchero Street	\$0	\$28,675		1/15/13	No R/W	6/17/13	99% Design	☑	☑	⊗
08	Department of Water Resources	54C0451	Mesquite Street	\$0	\$17,205		1/15/13	No R/W	6/17/13	99% Design	☑	☑	⊗
08	Department of Water Resources	54C0452	Maple Avenue	\$0	\$28,675		1/15/13	No R/W	6/17/13	99% Design	☑	☑	⊗
08	Department of Water Resources	54C0495	Goodwin Drive	\$0	\$17,205		1/15/13	No R/W	6/17/13	99% Design	☑	☑	⊗
08	Department of Water Resources	54C0496	Duncan Road	\$0	\$17,205		1/15/13	No R/W	6/17/13	99% Design	☑	☑	⊗
08	Grand Terrace	54C0379	Barton Road	\$0	\$52,188				6/3/13	100% Design	☑	☑	⊗
08	Indio	56C0084	Jackson Street	\$0	\$157,218			12/31/12	4/1/14	ROW Started	☑	⊗	⊗
08	Indio	56C0283	S/B Indio Blvd.	\$0	\$207,710			1/1/13	1/1/14	25% ROW	☑	☑	⊗
08	Indio	56C0291	Jackson Street	\$0	\$238,732				12/31/12	10% Construction	☑	⊗	⊗

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Local Bridge Seismic Retrofit Program Delivery Report

DISTRICT	AGENCY	BRIDGE NO.	PROJECT DESCRIPTION	ESTIMATED BOND RIGHT OF WAY VALUE	ESTIMATED BOND CONSTRUCTION VALUE	END STRATEGY	END DESIGN	END RIGHT OF WAY	END CONSTRUCTION	CURRENT PHASE (% COMPLETE)	SCOPE	BUDGET	SCHEDULE
08	Indio	56C0292	North Bound Indio Boulevard	\$2,294	\$125,554			3/1/13	6/1/14	25% ROW	✓	✗	✗
08	Lake Elsinore	56C0309	Auto Center Drive	\$0	\$49,206	5/1/13	7/15/14	No R/W	6/21/16	Request Re-Strategy	✓	✓	✗
08	Loma Linda	54C0130	Anderson Street	\$0	\$25,052					Project Complete	✓	✓	✓
08	Riverside County	56C0001L	South Bound Van Buren Boulevard	\$0	\$1,316,701				1/19/14	87% Construction	✓	✓	✗
08	Riverside County	56C0001R	North Bound Van Buren Boulevard	\$0	\$1,316,701				1/19/14	87% Construction	✓	✓	✗
08	Riverside County	56C0017	River Road	\$0	\$21,678				5/14/13	98% Construction	✓	✓	✗
08	Riverside County	56C0071	Mission Boulevard//Buena Vista	\$57,350	\$3,670,400	2/10/15	8/15/16	8/10/16	5/15/19	Request Re-Strategy	✓	✓	✗
08	San Bernardino	54C0066	Mount Vernon Avenue	\$0	\$3,452,670		4/30/13	8/30/13	6/30/16	Design Phase Started	✓	✓	✗
10	Department of Water Resources	39C0250	Mccabe Road	\$0	\$17,205		1/15/13	No R/W	6/17/13	99% Design	✓	✓	✗
10	Department of Water Resources	39C0252	Butts Road	\$0	\$28,675		1/15/13	No R/W	6/17/13	99% Design	✓	✓	✗
10	Department of Water Resources	39C0314	Mervel Avenue	\$0	\$22,940		1/15/13	No R/W	6/17/13	99% Design	✓	✓	✗
10	Merced County	39C0339	Canal School Road	\$0	\$0					Bridge Removed			
10	Modesto	38C0050	Carpenter Road	\$0	\$1,168,285				11/1/13	11% Construction	✓	✗	✗
10	San Joaquin County	29C0187	Airport Way	\$0	\$420,730				▲	Project Complete	✓	✓	✓
10	San Joaquin County	38C0032	Mchenry Avenue	\$0	\$238,576		10/1/13	5/1/14	7/1/17	65% Design	✓	✓	✗
10	Stanislaus County	38C0003	Santa Fe Avenue	\$0	\$536,796		10/31/13	10/31/13	6/30/15	Design Phase Started	✓	✓	✓
10	Stanislaus County	38C0004	Hickman Road	\$0	\$820,105		7/1/13		11/1/14	1% Design	✓	✓	✗
10	Stanislaus County	38C0010	Crows Landing	\$0	\$745,550		6/1/13	6/30/13	10/31/15	15% Design	✓	✓	◆
10	Stanislaus County	38C0048	Geer Road	\$0	\$141,655				11/30/14	100% Design	✓	✓	✗
10	Stanislaus County	38C0202	Pete Miller Road	\$0	\$44,733		12/31/13	No R/W	10/31/15	Design Phase Started	✓	✓	✗
10	Stanislaus County	39C0001	River Road	\$0	\$670,995		10/31/13	1/29/14	12/28/14	Design Phase Started	✓	✓	✗

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Local Bridge Seismic Retrofit Program Delivery Report

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10	Tracy	29C0126	Eleventh Street	\$0	\$2,278,743		3/30/13	12/15/12	8/30/15	85% Design 75% ROW	✓	✗	✗
11	Del Mar	57C0207	North Torrey Pines Road	\$0	\$1,212,926				10/11/13	63% Construction	✓	✓	✗
11	Imperial County	58C0014	Forrester Road	\$28,675	\$725,569	2/21/13	8/21/15	3/21/14	1/21/16	Request Re-Strategy	✓	✓	✗
11	Imperial County	58C0092	Araz Road	\$0	\$135,116	2/21/13	7/21/14	No R/W	3/21/15	80% Strategy	✓	✓	✗
11	Imperial County	58C0094	Winterhaven Drive	\$0	\$152,780	6/21/13	4/21/14	No R/W	12/21/14	Request Re-Strategy	✓	✓	✗
11	Oceanside	57C0010	Douglas Drive	\$0	\$871,247		10/31/13	12/1/13	2/1/16	20% Design	✓	✗	✗
11	Oceanside	57C0322	Hill Street	\$0	\$1,113,164		6/30/14	8/1/14	2/1/17	33% Design	✓	✗	✗
11	San Diego	57C0015	North Harbor Drive	\$0	\$1,351,438				▲	Project Complete	✓	✓	✓
11	San Diego	57C0416	First Avenue	\$0	\$698,119					Project Complete	✓	✓	✓
11	San Diego	57C0418	Georgia Street	\$0	\$142,549		3/1/14	3/1/14	6/1/15	35% Design	✓	✓	✗
11	Santee	57C0398	Carlton Oaks Drive	\$0	\$46,000		4/30/13	No R/W	8/30/13	50% Strategy	✓	✗	✗
12	Newport Beach	55C0015	Park Avenue	\$0	\$146,242		5/15/14	8/15/14	9/15/16	10% Design	✓	✓	✗
12	Newport Beach	55C0149L	South Bound Jamboree Road	\$0	\$57,003					Project Complete	✓	✓	✓
12	Newport Beach	55C0149R	North Bound Jamboree Road	\$0	\$28,305					Project Complete	✓	✓	✓
12	Newport Beach	55C0151	Bayside Drive	\$0	\$18,044					Project Complete	✓	✓	✓
12	Orange County	55C0038	Santiago Canyon Road	\$0	\$63,477				▲	Project Complete	✓	✓	✓
12	Orange County	55C0655	John Wayne Airport - Macarthur	\$0	\$457,185	▲			12/31/12	10% Construction	✓	✓	✗
12	Orange County	55C0656	Route 55 Departures	\$0	\$106,800				12/31/12	10% Construction	✓	✓	✗
12	Orange County	55C0657	Macarthur	\$0	\$39,254				12/31/12	10% Construction	✓	✓	✗
12	Orange County	55C0658	Departures Traffic	\$0	\$182,292				12/31/12	10% Construction	✓	✓	✗
			Total	\$1,498,625	\$138,403,881								

 No known scope, budget, or schedule impacts
  Known scope, budget, or schedule impact
 Potential schedule impact (late, but within the same Federal Fiscal Year)

 Phase Complete
  Completed ahead of schedule
  Behind schedule



**FY 2012-13
1st Quarter Report
State-Local Partnership
Program**

Quarterly Report to the
**California Transportation
Commission**



State-Local Partnership Program Progress Report
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SUMMARY:

This report covers the first quarter of the State Fiscal Year (FY) 2012-13 for the State-Local Partnership Program (SLPP). There are 203 projects with a total value of \$861.3 million (M) in SLPP funds that have been approved by the California Transportation Commission (Commission) for this program. There has been \$593.8M allocated. There are 188 projects shown on the tables in this report due to some of these projects receiving funding in multiple cycles of the program. There were 25 projects previously removed from the program; six are from this past quarter, which are not included in these numbers, totals or the tables in this report.

The SLPP is set at \$200M each year for five years, for a total of \$1 billion. It is split into two sub-programs. The first is a "formula" based program and the second is a "competitive" based program. The formula program matches local sales tax, property tax and/or bridge tolls and is 95 percent of the total SLPP. The competitive program matches local uniform developer fees and represents five percent of the SLPP. Any SLPP funds that are not programmed in either the "formula" or "competitive" programs in a given fiscal year will remain available for future programming in the remaining cycles of the SLPP.

FORMULA PROGRAM:

Each year the Commission reviews projects that are nominated for the formula program. The Commission will adopt those projects that meet the requirements of Proposition 1B, the Highway Safety, Traffic Reduction and Port Security Bond Act of 2006, and have a commitment of the required match and any required supplementary funding. The following is the status of the formula program projects. See the attached lists for specific project information.

- Cycle 1: In FY 2008-09, 18 projects were programmed for formula share funding. Nine projects have been removed from the program, one of them was removed this quarter. The 9 remaining projects total \$72.8M in SLPP bond funds. All nine projects have approved allocations; five of these projects have been completed and two had an approved Letter of No Prejudice (LONP) prior to allocation.
- Cycle 2: In FY 2009-10, 22 projects were programmed for formula share funding. Five of the projects have been removed from the program; one was re-programmed in Cycle four and one was re-programmed in Cycle five (Doyle drive). The remaining 15 projects total \$126.3M in SLPP funds; all of these projects have approved allocations; five of these have been completed; five of these had an approved LONP prior to allocation.

- Cycle 3: In FY 2010-11, 12 projects were programmed for formula share funding. One of these projects was removed. The remaining 11 projects total \$108.3M in SLPP funds. Nine of these projects have been allocated; three had an approved LONP prior to allocation; one project has been completed. The two remaining projects are expected to be delivered next quarter.
- Cycle 4: In FY 2011-12, 35 projects were programmed for formula share funding; four of those were removed from the program. The 31 remaining projects total \$209.1M in SLPP funds. 21 of these projects have approved allocations; two of these have been completed; five of these had a LONP prior to allocation. The remaining 10 projects are not yet delivered.
- Cycle 5: So far in FY 2012-13, there have been 89 projects programmed for formula share funding for a total of \$311M. 14 of these projects have approved allocations. The remaining 75 projects are not yet delivered.

FY 2012-13 is the final cycle of the SLPP and there is still \$105.09M in formula funds remaining to be programmed. These funds must be programmed and allocated by June 2013.

COMPETITIVE PROGRAM:

Each year the Commission reviews eligible projects that are nominated for the competitive grant program. Projects have to meet the requirements of Proposition 1B and must have a commitment of the required match and any supplementary funding needed. No single grant may exceed \$1M.

The Commission will select projects that meet the following specified criteria:

- Geographic balance
- Cost-effectiveness
- Multimodal
- Safety
- Reliability
- Construction schedule
- Leverage of funding
- Air quality improvements

The following is the status of the competitive program projects. See the attached lists for specific project information.

- Cycle 1: In FY 2008-09, 12 projects were programmed for competitive share funding. One of these projects was removed because the agency could no longer obtain the matching developer funds. The 11 remaining projects totaled \$8.6M in programmed SLPP bond funds; that amount was reduced to \$7.6M after bid savings were accounted for on the completed projects. All 11 of these projects have approved

allocations; seven of these projects have been completed; and one had an approved LONP prior to allocation.

- Cycle 2: In FY 2009-10, 14 projects were programmed for competitive share funding. One of these projects was started prior to allocation and was removed from the program. The 13 remaining projects totaled \$9M in programmed SLPP bond funds; that amount was reduced to \$8.6M after bid savings were accounted for on the completed projects. All 13 projects have approved allocations; five of these projects had an approved LONP prior to allocation. Eight of these projects have been completed.
- Cycle 3: In FY 2010-11, 17 projects were programmed for competitive share funding. Four of these projects were removed from the program; one of those was this quarter. The remaining 13 projects total \$8.4M in SLPP bond funds. All 13 of these projects have been allocated; three of these projects had an approved LONP prior to allocation; four projects have been completed.
- Cycle 4: In FY 2011-12, 13 projects were programmed for competitive share funding; two of these projects were removed this quarter. The remaining 11 projects total \$9.2M in SLPP bond funds. Of these 11 projects; eight have been allocated; the remaining three projects have submitted allocation extension requests and are expected to be allocated prior to June 2013.
- Cycle 5: FY 2012-13. Projects are expected to be programmed at the October 2012 CTC meeting. These projects will be shown on the next quarterly report.

LONP:

The LONP Guidelines were approved in December 2009. As of September 30, 2012, there are 22 projects that have requested, and been approved for a LONP; 21 of these projects have since been allocated.

BACKGROUND:

On November 7, 2006, the voters approved Proposition 1B, which authorized \$1 billion for the State-Local Partnership Program to be available, upon appropriation by the Legislature, for allocation by the Commission over a five-year period to eligible transportation projects nominated by eligible transportation agencies. Proposition 1B requires a dollar for dollar match of local funds for an applicant agency to receive state funds under the program.

CURRENT STATUS:

This report includes several attachments that provide detailed information on project status. Please note that the "Project Numbers" in these lists are for clarification in this report and are only for reference to indicate the number of projects in this report. These "Project Numbers" are subject to change in subsequent reports as projects are added and deleted. Currently there are 188 projects shown in the tables in these reports.

COMPLETED PROJECTS:

This report shows projects that are completed and have an approved Final Delivery Report in separate tables at the end of the project status and detail tables.

Formula Projects - Status and Detail: Scope Budget and Schedule																		
PROJECT NUMBER	DISTRICT	COUNTY/ Agency	AGENCY	PROJECT ID	PROJECT NAME/ (SLPP Cycle)	TOTAL PROJECT COST X \$1,000	TOTAL CONST COST X \$1,000	TOTAL SLPP FUNDS X \$1,000	APPROVED BEGIN CONST	CONSTRUCTION % COMPLETE	CONSTRUCTION AWARDED	ALLOCATED BUT NOT AWARDED	DELIVERED BUT NOT ALLOCATED	NOT YET DELIVERED	LONP	SCOPE	BUDGET	SCHEDULE
1	3	NEV	Truckee	7509	2012 Slurry Seal Project (4)	\$674	\$674	\$144	6/2012	100%	X				●	●	●	
2	3	NEV	Truckee	7548	2013 Slurry Seal (5)	\$660	\$660	\$71	6/2013	0			X		●	●	●	
3	3	SAC	Sacramento County	7536	Hwy 50 / Watt Ave (4)	\$50,376	\$42,074	\$8,586	9/2012	2%	X				●	●	●	
4	3	SAC	City of Rancho Cordova	7474	Folsom Blvd Enhancement, Ph 2 (3)	\$6,837	\$6,037	\$2,724	9/2011	90%	X				●	●	●	
5	3	SAC	Sacramento RT	7501	South Sacramento Light Rail, Ph 2 (3)	\$31,500	\$31,500	\$7,200	1/2012	49%	X				●	●	●	
6	3	SAC	City of Sacramento	7558	Cosumnes River Blvd / I-5 Interchange (5)	\$95,307	\$82,446	\$7,691	12/2012	0			X		●	●	●	
7	3	SAC	Caltrans		Sac 50 – HOV (1)	\$128,536	\$100,736	\$7,214	10/2009	100%	X				●	●	●	
8	4	ALA	Alameda Cty Transit	7502	Bus Procurement Program (2,5)	\$52,434	\$52,434	\$21,007	1/2012	23%	X				●	●	●	
9	4	Vari.	Bay Area Rapid Transit	7489	BART - Warm Springs Extension (1,2,3,4,5)	\$890,000	\$746,904	\$99,180	6/2011	28%	X				●	●	●	
10	4	Bay Area Toll Auth	Bay Area Rapid Transit	7499	Oakland Airport Connector (2,4,5)	\$484,111	\$454,081	\$20,000	10/2010	54%	X				●	●	●	
11	4	CC	Caltrans		SR 4 East Somersville to 160 Segment 2 (1,3)	\$83,967	\$48,717	\$9,984	10/2011	22%	X				●	●	●	
12	4	CC	Caltrans		SR 4 East Somersville to 160 Segment 3 (2,4)	\$92,407	\$59,775	\$8,534	4/2012	2%	X				●	●	●	
13	4	CC	Contra Costa Transp Auth		SR 4 East Widening Segment 3B (5)	\$88,161	\$76,740	\$5,868	10/2012	0		X			●	●	●	
14	4	MRN	Sonoma Marin Rail Trans Dist	7530	Sonoma-Marin Area Rail Tansit (4,5)	\$397,060	\$294,970	\$8,322	12/2011	10%	X				●	●	●	
15	4	SF	Caltrans		Doyle Drive (5)	\$954,847	\$200,000	\$19,360		0			X		●	●	●	
16	4	SM	SanMateo Cnty Transit District	7491	Purchase Buses for Paratransit (2)	\$224	\$224	\$49	10/2011	100%	X				●	●	●	
17	4	SM	SanMateo Cnty Transit District	7492	Replacement Mini Vans (3)	\$604	\$604	\$100	4/2012	100%	X				●	●	●	
18	4	SM	SanMateo Cnty Transit District	7493	Bus Washer (3)	\$676	\$676	\$150	4/2012	9%	X				●	●	●	
19	4	SM	Peninsula Cnty Jnt Pwrs Brd	7514	Positive Train Control (4)	\$227,691	\$203,700	\$2,500	10/2011	1%	X				●	●	●	
20	4	SCL	Santa Clara Vly Trans Auth	7534	BART – Vehicle Procurement (4,5)	\$262,517	\$262,517	\$34,760	6/2012	1%	X			X	●	●	●	
21	4	SON	Santa Rosa	7488	Hybrid Bus Acquisition (1)	\$2,400	\$2,400	\$1,200	3/2010	100%	X				●	●	●	

Formula Projects - Status and Detail: Scope Budget and Schedule																		
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22	4	SON	Caltrans		101 – Airport OC and I/C (4,5)	\$49,208	\$33,400	\$3,693	10/2012	0		X				●	●	●
23	4	SON	Caltrans		101 – Petaluma River Bridge (4)	\$127,347	\$77,000	\$1,865	10/2012	0		X				●	●	●
24	4	SON	Caltrans		101 – Old Redwood Hwy OC & IC (5)	\$41,388	\$26,798	\$4,610	2/2013	0		X				●	●	●
25	5	SCR	Santa Cruz Metro Transit District	7557	Metro Base Consolidated Facility (5)	\$74,824	\$63,376	\$5,812	8/2012	0		X				◆	◆	◆
26	5	SB	City of Santa Maria	7510	Union Valley Parkway Arterial – Ph II (4)	\$2,285	\$2,285	\$1,142	3/2013	0			X			●	●	●
27	5	SB	Caltrans		101- Union Valley Parkway Interchange (4)	\$21,557	\$13,173	\$4,662	8/2012	0			X			●	●	○
28	6	MAD	Madera County	7549	Avenue 9 Improvements (5)	\$3,419	\$3,204	\$1,454	4/2013	0			X			●	●	●
29	6	MAD	City of Madera	7442	Rehab, Resurface, Reconstruct & ADA (1)	\$326	\$306	\$150	11/2010	100%	X					●	●	●
30	6	MAD	City of Madera	7486	3R & ADA – South Gateway Drive (3)	\$437	\$417	\$206	3/2013	0			X			●	●	●
31	6	MAD	City of Madera	7485	3R & ADA – D Street and Almond Ave (3)	\$566	\$546	\$273	10/2012	0			X			●	●	●
32	6	MAD	City of Madera	7541	4 th Street – Pine Street to K Street (5)	\$1,512	\$1,360	\$567	2/2013	0			X			●	●	●
33	6	TUL	Tulare County	7431	Road 80 Widening - Phase 1A (1)	\$6,000	\$6,000	\$2,294	8/2010	95%	X					●	●	●
34	6	TUL	Tulare County	7429	Road 108 Widening (2)	\$12,149	\$12,149	\$2,295	2/2011	87%	X					●	●	●
35	6	TUL	Dinuba	7511	Avenue 416 Widening -Rd 56 to Rd 80 (5)	\$22,730	\$22,730	\$7,551	12/2012	0			X			●	●	●
36	7	LA	LA County Metropolitan Transp Auth	7449	I-10 & I-110 Convert HOV to HOT Lanes (2)	\$120,635	\$98,288	\$20,000	2/2011	69%	X					●	●	●
37	7	LA	LA County Metropolitan Transp Auth	7496	LA - San Fernando Valley Transit Ext (2,3)	\$324,764	\$287,102	\$40,300	7/2009	97%	X					●	●	●
38	7	LA	LA County Metropolitan Transp Auth	7494	CNG Bus Procurement (3,4)	\$77,100	\$77,100	\$38,550	1/2012	15%	X					●	●	●
39	7	LA	LA County Metropolitan Transp Auth	7555	Transit Bus Acquisition (5)	\$297,070	\$297,070	\$36,250	12/2012	0		X				●	●	●
40	7	LA	Southern CA Regional Rail Authority	7495	Positive Train Control (3,4)	\$231,112	\$209,282	\$20,000	10/2010	60%	X					●	●	●
41	7	LA	Caltrans		I-5 N. Carpool Lanes SR 118-170 (1)	\$236,001	\$136,075	\$25,075	5/2010	56%	X					●	●	●
42	7	LA	Caltrans	7484	I-5 Carmenita Interchange (2)	\$395,167	\$171,930	\$14,925	7/2011	11%	X					●	●	●
43	7	LA	Caltrans		I-5 HOV Empire Ave I/C (4)	\$459,392	\$299,820	\$20,000	10/2012	0		X				●	●	●
44	7	LA	Caltrans		I-5 HOV Artesia Blvd to Coyote Cr Seg 2 (5)	\$416,204	\$124,904	\$36,156	6/2013	0			X			●	●	◆

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45	7	LA	Caltrans		I-5 HOV Artesia Blvd to Florence Seg 5 (5)	\$198,220	\$131,786	\$26,500	6/2013	0				X		●	●	●
46	8	RIV	City of Corona	7546	Foothill Parkway Westerly Extension (5)	\$23,500	\$23,500	\$7,000	6/2013	0				X		●	●	●
47	8	RIV	City of Indian Wells	7556	Highway 111 Improvements (5)	\$3,100	\$3,100	\$1,550	5/2013	0				X		●	●	●
48	8	RIV	City of Indio	7544	Monroe Street Improvements (5)	\$2,750	\$2,750	\$1,375	10/2012	0				X		●	●	●
49	8	RIV	City of Indio	7545	Varner Road / Jefferson Street Improv. (5)	\$4,500	\$4,500	\$2,250	6/2013	0				X		●	●	●
50	8	SBD	SANBAG	7538	I-15 / Rancho Rd Interchange (4)	\$64,346	\$44,221	\$4,550	8/2012	5%	X					●	●	●
51	8	SBD	SANBAG	7537	Lenwood Road RR Grade Sep (4)	\$31,501	\$22,300	\$2,161	5/2013	0				X		●	●	●
52	8	SBD	City of Ontario	7540	South Milliken Avenue RR Grade Sep (4)	\$75,966	\$66,000	\$20,130	7/2013	0				X		●	●	●
53	8	SBD	City of Ontario	7539	Vineyard Avenue RR Grade Sep (4)	\$60,859	\$47,300	\$15,025	7/2013	0				X		●	●	●
54	10	SJ	City of Stockton	7448	Lower Sacramento Rd Grade Separation (2)	\$34,400	\$30,040	\$5,100	10/2010	80%	X					●	●	●
55	10	SJ	City of Stockton	7533	I-5 French Camp Road I/C (4)	\$50,644	\$31,100	\$3,800	10/2012	0		X				●	●	●
56	10	SJ	Caltrans		Rte 99 South Stockton 6 Lane (5)	\$250,500	\$150,000	\$7,100	10/2012	0		X				●	●	●
57	11	IMP	Imperial County	7561	Dogwood Road (5)	\$1,802	\$1,802	\$901	11/2013	0				X		●	●	●
58	11	IMP	Imperial County	7560	Willoughby Road (5)	\$1,300	\$1,300	\$650	11/2013	0				X		●	●	●
59	11	IMP	City of Brawley	7550	Eastern Avenue Rehab (5)	\$1,250	\$1,250	\$625	10/2013	0				X		●	●	●
60	11	IMP	City of Calexico	7563	5 th Street Repaving (5)	\$1,030	\$1,030	\$515	9/2013	0				X		●	●	●
61	11	IMP	City of Calexico	7562	Downtown Repaving (5)	\$800	\$800	\$400	9/2013	0				X		●	●	●
62	11	IMP	City of Calipatria	7552	Lake Avenue Improvements (5)	\$271	\$271	\$133	6/2013	0				X		●	●	●
63	11	IMP	City of El Centro	7553	FY 2013 Streets Rehab (5)	\$2,073	\$2,073	\$1,036	8/2013	0				X		●	●	●
64	11	IMP	City of Holtville	7551	Grape Avenue Improvements (5)	\$323	\$323	\$161	6/2013	0				X		●	●	●
65	11	IMP	City of Imperial	7564	South N Street Reconstruction (5)	\$768	\$768	\$384	3/2013	0				X		●	●	●
66	11	IMP	City of Westmorland	7554	6 th Street and G Street Improvements (5)	\$136	\$136	\$68	5/2013	0				X		●	●	●
67	11	IMP	San Diego Assoc of Gov	7497	Blue Line Light Rail Vehicles (2)	\$233,178	\$233,178	\$31,097	10/2009	84%	X					●	●	●
68	11	SD	San Diego Assoc of Gov	7513	Blue Line Crossovers and Signals (4)	\$43,393	\$38,479	\$10,200	9/2011	65%	X					●	●	●
69	11	SD	San Diego Assoc of Gov	7531	Blue Line Station Rehab (4,5)	\$78,360	\$72,129	\$40,978	3/2013	1%	X					●	●	●
70	11	SD	San Diego Assoc of Gov	7559	Blue Line Traction and Power Substation (5)	\$19,019	\$16,587	\$4,658	9/2012	1%	X					●	●	●
71	11	SD	Caltrans		I-805 HOV Managed Lanes – North (4)	\$163,000	\$127,305	\$1,358	4/2012	4%	X					●	●	●
72	12	ORA	Orange County		Moulton Pkwy – Smart Street, Seg 3 (5)	\$7,986	\$6,842	\$3,422	12/2012	0		X				●	●	●

Formula Projects - Status and Detail: Scope Budget and Schedule																		
PROJECT NUMBER	DISTRICT	COUNTY/ Agency	AGENCY	PROJECT ID	PROJECT NAME/ (SLPP Cycle)	TOTAL PROJECT COST X \$1,000	TOTAL CONST COST X \$1,000	TOTAL SLPP FUNDS X \$1,000	APPROVED BEGIN CONST	CONSTRUCTION % COMPLETE	CONSTRUCTION AWARDED	ALLOCATED BUT NOT AWARDED	DELIVERED BUT NOT ALLOCATED	NOT YET DELIVERED	LONP	SCOPE	BUDGET	SCHEDULE
73	12	ORA	Orange County	7504	Cow Camp Rd (4)	\$31,434	\$29,434	\$3,717	12/2012	0			X		●	●	●	
74	12	ORA	Orange County	7543	La Pata Avenue (5)	\$57,220	\$45,220	\$5,110	3/2013	0			X		●	●	●	
75	12	ORA	Orange County		Skyline Drive Reconstruction (5)	\$580	\$504	\$252	10/2013	0			X		●	●	●	
76	12	ORA	Orange County		Dale Street Reconstruction (5)	\$363	\$316	\$158	9/2013	0			X		●	●	●	
77	12	ORA	Orange County		Modjeska Grade Road Improvement (5)	\$1,681	\$1,528	\$764	10/2013	0			X		●	●	●	
78	12	ORA	Orange County Transp Auth	7408	Imperial Hwy and Assoc. Rd Smart St. (1)	\$1,514	\$1,514	\$200	10/2010	100%	X				●	●	●	
79	12	ORA	Orange County Transp Auth	7542	Laguna Nigel / Mission Viejo Metrolink (5)	\$4,132	\$1,381	\$695	12/2012	0		X			●	●	●	
80	12	ORA	City of Aliso Viejo		Aliso Creek Rehab (5)	\$743	\$644	\$318	7/2013	0			X		●	●	●	
81	12	ORA	City of Anaheim	7505	Brookhurst St Widening (4)	\$8,961	\$8,961	\$3,393	7/2013	0			X		●	●	●	
82	12	ORA	City of Anaheim		Sunkist Street Improvements (5)	\$1670	\$1670	\$835	12/2013	0			X		●	●	●	
83	12	ORA	City of Anaheim		Orange Avenue Improvements (5)	\$348	\$348	\$174	1/2013	0			X		●	●	●	
84	12	ORA	City of Anaheim		Knott Avenue Improvements (5)	\$448	\$448	\$224	1/2013	0			X		●	●	●	
85	12	ORA	City of Anaheim		Tustin Ave / Riverdale Ave Improvement (5)	\$554	\$554	\$277	12/2012	0			X		●	●	●	
86	12	ORA	City of Anaheim		Broadway Improvements (5)	\$374	\$374	\$187	1/2013	0			X		●	●	●	
87	12	ORA	City of Anaheim		Anaheim Blvd Improvements (5)	\$664	\$664	\$332	1/2013	0			X		●	●	●	
88	12	ORA	City of Brea		Lambert Rd Ph 2 Rehab (5)	\$794	\$794	\$362	9/2013	0			X		●	●	●	
89	12	ORA	City of Buena Park		La Palma Ave Rehab-Beach Blvd/ECL (5)	\$1182	\$1142	\$571	9/2013	0			X		●	●	●	
90	12	ORA	City of Costa Mesa		Redhill Avenue Rehab (5)	\$1,901	\$1,901	\$922	3/2013	0			X		●	●	●	
91	12	ORA	City of Costa Mesa	7507	Harbor Blvd & Adams Ave (4)	\$4,779	\$3,914	\$1,482	10/2012	0			X		●	●	●	
92	12	ORA	City of Cypress		Cerritos Avenue Widening (5)	\$439	\$378	\$168	2/2013	0			X		●	●	●	
93	12	ORA	City of Cypress		Valley View Ave Overlay (5)	\$438	\$402	\$180	2/2013	0			X		●	●	●	
94	12	ORA	City of Dana Point		Residential Rehab (5)	\$2,548	\$2,548	\$318	12/2012	0			X		●	●	●	
95	12	ORA	City of Fountain Valley		Brookhurst Street Improvement (5)	\$933	\$933	\$396	6/2013	0			X		●	●	●	
96	12	ORA	City of Fullerton		Magnolia Avenue Reconstruction (5)	\$1,230	\$1,100	\$410	4/2013	0			X		●	●	●	
97	12	ORA	City of Fullerton		Berkeley Avenue Reconstruction (5)	\$780	\$700	\$343	4/2013	0			X		●	●	●	
98	12	ORA	City of Fullerton		Fullerton Transportation Ctr Elevators (5)	\$2,448	\$1,998	\$311	2/2013	0			X		●	●	●	
99	12	ORA	City of Garden Grove		Local Road Rehab (5)	\$1,684	\$1,684	\$842	7/2013	0			X		●	●	●	

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100	12	ORA	City of Huntington Beach		Goldenwest St & Garfield Ave Rehab (5)	\$2,266	\$2,266	\$1,133	2/2013	0			X		●	●	●	
101	12	ORA	City of Irvine		Jamboree Road Rehab (5)	\$1,628	\$1,468	\$600	6/2013	0			X		●	●	●	
102	12	ORA	City of Irvine		Campus Drive Rehab (5)	\$2,774	\$2,594	\$973	6/2013	0			X		●	●	●	
103	12	ORA	City of La Habra		Idaho Street Rehab (5)	\$628	\$628	\$314	3/2013	0			X		●	●	●	
104	12	ORA	City of La Palma		La Palma Ave Rehab-Valley View/WCL (5)	\$676	\$636	\$318	9/2013	0			X		●	●	●	
105	12	ORA	City of Laguna Beach		Trolley Bus Acquisition (5)	\$636	\$636	\$318	12/2012	0			X		●	●	●	
106	12	ORA	City of Laguna Hills		El Toro Rd / Ridge Route Dr Reconstruction (5)	\$1,280	\$1,280	\$343	7/2013	0			X		●	●	●	
107	12	ORA	Orange County Transp Auth	7542	Laguna Nigel / Mission Viejo Metrolink (5)	\$4,132	\$1,381	\$695	12/2012	0			X		●	●	●	
108	12	ORA	City of Laguna Niguel		La Paz Road Rehab (5)	\$826	\$826	\$413	4/2013	0			X		●	●	●	
109	12	ORA	City of Laguna Woods		El Toro Rd Reconstruction (5)	\$591	\$591	\$293	4/2013	0			X		●	●	●	
110	12	ORA	City of Lake Forest		Lake Forest Dr / Rockfield Bl Resurface (5)	\$1,035	\$1,035	\$479	12/2012	0			X		●	●	●	
111	12	ORA	City of Los Alamitos		Business Area Street Improvement (5)	\$636	\$636	\$318	3/2013	0			X		●	●	●	
112	12	ORA	City of Mission Viejo	7508	La Paz Bridge & Road Widening (4)	\$7,519	\$5,548	\$1,275	11/2012	0	X				●	●	●	
113	12	ORA	City of Mission Viejo	7503	Oso Parkway Widening (4)	\$5,579	\$3,180	\$1,204	6/2013	0			X		●	●	●	
114	12	ORA	City of Mission Viejo		Jeronimo Road Resurfacing (5)	\$1,378	\$1,278	\$574	4/2013	0			X		●	●	●	
115	12	ORA	City of Newport Beach		Balboa Blvd / Channel Rd (5)	\$1,586	\$1,386	\$693	2/2013	0			X		●	●	●	
116	12	ORA	City of Orange		Jamboree Rd Rehab (5)	\$2,112	\$2,072	\$1,036	2/2013	0			X		●	●	●	
117	12	ORA	City of Placentia		Rose Dr / Yorba Linda Blvd (5)	\$300	\$300	\$95	4/2013	0			X		●	●	●	
118	12	ORA	City of Placentia		Valencia Avenue Rehab (5)	\$636	\$636	\$318	4/2013	0			X		●	●	●	
119	12	ORA	City of Rancho Santa Margarita		Santa Margarita Parkway Rehab (5)	\$600	\$535	\$99	3/2013	0			X		●	●	●	
120	12	ORA	City of Rancho Santa Margarita		Residential Rd Rehab (5)	\$500	\$480	\$216	3/2013	0			X		●	●	●	
121	12	ORA	City of San Clemente		Camino De Los Mares Rehab (5)	\$1,400	\$1,400	\$318	1/2013	0			X		●	●	●	

Formula Projects - Status and Detail: Scope Budget and Schedule																		
PROJECT NUMBER	DISTRICT	COUNTY/ Agency	AGENCY	PROJECT ID	PROJECT NAME/ (SLPP Cycle)	TOTAL PROJECT COST X \$1,000	TOTAL CONST COST X \$1,000	TOTAL SLPP FUNDS X \$1,000	APPROVED BEGIN CONST	CONSTRUCTION % COMPLETE	CONSTRUCTION AWARDED	ALLOCATED BUT NOT AWARDED	DELIVERED BUT NOT ALLOCATED	NOT YET DELIVERED	LONP	SCOPE	BUDGET	SCHEDULE
122	12	ORA	City of San Juan Capistrano		Local Street Rehab (5)	\$784	\$704	\$318	6/2013	0				X		●	●	●
123	12	ORA	City of Santa Ana	7506	Bristol St Widening (4)	\$9,600	\$9,600	\$3,120	11/2012	0		X				●	●	●
124	12	ORA	City of Santa Ana		Broadway & McFadden Rehab (5)	\$3,765	\$3,765	\$1,551	2/2013	0				X		●	●	●
125	12	ORA	City of Seal Beach		Arterial and Local Street Rehab (5)	\$655	\$655	\$318	7/2013	0				X		●	●	●
126	12	ORA	City of Stanton		Citywide Street Rehab (5)	\$636	\$636	\$318	6/2013	0				X		●	●	●
127	12	ORA	City of Tustin		Newport Avenue Bike Trail Reconstruct (5)	\$450	\$400	\$200	5/2013	0				X		●	●	●
128	12	ORA	City of Tustin	7535	Tustin Ranch Road Extension (4)	\$21,303	\$19,383	\$4,510	8/2012	1%	X					●	●	●
129	12	ORA	City of Tustin		Enderle Ctr / Vandenburg Ln Intersection (5)	\$145	\$70	\$35	5/2013	0				X		●	●	●
130	12	ORA	City of Tustin		Irvine Blvd & McFadden Ave Rehab (5)	\$913	\$828	\$358	5/2013	0				X		●	●	●
131	12	ORA	City of Villa Park		Street Rehab (5)	\$676	\$651	\$318	3/2013	0				X		●	●	●
132	12	ORA	City of Westminster		Brookhurst Street Improvements (5)	\$1,212	\$1,212	\$520	9/2013	0				X		●	●	●
133	12	ORA	City of Yorba Linda		Yorba Linda Blvd Rehab (5)	\$761	\$674	\$336	2/2013	0				X		●	●	●
134	12	ORA	Caltrans		I-5 HOV Pac Coast Hwy-San Juan Clark (5)	\$63,093	\$49,272	\$20,789	11/2013	0				X		●	●	●
135	12	ORA	Caltrans		SR 91 Aux Lane / Tustin Ave - SR 55 IC (5)	\$41,930	\$28,000	\$3,442		0				X		●	●	●
Totals								\$816.7			35	13		87	1			

- Project is on time, on budget, or within scope.
- ◆ Schedule, scope and/or budget is changing due to pending PPR or Time Extension request. See Corrective Actions.
- Project has been delivered and is awaiting allocation.
- The agency will be removing the project from the program and reprogramming the funds to a future project. Project may have been started without an allocation.

Formula Projects - Completed													
PROJECT NUMBER	DISTRICT	COUNTY / AGENCY	AGENCY	PROJECT NAME/ (SLPP Cycle)	APPROVED TOTAL PROJECT COST X \$1,000	ACTUAL TOTAL PROJECT COST X \$1,000	APPROVED TOTAL CONST COST X \$1,000	ACTUAL TOTAL CONST COST X \$1,000	APPROVED SLPP FUNDS X \$1,000	ACTUAL SLPP FUNDS X \$1,000	SLPP SAVINGS X \$1,000	ACTUAL CONST START DATE	ACTUAL CONST END DATE
136	3	NEV	Truckee	Annual Slurry Seal Project (2)	\$673	\$505.6	\$673	\$505.6	\$163	\$163	\$0	07/29/10	10/08/10
137	3	NEV	Nevada City	Nevada City Paving- Various Locations (2)	\$62	\$74.6	\$62	\$74.6	\$31	\$31	\$0	06/08/11	06/14/11
138	5	SCR	Santa Cruz Metro Transit Dist	CNG Bus Purchase (4)	\$5,820	\$5,721.5	\$5,820	\$5,721.5	\$427	\$427	\$0	11/23/11	05/04/12
139	6	MAD	Madera County	Avenue 12 Sidewalk between Rds 36&37 (1)	\$320	\$416.1	\$309	\$405.1	\$150	\$150	\$0	07/12/10	10/06/10
140	6	MAD	Madera County Transp Comm	Road 200 Reconstruction & Widening (2)	\$2,037	\$2,022	\$742	\$727	\$371	\$364	\$7	07/11/11	01/24/12
141	6	MAD	City of Madera	Street 3R and ADA Improvements (2)	\$365	\$252.4	\$355	\$242.4	\$137	\$122	\$15	10/6/11	12/21/11
Total SLPP									\$1.279M	\$1.257M	\$22K		

SLPP Corrective Actions – Formula Projects

Project 25: Metro Base Operations Facility

Agency was unable to report on the progress of this project during the reporting period. Project was allocated in August 2012 and must be awarded by February 2013. It is unknown at this time if the project is still within the cost, scope and schedule.

Project 44: I-5 HOV Artesia Boulevard to Coyote Creek (segment 2)

Construction start date is being moved out to August 2014. The Department has been informed that this date is outside of the limits of the program. The Department will either move in the construction start date or remove the project from the program.

SLPP Updates – Formula Projects

Project 8: AC Transit Bus Procurement Program

Project total cost was increased from \$52.434 to \$56.996M. This was due to an increase in the construction costs from \$52.434M to \$55.996M.

Project 15: Doyle Drive

There has not been a construction start date submitted for this project.

Project 20: BART Vehicle Procurement

This project had an approved LONP in April 2012. Santa Clara Valley Transit Authority is expected to come in with an allocation request in March 2013.

Project 22: Hwy 101 – Airport Overcross and IC

Project total cost was increased from \$45.808M to \$49.208M. Construction cost increased from \$30M to \$37.9M. This was due to the bids coming in above engineers estimate. SLPP funds were increased from \$1.866M to \$3.693M.

Project 31: 3R and ADA – D Street and Almond Drive

Construction start date is being moved from October 2012 to March 2013. This project is expected to be allocated at the October 2012 CTC meeting.

Project 37: LA San Fernando Valley Transit Extension

Project total cost was decreased from \$324.1M to \$172.873M. This was due to a decrease in the construction cost from \$285.16M to \$151.754M and changes in the environmental and design costs also.

Project 48: Monroe Street Improvements

Construction start date is being moved from October 2012 to December 2012. Project is expected to be allocated in October 2012.

Project 50: I-15 Rancho Road Interchange

Project cost has decreased from \$64.346M to \$57.622M due to a decrease in the right of way costs. Project has been awarded.

Project 69: Blue Line Station Rehab

Project was allocated in August 2012. Project total cost increased from \$79.748M to \$146.208M. Construction costs increased from \$75.301M to \$139.822M. SLPP funds were increased from \$20.268M to \$40.978M. SANDAG is combining the funding on this project with the funding from Blue Line Light Rail Improvements project, which is on the same corridor.

Project 78: Imperial Highway and Associated Road / Smart Street

Project total cost decreased from \$1.514M to \$1.291M. This was due to a decrease in the construction phase from \$1.514M to \$1.291M. Project is complete.

Project 91: Harbor Boulevard and Adams Ave Improvements

Construction start date is being moved from October 2012 to March 2013. Project is not yet delivered.

Project 108: La Paz Bridge and Widening

Project was allocated in May 2012. Construction start date is now being moved to November 2013. A request for award extension will be presented at the October CTC meeting.

Project 123: Bristol Street Widening

Project was allocated in August 2012. Construction start date is now February 2013.

Competitive Projects - Status and Detail: Scope Budget and Schedule

PROJECT NUMBER	DISTRICT	COUNTY/ Agency	AGENCY	PROJECT ID	PROJECT NAME/ (SLPP cycle)	TOTAL PROJECT COST X \$1,000	TOTAL CONST COST X \$1,000	TOTAL SLPP FUNDS X \$1,000	APPROVED BEGIN CONST	CONSTRUCTION % COMPLETE	CONSTRUCTION AWARDED	ALLOCATED BUT NOT AWARDED	DELIVERED BUT NOT ALLOCATED	NOT YET DELIVERED	LNPP	SCOPE	BUDGET	SCHEDULE
142	3	ED	City of Placerville	7402	Point View Drive (1)	\$2,400	\$1,675	\$750	4/2011	100%	X				●	●	●	
143	3	ED	El Dorado County	7415	White Rock Rd Widen & Signal (2)	\$1,352	\$1,025	\$500	9/2010	100%	X				●	●	●	
144	3	ED	El Dorado County	7413	Durock Rd / Business Dr. Intersection (2)	\$2,047	\$1,295	\$710	8/2010	100%	X				●	●	●	
145	3	ED	El Dorado County	7527	Pleasant Valley Rd/ Patterson Dr. (4)	\$4,107	\$2,442	\$600	12/2013	0			X		●	●	●	
146	3	ED	El Dorado County	7526	Silva Valley Parkway / US 50 IC (4)	\$52,323	\$38,200	\$1,000	12/2013	0			X		●	●	●	
147	3	PLA	Placer County	7487	Tahoe City Transit (1)	\$7,349	\$5,808	\$226	7/2010	95%	X				●	●	●	
148	3	PLA	City of Lincoln	7525	Nicolaus Rd Widening (4)	\$1,646	\$1,380	\$758	8/2012	25%	X				●	●	●	
149	3	PLA	City of Roseville	7529	Fiddymont Road Widening (4)	\$3,660	\$3,100	\$1,000	5/2012	75%	X				●	●	●	
150	4	CC	Contra Costa Transportation Authority	7524	I-680 Auxiliary Lane Project (4)	\$33,170	\$25,140	\$1,000	9/2012	0		X			●	●	●	
151	5	SLO	San Luis Obispo County	7423	Willow Rd Extension - Phase II (2)	\$17,932	\$17,932	\$1,000	3/2011	90%	X				●	●	●	
152	5	SLO	San Luis Obispo County	7523	Los Osos Valley Rd (4)	\$700	\$600	\$300	12/2013	0			X		●	●	●	
153	5	SB	City of Goleta	7478	Los Carneros / Calle Roundabout (3)	\$2,218	\$1,285	\$335	4/2012	75%	X				●	●	●	
154	6	FRE	City of Clovis	7466	Bullard / Locan (3)	\$748	\$617	\$315	4/2013	65%	X				●	●	●	
155	6	FRE	City of Clovis	7469	DeWolf Ave & Nees Ave to SR 168 (3)	\$1,675	\$760	\$380	4/2012	100%	X				●	●	●	
156	6	FRE	City of Clovis	7468	Shaw Ave Improvements (3)	\$457	\$373	\$243	4/2012	100%	X				●	●	●	
157	6	KIN	City of Hanford	7470	12 th Ave Widening / Reconstruction (3)	\$3,426	\$2,795	\$750	5/2012	50%	X				●	●	●	
158	6	KIN	City of Hanford	7522	10 th Ave Widening / Reconstruction (4)	\$1,930	\$1,650	\$750	9/2012	0		X			●	●	●	
159	8	RIV	City of Moreno Valley	7439	Cactus Ave Street Improvements (2)	\$6,350	\$5,500	\$1,000	3/2012	24%	X				●	●	●	
160	8	RIV	City of Moreno Valley	7518	SR 60 / Nason St OC (4)	\$17,130	\$15,030	\$1,000	8/2012	2%	X				●	●	●	
161	8	RIV	City of Riverside	7426	Rte 91 Auxiliary Lane (2)	\$2,266	\$1,913	\$1,000	3/2011	100%	X				●	●	●	
162	8	RIV	Riverside County	7435	Magnolia Ave / Neece Street Signal (2)	\$895	\$645	\$150	7/2012	15%	X				●	●	●	
163	8	RIV	Riverside County	7480	I-15 / Indian Truck Trail IC (3)	\$9,132	\$6,551	\$1,000	9/2011	55%	X				●	●	●	
164	8	SBD	City of Chino Hills	7521	Peyton Drive Widening (4)	\$5,530	\$4,620	\$800	9/2012	0		X			●	●	●	
165	8	SBD	City of Fontana	7471	I-15 / Duncan Canyon IC (3,4)	\$31,752	\$24,414	\$1,972	10/2012	0		X			●	●	●	

Competitive Projects - Status and Detail: Scope Budget and Schedule

PROJECT NUMBER	DISTRICT	COUNTY/ Agency	AGENCY	PROJECT ID	PROJECT NAME/ (SLPP cycle)	TOTAL PROJECT COST X \$1,000	TOTAL CONST COST X \$1,000	TOTAL SLPP FUNDS X \$1,000	APPROVED BEGIN CONST	CONSTRUCTION % COMPLETE	CONSTRUCTION AWARDED	ALLOCATED BUT NOT AWARDED	DELIVERED BUT NOT ALLOCATED	NOT YET DELIVERED	LONP	SCOPE	BUDGET	SCHEDULE
166	8	SBD	City of Hesperia	7481	Ranchero Rd Grade Separation (3)	\$28,428	\$25,000	\$1,000	9/2011	69%	X				●	●	●	
167	8	SBD	City of Highland	7520	SR 210 / Greenspot Rd (4)	\$5,506	\$5,506	\$1,000	12/2012	0		X			●	●	●	
168	8	SBD	City of Upland	7479	Foothill Blvd (Route 66) (3)	\$2,100	\$2,100	\$1,000	7/2012	18%	X				●	●	●	
169	10	AMA	Amador County Transportation Commission	7465	SR 104 / Prospect Drive Relocation (3)	\$2,336	\$1,975	\$885	5/2012	50%	X				●	●	●	
170	10	MER	City of Merced	7419	59/ Cooper Ave Signal (1)	\$4,851	\$2,300	\$1,000	10/2011	70%	X				●	●	●	
171	10	MER	City of Merced	7410	Parsons Ave (1)	\$2,520	\$1,590	\$1,000	11/2010	100%	X				●	●	●	
172	10	MER	City of Merced	7428	Yosemite Ave Reconstruction (2)	\$2,100	\$1,850	\$1,000	10/2011	95%	X				●	●	●	
173	10	MER	City of Merced	7482	Parsons Ave / Ada Givens Gap (3)	\$1,750	\$900	\$400	4/2012	95%	X				●	●	●	
174	11	SD	San Diego County	7403	S. Santa Fe Ave (1)	\$29,106	\$21,387	\$1,000	4/2010	96%	X				●	●	●	
175	12	ORA	City of Anaheim	7476	Tustin Ave / La Palma Widening (3)	\$6,280	\$4,000	\$1,000	4/2013	0		X			●	●	●	
Totals								\$26.8M			25	6	0	3	0			

- Project is on time, on budget, or within scope.
- ◆ Schedule, scope and/or budget is changing due to pending PPR or Time Extension request. See Corrective Actions.
- Project has been delivered and is awaiting allocation.
- The agency will be removing the project from the program. Project may have been started without an allocation.

Competitive Projects - Completed

PROJECT NUMBER	DISTRICT	COUNTY / AGENCY	AGENCY	PROJECT NAME/ (SLPP Cycle)	APPROVED TOTAL PROJECT COST X \$1,000	ACTUAL TOTAL PROJECT COST X \$1,000	APPROVED TOTAL CONST COST X \$1,000	ACTUAL TOTAL CONST COST X \$1,000	APPROVED SLPP FUNDS X \$1,000	ACTUAL SLPP FUNDS X \$1,000	SLPP SAVINGS X \$1,000	ACTUAL CONST START DATE	ACTUAL CONST END DATE
176	3	SAC	City of Elk Grove	Franklin / Elk Grove (1)	\$4,015	\$3,103.4	\$1,976	\$1,064.4	\$988	\$533	\$455	04/01/10	12/08/10
177	3	SAC	City of Elk Grove	Waterman / Grant Line Lane (1)	\$4,294	\$3,829.2	\$3,703	\$3,238.412	\$1,000	\$1,000	\$0	07/14/10	03/14/12
178	3	ED	El Dorado County	Silva Valley Parkway Widening (2)	\$2,735	\$1,162	\$1,985	\$730.368	\$993	\$365	\$628	10/29/10	04/13/12
179	3	YOL	City of West Sacramento	Tower Bridge Gateway - East Phase (2)	\$6,488	\$6,345.2	\$6,488	\$6,345.2	\$1,000	\$1,000	\$0	09/30/10	01/27/12
180	5	SLO	San Luis Obispo Cty	Willow Road Extension (1)	\$6,500	\$4,866.8	\$6,500	\$4,866.8	\$1,000	\$1,000	\$0	06/14/10	08/09/11
181	5	SB	City of Goleta	Fairview / Berkeley Traffic Signal (2)	\$243	\$213.8	\$223	\$203.3	\$150	\$102	\$48	02/07/11	04/21/11
182	5	SB	County of Santa Barbara	Union Valley Parkway / Bradley Road Intersection	\$1,278	\$572.76	\$1,100	\$530.69	\$550	\$266	\$284	06/28/10	11/01/10
183	6	KIN	City of Hanford	Greenfield Ave. Extension (1)	\$895	\$678.9	\$825	\$608.9	\$250	\$185	\$65	06/15/10	08/01/11
184	6	KIN	City of Hanford	12 th Ave Widening (1)	\$2,370	\$2,182.5	\$2,150	\$2,182.5	\$600	\$487	\$113	06/15/10	08/01/11
185	6	KIN	City of Hanford	11 th Ave Widening (2)	\$1,448	\$1,153.6	\$1,320	\$1,045.4	\$500	\$396	\$104	06/28/10	04/05/11
186	8	RIV	City of Indio	Golf Center Parkway Rehab (2)	\$3,400	\$2,426	\$3,000	\$2,026	\$433	\$433	\$0	02/22/10	07/12/10
187	8	SBD	Town of Apple Valley	Bear Valley / Deep Creek Rd (3)	\$184	\$175.052	\$92	\$87.531	\$92	\$88	\$4	08/15/11	11/30/11
188	10	AMA	Amador County	Mission Blvd Gap (1)	\$1,955	\$1,262.8	\$1,600	\$845.6	\$800	\$423	\$377	04/19/10	01/27/11
Total SLPP									\$8.356M	\$6.278M	\$2.078M		

SLPP Corrective Actions – Competitive Projects

There are no corrective actions for Competitive projects this quarter

SLPP Updates – Competitive Projects

Project 145: Pleasant Valley Road / Patterson Drive

El Dorado County submitted a 12 month allocation extension request at the August 2012 CTC meeting. The new construction start date is December 2013.

Project 146: Silva Valley Parkway / US 50 Interchange

El Dorado County submitted a 12 month allocation extension request at the August 2012 CTC meeting. The new construction start date is November 2013.

Project 150: I-680 Auxiliary Lane

This project was allocated in August 2012. Construction start date is now December 2012.

Project 152: Los Osos Valley Road

The agency submitted a 12 month allocation extension at the August 2012 CTC meeting. The new construction start date is December 2013.

Project 155: DeWolf Avenue and Nees Avenue to State Route 168

This project was allocated in October 2011. Project total cost was decreased from \$1.675M to \$1.481M. This was due to a decrease in the construction cost from \$760,000 to \$566,000. This project is now complete.

Project 156: Shaw Avenue Improvements

This project was allocated in October 2011. Project total cost was increased from \$457,000 to \$493,000. This was due to an increase in the construction cost from \$373,000 to \$409,000. This project is now complete.

Project 158: 10th Avenue Widening

Project was allocated in June 2012. Construction start date is being moved from September 2012 to March 2014 due to right of way and utility relocation issues. The agency is submitting an award extension request at the December 2012 CTC meeting.

Project 164: Peyton Drive Widening

Project was allocated at the August 2012 CTC meeting. Construction start date is now October 2012.



**FY 2012-13
First Quarter
Traffic Light
Synchronization Program
Project Delivery Report**

**Quarterly Report to the
California Transportation
Commission**



TRAFFIC LIGHT SYNCHRONIZATION PROGRAM PROGRESS REPORT

BACKGROUND:

Proposition 1B was passed by California voters on November 7, 2006, and created the Traffic Light Synchronization Program (TLSP). Proposition 1B provides \$250 million, upon appropriation by the Legislature, for TLSP projects approved by the California Transportation Commission (CTC). The Department of Transportation (Department) is required to provide a quarterly report to the Commission on the status of progress by the local agencies on completing TLSP work funded by the Proposition 1B bond funds.

The guidelines for the TLSP were adopted on February 13, 2008. The CTC has approved 22 TLSP projects totaling \$147,000,000 for the City of Los Angeles and 59 additional traffic light synchronization projects totaling \$96,946,988 for agencies other than the City of Los Angeles.

Program Summary:

At the close of the First Quarter of FY 2012-13:

The Commission has allocated \$115,002,300 to the City of Los Angeles for 15 projects and \$96,520,988 to agencies other than the City of Los Angeles for 58 projects. Of the 73 projects allocated totaling \$211,523,288, construction on 42 projects, totaling \$49,586,749, have been completed.

As of the end of the First Quarter, there are 8 projects that have not requested allocation.

• City of Los Angeles – ATCS– Central Business District	\$748,000
• City of Los Angeles – ATCS– Central City East**	\$0
• City of Los Angeles – ATCS– Echo Park/Silver Lake Phase 2	\$4,076,500
• City of Los Angeles – ATCS– Los Angeles	\$11,528,500
• City of Los Angeles – ATCS– Santa Monica Fwy Corridor Phase 2	\$6,515,500
• City of Los Angeles – ATCS– West Adams	\$4,250,800
• City of Los Angeles – ATCS– Wilshire East	\$4,877,900
• City of Inglewood – La Brea Avenue	\$426,000
Total	\$32,423,200

**Note

Savings for Los Angeles projects will be added to this project.

Project Status – City of Los Angeles

Dist	Co	Agency	Proj ID	Project Name	TLSP Prog Cost	TOTAL CONST COST	BEGIN CONST	End Construct Date	CONST PERCENT COMPLETE	SCOPE	BUDGET	SCHEDULE	Comments
7	LA	Los Angeles	6760	ATCS - Central Business District	\$748,000	\$9,215,000	Apr-13	May-16	0	●	●	●	□
7	LA	Los Angeles	6761	ATCS - Central City East	\$0	\$4,885,000	Jul-13	Aug-16	0	●	●	●	□
7	LA	Los Angeles	6762	ATCS - Echo Park / Silver Lake	\$3,215,000	\$3,480,000	Jul-09	Aug-12	99	●	●	●	
7	LA	Los Angeles	6826	ATCS - Echo Park / Silver Lake Phase 2	\$4,076,500	\$4,361,900	Oct-12	Nov-15	0	●	●	●	□
7	LA	Los Angeles	6763	ATCS - Los Angeles	\$11,528,500	\$15,344,800	Oct-11	May-15	0	●	●	●	□
7	LA	Los Angeles	6764	ATCS - Santa Monica Fwy Corridor Phase 1	\$6,515,500	\$7,507,800	Aug-12	Sep-15	0	●	●	●	
7	LA	Los Angeles	6765	ATCS - Santa Monica Fwy Corridor Phase 2	\$6,515,500	\$7,507,800	May-12	Jun-15	0	●	●	●	□
7	LA	Los Angeles	6766	ATCS - West Adams	\$4,250,800	\$4,870,120	Jan-13	Feb-16	0	●	●	●	□
7	LA	Los Angeles	6767	ATCS - Westwood / West Los Angeles	\$3,484,200	\$4,009,200	Jan-12	Feb-15	0	●	●	●	
7	LA	Los Angeles	6768	ATCS - Wilshire East	\$4,877,900	\$5,597,300	Jul-12	Aug-15	0	●	●	●	□
7	LA	Los Angeles	6769	ATSAC - Canoga Park	10,316,400	\$11,031,100	Jul-11	Apr-14	87	●	●	●	
7	LA	Los Angeles	6770	ATSAC - Canoga Park Phase 2	\$9,228,900	\$9,943,600	Jun-11	Jul-14	87	●	●	●	
7	LA	Los Angeles	6771	ATSAC - Foothill	\$8,802,900	\$9,425,400	Jul-11	Jul-14	75	●	●	●	
7	LA	Los Angeles	6772	ATSAC - Harbor - Gateway 2	\$7,899,000	\$8,341,000	Mar-11	Apr-14	99	●	●	●	
7	LA	Los Angeles	6773	ATSAC - Pacific Palisades / Canyons	\$6,922,200	\$7,548,300	Jul-11	Jul-14	90	●	●	●	
7	LA	Los Angeles	6774	ATSAC - Platt Ranch	\$4,358,600	\$6,817,000	Dec-09	Jan-13	100	●	●	●	
7	LA	Los Angeles	6775	ATSAC - Reseda	\$8,506,300	\$11,026,000	Jan-09	Feb-12	100	●	●	●	
7	LA	Los Angeles	6776	ATSAC - Reseda Phase 2	\$7,221,000	\$7,898,000	Jul-10	Aug-13	99	●	●	●	
7	LA	Los Angeles	6777	ATSAC - San Pedro	\$8,911,000	\$10,505,000	Sep-09	Oct-12	100	●	●	●	
7	LA	Los Angeles	6778	ATSAC - Wilmington	\$11,073,000	\$12,319,700	Jul-11	Apr-14	99	●	●	●	
7	LA	Los Angeles	6779	ATSAC - Coliseum / Florence	\$8,107,000	\$9,007,500	Jul-11	Jul-14	65	●	●	●	
7	LA	Los Angeles	6780	ATSAC - Coliseum / Florence Phase 2	\$10,441,800	\$11,342,300	Jul-11	Jul-14	65	●	●	●	

<ul style="list-style-type: none"> ● Project is on time, on budget, or within scope. ● Schedule changing, pending baseline amendment. ● Project is behind schedule □ Project has not requested allocation.
--

Project Status – Other Agencies

Dist	Co	Agency	Proj ID	Project Name	TLSP Prog Cost	TOTAL CONST COST	BEGIN CONST Date	End Construct Date	CONST PERCENT COMPLETE	SCOPE	BUDGET	SCHEDULE	Comments
3	Pla	Roseville	6794	East ITS Coordination	\$912,414	\$1,041,414	Jun-09	Dec-09	100	●	●	●	
3	Sac	Citrus Heights	6745	TLSP Phase II Greenback Lane	\$180,000	\$238,000	Jul-08	Nov-08	100	●	●	●	
3	Sac	Citrus Heights	6746	TLSP Phase III Antelope Road	\$102,000	\$124,000	Sep-10	Apr-11	100	●	●	●	
3	Sac	Rancho Cordova	6792	Folsom Boulevard	\$178,319	\$458,319	Sep-09	Dec-09	100	●	●	●	
3	Sac	Sacramento	6795	TLSP	\$2,456,160	\$3,666,160	Jun-10	May-11	100	●	●	●	
3	Sac	Sacramento County	6796	Florin Road	\$401,000	\$552,000	Jun-09	Apr-10	100	●	●	●	
3	Sac	Sacramento County	6797	Madison Avenue	\$142,000	\$652,000	Sep-08	Feb-09	100	●	●	●	
4	Ala	Alameda CMA*	6744	San Pablo Corridor	\$18,718,405	\$25,618,405	Jan-11	Oct-13	52	●	●	●	
4	Ala	Alameda County	6743	Redwood Road	\$124,000	\$159,000	Mar-10	Sep-10	100	●	●	●	
4	Ala	San Leandro	6802	ATMS Expansion	\$350,000	\$558,000	Jul-09	Jun-11	100	●	●	●	
4	CC	San Ramon	6806	Bollinger Canyon	\$475,000	\$739,000	Sep-09	Mar-10	100	●	●	●	
4	CC	San Ramon	6807	Crow Canyon	\$310,000	\$435,000	Sep-09	Mar-10	100	●	●	●	
4	CC	Walnut Creek	6824	Ygnacio Valley Road Corridor	\$1,489,000	\$2,139,000	Jun-09	Nov-10	100	●	●	●	
4	Mrn	Marin County	6781	Sir Francis Drake Boulevard	\$208,000	\$260,000	May-09	Dec-09	100	●	●	●	
4	SCI	San Jose*	6801	TLSP	\$15,000,000	\$20,000,000	Jan-09	Dec-12	97	●	●	●	
4	SCI	Santa Clara County	6814	County Expressway TDCS for TLSP	\$900,000	\$1,030,000	Oct-10	Nov-11	100	●	●	●	
4	SF	SFMTA	6800	Franklin, Gough & Polk Streets	\$5,110,000	\$12,020,000	Jan-10	Jun-12	25	●	●	●	See pg 5*
4	SM	San Mateo C/CAG*	6805	SMART Corridor Projects	\$17,500,000	\$33,405,000	Dec-09	Jun-13	21	●	●	●	
4	Son	Santa Rosa	6816	Steele Lane / Guerneville	\$1,100,000	\$1,600,000	Aug-08	Sep-09	100	●	●	●	
5	SCr	Watsonville	6825	Signal Corridor Upgrade	\$120,000	\$180,000	Jun-10	Apr-13	95	●	●	●	
6	Fre	Fresno	6751	Clovis Avenue	\$2,100,000	\$3,271,000	Feb-11	Oct-11	100	●	●	●	
6	Fre	Fresno	6752	Shaw Avenue	\$2,100,000	\$3,166,000	Sep-12	Jun-13	0	●	●	●	
6	Kin	Hanford	6757	12th Avenue	\$76,126	\$191,126	Dec-09	Feb-10	100	●	●	●	
7	LA	Compton	6747	Rosecrans Avenue	\$682,734	\$1,084,734	Feb-11	Oct-12	52	●	●	●	
7	LA	Culver City	6749	Citywide TLSP	\$199,224	\$309,224	Apr-10	May-11	100	●	●	●	
7	LA	Glendale	6754	Brand Boulevard	\$850,000	\$1,301,000	Jul-12	Mar-13	0	●	●	●	
7	LA	Glendale	6755	Colorado Street/ San Fernando Road	\$523,000	\$820,000	Jul-12	Mar-13	0	●	●	●	
7	LA	Glendale	6756	Glendale Avenue/ Verdugo Road	\$1,658,000	\$2,531,000	Jul-12	Mar-13	0	●	●	●	
7	LA	Inglewood	6758	La Brea Avenue	\$426,000	\$606,000	Aug-12	Dec-12	0	●	●	●	See pg 5*
7	LA	Pasadena	6784	California Boulevard	\$68,000	\$76,000	Apr-12	Apr-13	0	●	●	●	
7	LA	Pasadena	6785	Del Mar Boulevard	\$138,000	\$172,000	Apr-12	Apr-13	0	●	●	●	
7	LA	Pasadena	6787	Hill Avenue	\$66,000	\$83,000	Apr-12	Apr-13	0	●	●	●	
7	LA	Pasadena	6788	Los Robles Avenue	\$107,000	\$134,000	Apr-12	Apr-13	0	●	●	●	
7	LA	Pasadena	6789	Orange Grove Boulevard	\$188,000	\$235,000	Apr-12	Apr-13	0	●	●	●	
7	LA	Pasadena	6791	Sierra Madre Boulevard	\$110,000	\$138,000	Apr-12	Aug-13	0	●	●	●	
7	LA	Santa Clarita	6815	Advanced System Detection Expansion	\$345,079	\$495,079	Oct-09	Jan-10	100	●	●	●	
8	Riv	Murrieta	6782	Murrieta Hot Springs Road	\$335,387	\$527,387	Aug-09	Dec-10	100	●	●	●	
8	Riv	Corona	6748	TLSP ATMS Phase II	\$4,424,021	\$5,447,021	Jun-09	Sep-11	100	●	●	●	
8	Riv	Temecula	6819	Citywide Traffic Signal Synchronization	\$515,000	\$618,000	Sep-10	Mar-11	100	●	●	●	
8	SBd	SANBAG	6808	TLSP Tier 3 & 4	\$2,000,000	\$7,610,000	Dec-10	Jun-12	100	●	●	●	
8	SBd	Rancho Cucamonga	6793	Foothill Boulevard	\$225,000	\$975,000	Mar-09	Dec-09	100	●	●	●	

Dist	Co	Agency	Proj ID	Project Name	TLSP Prog Cost	TOTAL CONST COST	BEGIN CONST Date	End Construct Date	CONST PERCENT COMPLETE	SCOPE	BUDGET	SCHEDULE	Comments
10	SJ	Tracy	6820	Grant Line Road	\$162,830	\$262,830	Jan-10	Oct-10	100	●	●	●	
10	SJ	Tracy	6821	Tracy Boulevard	\$111,211	\$161,211	Jan-10	Oct-10	100	●	●	●	
11	SD	El Cajon	6750	Main Street	\$38,956	\$38,956	Nov-09	Feb-10	100	●	●	●	
11	SD	San Diego County	6798	Bonita Road, Sweetwater Road, Briarwood Road	\$632,494	\$1,412,494	Sep-09	Oct-10	100	●	●	●	
11	SD	San Diego County	6799	South Mission Road	\$78,000	\$115,000	Sep-09	Oct-10	100	●	●	●	
11	SD	San Marcos	6803	Rancho Santa Fe Road	\$265,024	\$360,024	Apr-10	Aug-10	100	●	●	●	
11	SD	San Marcos	6804	San Marcos Boulevard Smart Corridor	\$549,000	\$686,000	Dec-08	Jun-11	100	●	●	●	
11	SD	SANDAG	6809	At-grade Crossing Traffic Synchronization	\$820,000	\$1,100,000	Oct-08	Dec-12	63	●	●	●	
11	SD	SANDAG	6810	East-West Metro Corridor	\$1,267,000	\$1,417,000	Jun-10	Jun-11	100	●	●	●	
11	SD	SANDAG	6811	I-15 Corridor	\$2,162,000	\$2,412,000	Jun-10	Jun-11	100	●	●	●	
11	SD	SANDAG	6812	I-805 Corridor	\$447,268	\$597,268	Oct-08	Aug-09	100	●	●	●	
11	SD	SANDAG	6813	Transit Signal Priority	\$951,000	\$2,947,000	Nov-08	Nov-12	55	●	●	●	
11	SD	Santee	6817	Magnolia Avenue	\$80,680	\$129,680	Mar-10	May-10	100	●	●	●	
11	SD	Santee	6818	Mission Gorge Road	\$270,900	\$417,900	Feb-10	May-10	100	●	●	●	
11	SD	Vista	6822	North Santa Fe Avenue	\$155,574	\$212,574	Oct-08	Jan-09	100	●	●	●	
11	SD	Vista	6823	South Melrose Drive	\$183,182	\$252,182	Oct-08	Jan-09	100	●	●	●	
12	Ora	Garden Grove	6753	TMC Upgrade	\$1,859,000	\$4,758,000	Jun-10	Nov-11	100	●	●	●	
12	Ora	OCTA*	6783	Countywide TLSP	\$4,000,000	\$8,000,000	Jul-10	Sep-12	75	●	●	●	See pg 5
7	LA	Long Beach	6759	Long Beach Area TLSP	\$3,000,000	\$9,300,000	Jan-10	Jan-11	0				Project removed
7	LA	Pasadena	6786	Fair Oaks Avenue	\$70,000	\$87,000	Dec-09	Jan-11	0				Project removed
7	LA	Pasadena	6790	San Gabriel Boulevard	\$42,000	\$52,000	Dec-09	Jan-11	0				Project removed

* Note: Projects for the Orange County Transportation Authority (OCTA), the City of San Jose, the City/County Association of Governments of San Mateo County (San Mateo C/CAG), and Alameda County Congestion Management Agency (CMA) fall under several categories, as the projects have been phased or segmented.

- Project is on time, on budget, or within scope.
- Schedule changing, pending baseline amendment.
- Project is behind schedule
- Project has not requested allocation.

TLSP Corrective Actions

Corrective Actions

San Francisco MTA – Franklin, Gough & Polk Streets (Project ID 6800)**

The project is under construction. Delays in construction were due to conflicts in construction schedule between multiple projects. The agency plans on submitting a baseline amendment to adjust the project schedule.

City of Inglewood – La Brea Avenue (Project ID 6758)

The project has not requested allocation, the agency has reported design is 60% complete. Once design is complete the agency plans on submitting a baseline amendment to adjust the project schedule.

Orange County Transportation Authority – Countywide TLSP (Project ID 6783)

The project is under construction. The project is a three phase project and allocation for Phase II and Phase III was delayed. The agency plans on submitting a baseline amendment to adjust the project schedule.

**Note: Projects have submitted a baseline amendment to adjust construction schedules.

Agency	Project Name	CTC agenda Month	Proposed construction start date	Proposed Construction end date
San Francisco MTA	Franklin, Gough & Polk Streets	December 2012	No change	December 2013



FY 2012-13 First Quarter Report Highway Railroad Crossing Safety Account

**Quarterly Report to the
California Transportation
Commission**



SUMMARY:

This report for the Highway Railroad Crossing Safety Account (HRCSA) is for the first quarter of the 2012-13 fiscal years. This report includes the status of the HRCSA 2008 program as well as the HRCSA 2010 and 2012 program.

- ◆ HRCSA 2008 – In 2008, 23 projects were competitively selected and programmed in two parts. One project was split into two projects; another project was dropped for a total 24 projects. 16 projects were allocated, 8 projects have completed construction and 8 projects were reprogrammed to the 2010 program.
- ◆ HRCSA 2010 – In 2010, 10 projects were competitively selected and programmed in two parts. North Beach Crossing was dropped at the agency's request. Nine projects were allocated; One project has completed construction.
- ◆ HRCSA 2012 – As of September 27, 2012, 12 projects have been competitively selected and programmed in two parts.

A total of \$244,973,000 (37 projects) has been programmed. \$204,796,000 (84%) has been delivered since 2008; \$40,177,000 was programmed September 2012. Nine projects have completed construction, 16 projects are under construction and 12 remain to be delivered.

STATUS of the 2008 program:

A total of \$173,466,000 with 16 projects programmed for the 2008 HRCSA program.

- ◆ Part 1 \$77,469,000 allocated
- ◆ Part 2 \$54,017,000 allocated

STATUS of the 2010 program:

A total of \$73,572,000 is programmed with nine projects for the HRCSA 2010 program. All 2010 HRCSA Baseline Agreements have been approved.

- ◆ Part 1 \$47,357,000 allocated
- ◆ Part 2 \$25,953,000 allocated

STATUS of the 2012 program:

A total of \$40,203,000 is programmed with nine projects for the HRCSA 2012 program.

- ◆ Part 1 \$22,173,000 programmed with four projects
- ◆ Part 2 \$18,030,000 programmed with five projects

BACKGROUND:

Proposition 1B was passed by California voters on November 7, 2006. Proposition 1B authorized \$250 million for HRCSA in two parts, \$150 million for projects on the Public Utilities Commission (PUC) priority list and \$100 million for high-priority railroad crossing improvements, including grade separation projects. The Guidelines for HRCSA were adopted on March 12, 2008. On August 28, 2008, the Commission programmed the 23 HRCSA projects totaling \$243,769,000. Based on recent amendments, the 2008 program level is 16 projects totaling \$131,108,000.

On September 23, 2010, 10 projects were programmed for the HRCSA 2010 program. August 2011 one project was dropped at the agency's request. A total of 9 projects remain in the 2010 program for a programmed amount of 73,572,000.

On September 27, 2012, 12 projects totaling \$40,177,000 were programmed for the HRCSA 2012 program.

Next Quarter Update***2012 HRCSA Baseline Agreements Approved***

Nogales Street Grade Separation project in the City of Industry, to update the project cost and schedule because the eminent domain process and increased utility relocation costs

San Clemente Beach Trail Crossings Safety Enhancement project in the City of San Clemente, to update the project schedule due to litigation between BNSF and the PUC

Bardsley Avenue Grade Separation in the City of Tulare, to update the project cost, schedule and clarify the scope of the project

Cartmill Avenue – waiting on Agency for explanation as of 11/1/2012

San Bruno – Construction complete is pushed out from Dec 2012 to Dec 2013 because exercised 6 month option with the contractor and weather related delays. Was determined that HS Rail would not affect the project.

Port of Stockton to be completed and billed by December 2012

2008 HRCSA (numbers in thousands)

ID	DST	CNTY	Applicant	Project Name	Total Project	HRCSA Prgrmd	Allocated	Beg Const	End Const	HRCSA Expnd	Const Cmpl	Scope	Budget	Schedule
PART 1														
8	6	KER	County of Kern	*BNSF Grade Sept 7 th Standard Rd/Santa Fe Way	22,440	9,926	7,556	Sep-09		\$ 3,218	100%	●	●	●
44	4	SM	PCJPB	*San Mateo Bridges Grade Separation (GS)	13,440	5,000	1,107			\$ 859	100%	●	●	●
11	7	LA	City of Los Angeles	Riverside Drive GS Replacement	60,964	5,000	5,000		Jun-14	\$ 321	4.6%	●	●	●
39	4	SF	PCJPB	Jerrold Ave & Quint St Bridges GS	19,630	10,000	2,786	Jun-10		\$ 2,375	100%	●	●	●
18	10	MER	City of Merced	G Street Undercrossing	18,000	9,000	9,000	Mar-10		\$ 7,422	100%	●	●	●
9	6	KER	County of Kern	*Hageman Rd/BNSF Railroad	35,300	17,650	15,293			\$ 5,424	100%	●	●	●
45	4	SM	PCJPB	San Bruno GS	147,000	30,000	26,727	Jul-10	Dec-12	\$ 15,029	60%	●	●	●
43	10	SJ	City of Stockton	Lower Sacramento	34,000	10,000	10,000		Nov-12	\$ 2,465	79%	●	●	●
Total Part 1					350,774	96,576	77,469							
PART 2														
33	11	SD	City of San Diego	Park Blvd. at Harbor Dr./Pedestrian Bridge	27,000	6,000	6,000			\$ 6,000	100%	●	●	●
29	3	SAC	City of Sacramento	6 th St Overcrossing - Bridge	11,974	11,974	5,987			\$ 4,837	100%	●	●	●
48	6	TUL	City of Tulare	Cartmill Avenue GS	26,808	11,293	11,293		Jun-12	\$ 9,030	85%	●	●	▲
46	6	TUL	County of Tulare	*Betty Drive GS	14,882	12,175	5,582			\$ 3,655	100%	●	●	●
40	10	SJ	Port of Stockton	Port of Stockton Expressway	8,587	10,448	1,537		Aug-12	\$ 913	87%	●	●	▲
41	10	SJ	City of Stockton	Eight Mile Road/UPRR (East) GS	31,000	8,500	8,500		Nov-12	\$ 2,561	64%	●	●	●
42	10	SJ	City of Stockton	Eight Mile Road/UPRR (West) GS	25,000	8,500	8,500		Nov-12	\$ 3,398	58%	●	●	●
20	12	ORA	OCTA	Sand Canyon GS	55,590	8,000	6,618		Mar -14	\$ 1,172	28%	●	●	●
Total Part 2					200,841	76,890	54,017							

2010 HRCSA (numbers in thousands)

ID	DST	CNTY	Applicant	Project Name	Total Project	HRCSA Prgrmd	Allocated	Beg Const	End Const	HRCSA Expnd	Const Cmpl	Scope	Budget	Schedule
PART 1														
	6	TUL	City of Tulare	Bardsley Avenue Grade Separation	17,374	7,156	7,156	Nov-12	3/14			●	●	●
	7	LA	ACE	Nogales Street Grade Separation	85,430	25,600	25,600	Sep-12	4/16			●	●	▲
	4	ALA	City of Fremont	Warren Avenue Grade Separation	68,782	9,600	9,600		6/15		10%	●	●	●
	7	LA	City of Los Angeles	North Spring Street Grade Separation	48,766	5,001	5,001	Dec - 12	12/14			●	●	●
Total Part 1					220,352	47,357	47,357							
PART 2														
	3	SAC	City of Sacramento	6 th Street Overcrossing - Roadwork	15,730	7,865	7,865	Nov-12	12/13			●	●	●
	4	ALA	City of Fremont	Kato Road Grade Separation	52,265	10,000	10,000		2/13	\$ 5,495	60%	●	●	●
	7	LA	SCRRA	Broadway-Brazil Street Grade Crossing	9,100	4,000	3,738		3/14			●	●	●
	12	ORA	OCTA	*Dana Point & San Clemente Crossings	4,200	2,100	2,100				100%	●	●	●
	12	ORA	OCTA	San Clemente Beach Trail Crossings	4,500	2,250	2,250	Sep-12	6/13			●	●	▲
Total Part 2					85,795	26,215	25,953							

Invoices received and paid thru November, 2012

City of LA has not submitted reports for Riverside or North Spring Street as of 11/1/2012

- Project is on-time, on-budget, and/or within scope
- ▲ Schedule, scope or cost is changing, pending review and acceptance
- *Need final billing and/or report

2012 HRCSA (numbers in thousands)

ID	DST	CNTY	Applicant	Project Name	Total Project	HRCSA Prgmd	Allocated	Beg Const	End Const	HRCSA Expnd	Const Cmpl	Scope	Budget	Schedule
PART 1														
	3	SAC	City of Elk Grove	Grant Line Road Grade Separation Project	30,375	5,000								
	10	SJ	City of Lathrop	Lathrop Road Grade Separation with UPRR	16,855	5,000								
	4	SM	PCJPB	San Mateo Bridges Grade Separation Project, PII	30,000	9,000								
	10	SJ	Port of Stockton	Navy Drive/BNSF Underpass Improvements *1&2	6,530	3,173								
Total Part 1					83,760	22,173								
PART 2														
	10	SJ	Port of Stockton	Navy Drive/BNSF Underpass Improvements *1&2	2,567	2,567								
	4	CC	City of Richmond	Marina Bay Parkway Grade Separation	42,180	4,230								
	6	TL	City of Tulare	Santa Fe Trail at UPRR Grade Separation	6,813	3,381								
	7	LA	SCRRA	Branford Road Grade Crossing Safety Improvements	3,048	1,325								
	7	LA	SCRRA	Moorpark Avenue Grade Crossing Safety Improvement	5,041	4,841								
	7	LA	SCRRA	Grandview Ave Grade Crossing Safety Improvements	2,630	580								
	7	LA	SCRRA	Sonora Avenue Grade Crossing Safety Improvement	2,630	580								
	7	LA	SCRRA	Woodley Avenue Grade Crossing Safety Improvement	1,000	500								
Total Part 2					65,909	18,004								

● Project is on-time, on-budget, and/or within scope

▲ Schedule, scope or cost is changing, pending review and acceptance

*Need final billing and/or report



CALIFORNIA DEPARTMENT OF TRANSPORTATION

**FY 2012-2013
First Quarter Report
Proposition 1B
Intercity Rail
Improvement Program**

Quarterly Report to the
**California Transportation
Commission**



Intercity Rail Improvement Program Progress Report

SUMMARY:

This report is for the first quarter of Fiscal Year (FY) 2012-2013 for the Proposition 1B Intercity Rail Improvement (IRI) Program. The IRI Program consists of sixteen projects, three are partially allocated and eight fully allocated. Five projects remain unallocated. Roughly forty one percent (41%) of the total bond funding for the IRI Program is allocated.

CURRENT STATUS:

Procure New Rail Cars – Final proposals were submitted and evaluated. A contractor has been selected for Notice of Intent to Award. Buy America pre-award audit has been completed. There is no plan to request additional funds within the next fiscal year for additional cars. (Award date Nov 6, 2012).

Commerce/Fullerton Triple Track Segment 6 – Construction is complete. Project Manager is awaiting the final invoicing and project reporting.

Commerce/Fullerton Triple Track Segment 8 – Estimated Construction start date remains on target for December 2013. Proposed allocation date is July 2013.

New Station Tracks at Los Angeles Union Station – Platform 7 structure is complete and all tracks are open. The LAUS Customer Information System (CIS) Rehabilitation work has begun. Any potential savings on this project will be determined after all existing work is complete.

San Onofre to Pulgas Double Track Project – Phase 1 – Plans, Specifications and Estimate (PS&E) phase is scheduled to be completed June 2013.

Sacramento Maintenance Facility – Project Approval and Environmental Design (PA&ED) phase has been delayed until a specific site can be selected and obtained.

Oakley to Port Chicago – Contract executed on August 28, 2012. Notice to Proceed was issued on September 10, 2012. Estimated start of construction changed to December 1, 2012. Previously completed design work is currently being revised as project must be downscoped to stay within budgeted funds

Coast Daylight Track and Signal – The project is currently in PA&ED phase.

Mid-Route Layover Facility – Location for project is still under consideration. Project is moving forward on the Preliminary Engineering (PE)/ National Environmental Policy Act (NEPA) alternatives and design. Completion of PA&ED work has been delayed until a specific site can be selected and obtained.

Kings Park Track and Signal - Kings Park is a replacement project added by Resolution ICR1B-P-0809-0. Construction has been completed and close out activities have begun.

Santa Margarita Bridge and Double Track - The construction completion date has been pushed back from November 30, 2012 to April 30, 2013 because of a partial falsework collapse for the main bridge that occurred in August 2012.

Emeryville Station and Track Improvements – Project closed as of June 05, 2012.

Bahia-Benicia Crossover - The Construction phase of the Track Improvement portion of the project is on schedule to be completed June 2013. Revised Allocation amount reflects cost savings, some of which was redirected to work on revised project scope.

SCRRA Sealed Corridor – Construction is going to be delayed because of delays in resolving the continuity of the existing 12 fiber strands, delays due to utility conflicts, and unplanned temporary street closures. An extension will be asked for in the second quarter.

Wireless Network for Northern California IPR Fleet – Project Manager is awaiting final invoices to close out the project.

Raymer to Bernson Double Track – FRA approved the detailed Project Work Plan in July 2012. Project is moving forward on the Preliminary Engineering (PE)/ National Environmental Policy Act (NEPA) alternatives and design.

BACKGROUND:

Proposition 1B was passed by California voters on November 7, 2006. The Guidelines for the IRI were adopted on December 13, 2007, and provide \$400 million, upon appropriation by the Legislature, to the Department for intercity passenger rail improvement projects. A minimum of \$125 million is designated for procurement of additional intercity passenger railcars and locomotives.

This \$400 million program is part of the \$4 billion Proposition 1B Public Transportation Modernization, Improvement, and Service Enhancement Account (PTMISEA). This Account is to be used to fund public transportation projects. Pursuant to paragraph (2) of subdivision (c) of section 8879.50 of the Government Code, the Department is the administrative agency for PTMISEA.

At its December 2007 meeting, the Commission approved the guidelines for intercity passenger rail projects in the PTMISEA. At its February 2008 meeting, the Commission approved the list of Proposition 1B intercity rail projects to be funded in the IRI. The original list of projects was amended by the Commission in August 2008, November 2010, January 2011, March 2011, June 2011, November 2011 and March 2012.

California Department of Transportation
Proposition 1B
Intercity Rail Improvement (IRI)

IRI Quarterly Delivery Report
First Quarter FY 2012-2013
July - September 2012

Corridor	Project Name	END PA&ED	END PS&E	END R/W	Project Schedule (1)		Total Intercity Rail Prop 1B (2)		Proposed Allocation Date	Actual Allocation Date	Contract Award Date	Scope	Budget	Schedule	Notes	
					Current Phase	% of Phase Completed	Programmed Amount	Funding Allocated								
Capitol Corridor, Pacific Surfliner, San Joaquin	Procure New Rail Cars			NA	CON	0%	\$ 150,000,000	\$ 42,000,000	Dec-11	Dec-11		●	●	●		
Pacific Surfliner, Metrolink	Commerce Fullerton Triple Track Segment 6				CON	100%	\$ 32,000,000	\$ 32,000,000	Aug-08	Aug-08	Feb-09	●	●	●		
Pacific Surfliner, Metrolink	Commerce Fullerton Triple Track Segment 8				CON	0%	\$ 30,500,000		Jul-13			●	●	●		
Pacific Surfliner, Metrolink	New Station Track at LA Union Station				CON	100%	\$ 35,100,000	\$ 21,800,000	Apr-08	Apr-08	Jul-09	●	●	●	(3)	
Pacific Surfliner	San Onofre to Pulgas Double Track Project Phase 1		Dec-12	N/A	PS&E	84%	\$ 30,000,000	\$ 3,146,000	Dec-09	Jan-10	May-10	●	●	●	(3)	
Capitol Corridor, San Joaquin	Sacramento Maintenance Facility	Sep-13	Sep-14	Dec-13	PA&ED	30%	\$ 4,550,000		Jun-13			●	●	●		
San Joaquin	Oakley to Port Chicago		Aug-15	NA	PS&E	89%	\$ 25,450,000	\$ 25,450,000	Aug-11	Oct-11		●	●	▲		
Pacific Surfliner, Coast Daylight	Coast Daylight Track and Signal	Jan-15	Jul-15	Dec-19	PA&ED	0%	\$ 25,000,000		Jun-15			●	●	●	(3)	
San Joaquin	Mid-Route Layover Facility (Formerly Fresno Layover Facility)	Jul-13	Jul-14	Jul-15	PA&ED	0%	\$ 14,601,000		Jun-13			●	●	●		
San Joaquin	Kings Park Track and Signal Improvements				CON	100%	\$ 3,500,000	\$ 3,500,000	Aug-08	Aug-08	Oct-08	●	●	●		
Pacific Surfliner	Santa Margarita Bridge and Double Track				CON	83%	\$ 16,206,000	\$ 16,206,000	Apr-08	Apr-08	Aug-08	●	●	▲		
Capitol Corridor, San Joaquin	Emeryville Station and Track Improvements				CON	100%	\$ 6,250,000	\$ 6,250,000	May-08	May-08	Sep-08	●	●	●		
Capitol Corridor	Bahia Benicia Crossover				CON	50%	\$ 4,750,000	\$ 4,750,000	Apr-08	Apr-08	Sep-08	●	●	●		
Metrolink	SCRRA Sealed Corridor				CON	85%	\$ 3,000,000	\$ 3,000,000	Apr-08	Apr-08	Aug-08	●	●	●		
Capitol Corridor, San Joaquin	Wireless Network for Northern California IPR Fleet	NA	NA	NA	CON	95%	\$ 3,750,000	\$ 3,750,000	Jan-11	Jan-11	Apr-11	●	●	●		
Pacific Surfliner	Raymer to Bernson Double Track	Jun-14	Jun-15	Jun-17	PA&ED	5%	\$ 7,500,000		Jun-15			●	●	●		
San Joaquin	Merced Crossover	DELETED FROM PROGRAM						\$ 5,000,000					N/A	N/A	N/A	

Explanation of Notes

- (1) Measure of progress based on current phase for entire project regardless of funding type
(2) Total amounts programmed and/or allocated from Prop 1B bond funds authorized for Intercity Rail Improvement purposes
(3) Proposition 1B funds for Design & Construction

Acronyms Used

- PA&ED Preliminary Approval (Preliminary Design Engineering) and Environmental Documents
PS&E Plans, Specifications, and Estimates
R/W Right-of-Way
CON Construction
CTC California Transportation Commission
ARRA American Recovery and Reinvestment Act of 2009
SCRRA Southern California Regional Rail Authority
IPR InterCity Passenger Rail

Legend

- Project is on-time, on-budget, and/or within scope
■ Allocation request is late or construction start date has been delayed
▲ Schedule or cost is changing, pending review and acceptance



**FY 2012-13
First Quarter Report
Trade Corridors
Improvement Fund**

**Quarterly Report to the
California Transportation
Commission**



Trade Corridors Improvement Fund Progress Report

SUMMARY

This report covers the first quarter of Fiscal Year (FY) 2012-13 (July through September, 2012) for the Trade Corridors Improvement Fund (TCIF) program. At the close of the first quarter, there were a total of 69 projects with a total value of \$7,052,314,000. All 69 projects have baseline agreements approved by the California Transportation Commission (Commission).

To date, 34 TCIF projects plus 4 project segments have received bond allocations totaling \$1,519,716,000. The allocated amount utilizes 59 percent of the committed program funds. Of the total allocation, \$1,180,670,000 is under the Southern California Consensus Group, \$171,000,000 is under the Northern California Trade Corridor Coalition, \$117,724,000 is under the San Diego Border Region; and \$50,322,000 is under the Other group.

The remaining projects that have not received allocations total \$930,284,000. Of the remaining allocations, \$319,330,000 is under the Southern California Consensus Group, \$469,000,000 is under the Northern California Trade Corridor Coalition, \$132,276,000 is under the San Diego Border Region; and \$9,678,000 is under the Other group.

The environmental component is complete for 65 projects (2 projects are within ten percent of completion), 38 projects have completed the design component (15 projects are within ten percent of completion), 41 projects have completed the right of way component (2 projects and 2 project segments are within ten percent of completion), and 5 projects have completed construction and have begun the closeout procedure.

One project (Project #57) remains delivered but will be constructed under its existing LONP to be reimbursed with TCIF funds at a later date. To date, 11 projects plus 1 project segment have received allocations but have not yet been awarded a construction contract; 17 projects plus 2 project segments are currently under construction (2 projects are within ten percent of completion); and 5 projects have completed construction and have begun the closeout procedure.

CURRENT STATUS

During this reporting period, the Commission approved zero programming actions, three baseline agreements, seven baseline amendments, one allocation request, five allocation amendments, and three environmental actions for future funding. Two projects and five project segments completed the environmental component (Projects 85, 89, and 3.2 through 3.6), four projects completed the design component (Projects 14, 34, 47, and 74), and one project completed the right of way component (Project 34). Two project segments were awarded this quarter and are under construction (Projects 9.2 and 75.3), and two projects plus one project segment completed construction (Projects 44, 67, and 75.1).

Some projects are experiencing schedule delays due to unexpected delays in component completion, and funding uncertainties continue to be a concern, but progress continues to be made to deliver and implement the adopted TCIF program.

ID	D	Co.	Rte.	Project Title/Amendment Resolution	Bond \$ x1000	Total \$ x1000	Action \$ x 1000
Programming Actions							
No programming actions taken this quarter.							
Baseline Agreement Approvals							
86	7	LA	N/A	Alameda Corridor West Terminus Intermodal Railyard - West Basin Railyard Extension <i>Resolution TCIF-P-1213-04B, Approved 08/22/12</i>	\$20,712	\$43,716	Approved baseline agreement.
87.1 and 87.2	7	LA	N/A	Cargo Transportation Improvement Emission Reduction Program <i>Resolution TCIF-P-1213-04B, Approved 08/22/12</i>	\$12,705	\$26,695	Approved baseline agreement. Project split in two phases.
90	7	VEN		Hueneme Road Widening <i>Resolution TCIF-P-1213-10B, Approved 08/22/12</i>	\$1,462	\$2,924	Approved baseline agreement.
Baseline Agreement Amendments							
3	4	ALA	N/A	Outer Harbor Intermodal Terminals (OHIT) <i>Resolution P-1213-01, Approved 08/22/12</i>	\$242,141	\$384,548 \$499,241	Updated schedule, cost, and funding plan. Split project into six segments.
23	7	LA	710	Gerald Desmond Bridge Replacement [Design-Build] <i>Resolution P-1213-09, Approved 09/27/12</i>	\$299,795	\$950,840	Updated delivery schedule.
24	7	LA	N/A	Ports Rail System – Tier 1 (Pier F Support Yard) <i>Resolution P-1213-05, Approved 09/27/12</i>	\$8,745	\$34,450 \$31,985	Updated cost, funding plan, and delivery schedule.
25	7	LA	N/A	Ports Rail System – Tier 1 (Track Realignment at Ocean Boulevard) <i>Resolution P-1213-05, Approved 09/27/12</i>	\$27,000	\$67,270 \$55,540	Updated cost, funding plan, and delivery schedule.
32.1	7	LA	N/A	Ports Rail System - Tier 1 (West Basin Road Rail Access Improvements) [Segment 1 - Berth 200 Rail Yard Improvements] <i>Resolution P-1213-08, Approved 09/27/12</i>	40,718	\$104,552 \$111,956	Updated funding plan.
75.3	11	SD	N/A	Southline Rail Improvements – Mainline Improvements [Phase 3 - Palomar Siding and Mainline Track Improvements] <i>Resolution P-1213-06, Approved 09/27/12</i>	\$5,400	\$5,400	Updated delivery schedule.
70	11	SD	5	10th Avenue Grade Separated Improvements <i>Resolution P-1213-07, Approved 09/27/12</i>	\$30,940 \$1,550	\$67,200 \$5,353	Updated scope, cost, funding plan, and project schedule. TCIF funds decreased by 29,360,000.
Allocation Request							
34	12	ORA	91	SR 91 Connect Aux. Lanes through Interchange on Westbound State Route 91 between SR 57 and I-5 <i>Resolution TCIF-A1213-01, Approved 09/27/12</i>	\$34,950	\$70,700	Approved allocation of \$34,950,000 Const. capital.
Allocation Amendments							
15.1	7	LA	N/A	San Gabriel Valley Grade Separation Program – Phase 1 <i>Resolution TCIF-AA-1213-03, Approved 08/22/12</i>	\$4,000	\$8,000	Approved allocation amendment to reflect change in project scope.
15.2	7	LA	N/A	San Gabriel Valley Grade Separation Program – Phase 2 <i>Resolution TCIF-AA-1213-04, Approved 08/22/12</i>	\$332,600	\$420,197	Approved allocation amendment to reflect change in project scope.
54	8	RIV	215	March Inland Cargo Port Airport – I-215 Van Buren Boulevard – Ground Access Improvements <i>Resolution TCIF-AA-1213-01, Approved 08/22/12</i>	\$10,000 \$8,835	\$67,941 \$66,776	Approved allocation amendment to reflect contract award savings.
69	11	SD	5/15	Bay Marina Drive Grade Separated Improvements <i>Resolution TCIF-AA-1213-02, Approved 08/22/12</i>	\$940 \$792	\$3,290 \$3,172	Approved allocation amendment to reflect contract award savings.
72	11	SD	5	Civic Center Drive at Harbor and I-5 <i>Resolution TCIF-AA-1213-02, Approved 08/22/12</i>	\$1,150 \$361	\$2,982 \$2,193	Approved allocation amendment to reflect contract award savings.
Environmental Actions (Future Consideration of Funding)							
3	4	ALA	N/A	Outer Harbor Intermodal Terminals (OHIT) <i>Resolution E-12-56, Approved 08/22/12</i>	\$242,141	\$384,548	Approved environmental – future consideration of funding.
19	7	LA	47/110	I-110 Fwy Access Ramp Improvement SR 47/I-110 NB Connector Widening <i>Resolution E-12-53, Approved 08/22/12</i>	\$14,700	\$39,068	Approved environmental – future consideration of funding
20	7	LA	110	C Street Access Ramps Improvements <i>Resolution E-12-54, Approved 08/22/12</i>	\$8,300	\$34,176	Approved environmental – future consideration of funding
TCIF Related Items							
				Proposition 1B Semi-Annual Status Report <i>Approved 08/22/12, Tab 65, Ref. No. 3.8</i>			Approved TCIF semi-annual status report
				Status Update on TCIF Projects <i>Approved 09/27/12, Tab 28, Ref. No. 3.13</i>			Approved TCIF status update

				Proposition 1B – Quarterly Reports 4 th Quarter FY 2011-12 --Trade Corridors Improvement Fund (3.12h.) Approved 09/27/12, Tab 27, Ref. No. 3.12				Information Item Only
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Project Number	Dist	County	Agency	Project Name	Bond \$ x1000	Date Delivered	Begin Const	End Const
Projects Delivered with LONP								
57	8	SBD	SANBAG	I-10 Corridor Logistics Access at Citrus Avenue (LONP)	\$23,600	Delivered May 2011	Aug 2011	Dec 2013
Projects Allocated But Not Awarded (Cumulative Total)								
15.2	7	LA	ACE	San Gabriel Valley Grade Separation Program – Phase 2	\$332,600	Allocated Oct 2011	Aug 2012	Sep 2016
22	7	LA	POLA	South Wilmington Grade Separation	\$17,000	Allocated Jun 2012	Nov 2012	Nov 2014
23	7	LA	POLB	Gerald Desmond Bridge Replacement [Design-Build]	\$299,795	Allocated Jun 2012	Jun 2013	Jun 2016
24	7	LA	POLB	Ports Rail System – Tier 1 (Pier F Support Yard)	\$8,745	Allocated Oct 2011	Nov 2012	May 2014
25	7	LA	POLB	Ports Rail System – Tier 1 (Track Realignment at Ocean Boulevard)	\$27,000	Allocated Oct 2011	Nov 2012	May 2014
34	12	ORA	OCTA	SR 91 Connect Aux. Lanes through Interchange on Westbound State Route 91 between SR 57 and I-5	\$34,950	Allocated Sep 2012	Dec 2012	Dec 2015
37	12	ORA	OCTA	Orangethorpe Avenue Grade Separation	\$48,020	Allocated May 2012	Jul 2012*	Apr 2015
41	12	ORA	OCTA	Tustin Avenue / Rose Drive Overcrossing	\$34,414	Allocated Jun 2012	Mar 2013	Sep 2015
43	8	RIV	RCTC	Auto Center Drive Grade Separation	\$16,000	Allocated Dec 2011	Nov 2011*	Apr 2013
47	8	RIV	City of Riverside	Streeter Avenue Grade Separation	\$15,500	Allocated Jun 2012	Nov 2012	May 2014
82	4	CC	Richmond Revel.	Marina Bay Parkway Grade Separation	\$18,975	Allocated Oct 2011	Jun 2011*	Oct 2013
88	7	LA	ACE Const. Authority	Baldwin Avenue Grade Separation	\$37,638	Allocated May 2012	Aug 2012	Aug 2014
TOTAL					\$890,637			

*Behind schedule, amendments in process

Project Number	Dist	County	Agency	Project Name	TCIF Program X 1,000	Total Const. X 1,000	Begin Const. (Award)	End Const.	% Complete
Projects Under Construction (Cumulative Total)									
5	4	ALA	MTC	I-580 Eastbound Truck Climbing Lane	\$48,959	\$48,959	Jun 2012	Feb 2014	2
9.1	3	SAC	City of Sacramento	Sacramento Intermodal Track Relocation [Phase 1 - Initial Project]	\$25,266	\$67,689	Mar 2011	Jan 2013	95
9.2	3	SAC	City of Sacramento	Sacramento Intermodal Track Relocation [Phase 1 - West Pedestrian/Bicycle Tunnel Ramps]	\$3,483	\$3,483	Sep 2012	Jan 2013	5
11	10	SJ	POS/CCC	San Francisco Bay to Stockton Ship Channel Deepening Project	\$7,200	\$14,400	Oct 2012	Nov 2013	0
12	4	SOL	STA / Caltrans	I-80 Eastbound Cordelia Truck Scales Relocation (SHOPP/TCIF)	\$47,800	\$71,400	Jan 2012	Dec 2014	36
15.1	7	LA	ACE	San Gabriel Valley Grade Separation Program – Phase 1	\$4,000	\$4,000	Aug 2011	Sep 2016	2
17	7	LA	City of Santa Fe Springs	ACE: Gateway-Valley View Grade Separation Project	\$25,570	\$55,896	May 2012	Aug 2014	5
32.1	7	LA	POLA	Ports Rail System – Tier 1 (West Basin Road Rail Access Improvements)	\$40,718	\$103,970	Jun 2012	Jul 2014	1
36	12	ORA	OCTA	Placentia Avenue Undercrossing	\$14,934	\$59,436	Oct 2011	May 2014	32
38	12	ORA	OCTA	Kraemer Boulevard Undercrossing	\$22,642	\$55,376	Oct 2011	May 2014	29
45	8	RIV	City of Riverside	Iowa Avenue Grade Separation	\$13,000	\$24,500	Jun 2012	Nov 2013	0
54	8	RIV	SANBAG	March Inland Cargo Port Airport – I-215 Van Buren Boulevard – Ground Access Improvements	\$8,835	\$51,527	Apr 2012	Apr 2014	10
57	8	SBD	SANBAG	I-10 Corridor Logistics Access at Citrus Avenue (LONP)	\$23,600	\$47,200	Feb 2012	Apr 2014	7
56	8	SBD	SANDAG	I-10 Corridor Logistics Access at Cherry Avenue	\$30,773	\$61,546	Oct 2012	Dec 2013	0
66	7	VEN	Oxnard	US 101 Rice Avenue Interchange	\$14,194	\$39,779	Oct 2009	Sep 2012	98
69	11	SD	POSD	Bay Marina Drive Grade Separated Improvements	\$792	\$2,367	Jun 2012	Nov 2013	1

72	11	SD	POSD	Civic Center Drive at Harbor and I-5	\$361	\$1,325	Jun 2012	Nov 2013	1
75.2	11	SD	SANDAG	Southline Rail Improvements – Mainline Improvements [Phase 2 – Signaling for Reverse Running and Initial Track Improvements]	\$15,500	\$15,500	Mar 2011	Mar 2013	55
75.3	11	SD	SANDAG	Southline Rail Improvements – Mainline Improvements [Phase 3 - Palomar Siding and Mainline Track Improvements]	\$5,400	\$5,400	Aug 2012	Dec 2014	0
76	11	SD	SANDAG	LOSSAN N Rail Corridor at Sorrento	\$10,800	\$35,800	Aug 2011	Sep 2014	20
77	11	IMP	IVAG	Brawley Bypass State Route 78/111	\$43,122	\$44,030	Nov 2010	Mar 2014	91
81	10	SJ	NCTCC/ City of Stockton	Sperry Road Extension	\$30,000	\$50,000	Sep 2011	Aug 2013	34
83	8	SBD	SANBAG	Colton Crossing Project	\$91,305	\$160,005	Oct 2011	Mar 2014	47
Total					\$528,254	\$968,267			

Project Number	Dist	County	Agency	Project Name	TCIF Program X 1,000	Total Const. X 1,000	Const. Completed	Status of Closeout Report
Projects With Construction Completed (Cumulative Total)								Completed Submitted Pending Approval Late
18	7	LA	SCRRA	New Siding on the Antelope Valley Line	\$7,200	\$13,200	Feb 2011	Late
42	8	RIV	City of Riverside	Columbia Avenue Grade Separation	\$6,000	\$25,450	May 2010	Pending Approval
44	8	RIV	City of Riverside	Magnolia Avenue Grade Separation	\$20,000	\$26,800	Aug 2012	Unknown
58	8	SBD	Rialto	I-10 Corridor at Riverside	\$9,837	\$25,386	Jan 2012	Unknown
67	11	SD	Caltrans	State Route 905	\$74,371	\$86,966	Jul 2012	Unknown
75.1	11	SD	SANDAG	Southline Rail Improvements - Mainline Improvements [Phase 1 - Aerial Cabling]	\$10,500	\$10,500	Sep 2012	Unknown
Total					\$127,906	\$188,302		

BACKGROUND

The Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2006, approved by the voters as Proposition 1B on November 7, 2006, provided \$2 billion for the Trade Corridors Improvement Fund (TCIF). In the TCIF Guidelines, the Commission recognized the need for goods movement improvements far exceed the amount authorized in the TCIF program, that other funding sources should be explored, and that delivery challenges could limit project funding. The Commission supported increasing TCIF funding by approximately \$500 million from the State Highway Account to fund state-level priorities that are critical to goods movement. The Commission programmed about 25 percent more than the \$2.0 billion authorized by Proposition 1B with the intent of fully funding these projects from federal funds, container fees, and other potential future funding sources.

On April 10, 2008, the Commission adopted 79 projects into the TCIF adopted program of projects. As amended, there are 69 projects with a current recommended TCIF funding level of \$2.582 billion and an overall project value of \$7.052 billion.

The Commission put forth a TCIF Bond Accountability Plan that incorporates provisions from Proposition 1B, the Governor's Executive Order S-02-07, and Government Code Section 8879.50, et seq. (Chapter 181, Statutes of 2007 [Senate Bill 88]).

To ensure transparency and accountability throughout the lifetime of a project, the TCIF projects with executed baseline agreements are listed on the TCIF Bond Accountability website at: <http://www.bondaccountability.dot.ca.gov/bondacc/>. One of the most significant accountability actions taken by the Commission, in its program adoption actions, is the expectation that bond funding will be limited to the cost of construction. As with other

Proposition 1B programs, the Commission requires that project baseline agreements be developed and executed by the project sponsor(s), the California Department of Transportation, and the Commission's Executive Director.

Trade Corridors Improvement Fund Delivery Report Schedule and Cost UNALLOCATED PROJECTS

- Phase Complete
- Allocated but Not Awarded
- Behind Schedule
- Delivered with LONP
- Awarded/Allocated
- No Known Scope, Budget, or Schedule Impact
- Known Scope, Budget, or Schedule Impact (Amendment Needed)
- Potential Impact

Black Italics = Changes or Accomplishments During Quarter

PROJECT NUMBER	TCIF REGION (NCTCC, SCCC, SDBR, BDR, OR, OTHER)	DISTRICT	COUNTY	NOMINATED BY	ROUTE	PROJECT DESCRIPTION	END ENVIRONMENTAL	END DESIGN	END RIGHT OF WAY	BEGIN CONSTRUCTION	END CONSTRUCTION	CURRENT PHASE (% COMPLETE)	TOTAL PROJECT COST (\$1,000)	TCIF COST (\$1,000)	ENVIRONMENTAL COST (\$1,000)	DESIGN COST (\$1,000)	RIGHT OF WAY COST (\$1,000)	CONSTRUCTION COST (\$1,000)	SCOPE	BUDGET	SCHEDULE	COMMENTS - CTC ACTIONS DURING QUARTER	
2	NCTCC	4	CC	Caltrans / BNSF		Richmond Rail Connector	02/01/12	02/01/12	08/01/12	09/01/12	09/01/14	Env. 98% Des. 95% RW 75%	\$21,760	\$10,880	\$2,000	\$950	\$4,750	\$14,060	✔	✔	✘		
3	Outer Harbor Intermodal Terminals (OHIT) [Segments 1-6: See breakout below]						04/30/10						\$499,241	\$242,141	\$4,600	\$43,700	\$0	\$450,941					
3.1	NCTCC	4	ALA	Port of Oakland	N/A	Outer Harbor Intermodal Terminals (OHIT) <i>[Environmental Remediation, Segment 1]</i>	07/31/12	12/31/09		01/01/10	10/15/18	Env. 95% Des. 25% RW 100%	\$11,400	\$0	\$0	\$0	\$0	\$11,400	✔	✔	✘	<i>Baseline. Amendment: TCIF-P-1213-03B, 08/22/12, programming action to approve baseline amendment. Baseline /Program. Amendment: TCIF-P-1213-01, 08/22/12, split into 6 segments, expand scope, update schedule, cost, and funding plan for entire project. Port added City of Oakland as co-signatory to the Baseline Agreement. Environmental (Future Funding): E-12-56, FEIR, 08/22/12. Implementing Agency: Port and</i>	
3.2	NCTCC	4	ALA	Port of Oakland	N/A	Outer Harbor Intermodal Terminals (OHIT) <i>[Rail Access Improvements and Manifest Yard, Segment 2]</i>	07/31/12	03/31/13		03/31/13	07/31/15	Env. 100% Des. 30% RW 100%	\$74,600	\$65,800	\$100	\$8,700	\$0	\$65,800	✔	✔	✔	<i>Implementing Agency: Port.</i>	
3.3	NCTCC	4	ALA	Port of Oakland	N/A	Outer Harbor Intermodal Terminals (OHIT) <i>[City Site Prep Work and Backbone Infrastructure, Segment 3]</i>	07/31/12	03/31/13		12/31/13	10/15/18	Env. 100% Des. 10% RW 100%	\$247,241	\$176,341	\$4,500	\$25,900	\$0	\$216,841	✔	✔	✔	<i>Implementing Agency: City.</i>	
3.4	NCTCC	4	ALA	Port of Oakland	N/A	Outer Harbor Intermodal Terminals (OHIT) <i>[Recycling Facilities, Segment 4]</i>	07/31/12	03/31/13	03/31/13	06/30/13	07/31/18		\$46,600	\$0	\$0	\$600	\$0	\$46,000	✔	✔	✔	<i>Implementing Agency: City.</i>	
3.5	NCTCC	4	ALA	Port of Oakland	N/A	Outer Harbor Intermodal Terminals (OHIT) <i>[City Trade and Logistics Facilities, Segment 5]</i>	07/31/12	03/31/13	03/31/13	06/30/13	12/31/19		\$99,400	\$0	\$0	\$3,500	\$0	\$95,900	✔	✔	✔	<i>Implementing Agency: City.</i>	

Trade Corridors Improvement Fund Delivery Report Schedule and Cost UNALLOCATED PROJECTS

- Phase Complete
- Allocated but Not Awarded
- Behind Schedule
- Delivered with LONP
- Awarded/Allocated
- No Known Scope, Budget, or Schedule Impact
- Known Scope, Budget, or Schedule Impact (Amendment Needed)
- Potential Impact

Black Italics = Changes or Accomplishments During Quarter

PROJECT NUMBER	TCIF REGION (NCTCC, SCCG, SDBR, BORDR, OTHR)	DISTRICT	COUNTY	NOMINATED BY	ROUTE	PROJECT DESCRIPTION	END ENVIRONMENTAL	END DESIGN	END RIGHT OF WAY	BEGIN CONSTRUCTION	END CONSTRUCTION	CURRENT PHASE (% COMPLETE)	TOTAL PROJECT COST (\$1,000)	TCIF COST (\$1,000)	ENVIRONMENTAL COST (\$1,000)	DESIGN COST (\$1,000)	RIGHT OF WAY COST (\$1,000)	CONSTRUCTION COST (\$1,000)	SCOPE	BUDGET	SCHEDULE	COMMENTS - CTC ACTIONS DURING QUARTER
3.6	NCTCC	4	ALA	Port of Oakland	N/A	Outer Harbor Intermodal Terminals (OHIT) [Unit Train Support Rail Yard, Segment 6]	07/31/12	09/30/13	03/31/13	12/31/14	12/31/15		\$20,000	\$0	\$0	\$5,000	\$0	\$15,000	✓	✓	✓	<i>Implementing Agency: Port.</i>
4	NCTCC	4	ALA	Metropolitan Transportation Commission	880	I-880 Reconstruction, 29th & 23rd Avenues, Oakland [SHOPP/TCIF]		12/01/11	10/31/12	04/30/13	04/30/17	Env. 100% Des. 90% RW 0%	\$96,787	\$73,000	\$4,200	\$7,387	\$5,200	\$80,000	✓	✓	✗	
6	NCTCC	6	KER	Caltrans / BNSF		Tehachapi Trade Corridor Rail Improvement Project	06/01/10	12/01/11	N/A	03/01/12	10/01/14	Env. 97% Des. 85% RW 50%	\$112,700	\$54,000	\$3,700	\$1,000	\$0	\$108,000	✓	✓	✗	
10	NCTCC	10	SJ	San Joaquin Council of Governments	4	State Route 4 West Crosstown Freeway Extension Stage 1		06/01/13	05/01/13	11/01/13	12/01/16	Env. 100% Des. 95% RW 80%	\$193,040	\$96,820	\$4,000	\$10,400	\$44,600	\$134,040	✓	✓	✓	
89	NCTCC	4	SOL	Northern California Trade Corridors Coalition	80/680/12	Solano I-80/680/12 Connector	10/12/12	03/15/13	03/15/13	08/31/13	12/31/15	Env. 100%	\$100,400	\$24,000	\$3,500	\$8,880	\$23,160	\$64,860	✓	✓	✓	
TOTAL NCTCC													\$1,023,928	\$500,841								
19	SCCG	7	LA	Port of Los Angeles	47/110	I-110 Fwy Access Ramp Improvement SR 47/I-110 NB Connector Widening		02/28/13		06/30/13	06/30/15	Env. 100% Des. 92% RW N/A	\$39,068	\$14,700	\$700	\$5,568	\$0	\$32,800	✓	✓	✓	<i>Environmental (Future Funding) - E-12-53, MND, 08/22/12.</i>
20	SCCG	7	LA	Port of Los Angeles	110	C Street Access Ramps Improvements		01/31/13		05/31/13	05/31/15	Env. 100% Des. 88% RW N/A	\$34,176	\$8,300	\$801	\$3,491	\$0	\$29,884	✓	✓	✓	<i>Environmental (Future Funding) - E-12-54, MND, 08/22/12.</i>
21	SCCG	7	LA	City of Commerce		Washington Boulevard Widening & Reconstruction Project		10/01/11	10/01/11	12/01/11	12/01/12	Env. 100% Des. 25% RW 25%	\$32,000	\$5,800	\$39	\$2,044	\$3,678	\$26,239	✓	✓	✗	
32.2	SCCG	7	LA	Port of Los Angeles		Ports Rail System - Tier 1 (West Basin Road Rail Access Improvements) [Segment 2 - Berth 200 Rail Yard Track Connections]		06/01/12	04/01/12	12/01/12	12/01/13	Env. 100% Des. 90% RW 90%	\$25,700	\$10,512	\$0	\$1,000	\$0	\$24,700	✓	✓	✗	
35	SCCG	12	ORA	Orange County Transportation Authority		State College Boulevard Grade Separation		03/01/13	03/01/13	04/13/13	01/01/16	Env. 100% Des. 95% RW 30%	\$74,644	\$34,107	\$305	\$3,595	\$19,092	\$51,652	✓	✓	✓	
40	SCCG	12	ORA	Orange County Transportation Authority		Lakeview Avenue Overcrossing		09/01/12	01/01/13	07/01/13	10/01/15	Env. 100% Des. 98% RW 85%	\$99,763	\$28,685	\$631	\$7,867	\$39,688	\$51,577	✓	✓	✓	
46	SCCG	8	RIV	City of Banning		Project No. 2006-05, Sunset Avenue Grade Separation		07/01/11	07/01/11	01/15/12	12/31/14	Env. 100% Des. 85% RW 70%	\$36,500	\$10,000	\$400	\$4,100	\$1,100	\$30,900	✓	✗	✗	
48	SCCG	8	RIV	Riverside County		Avenue 56 Grade Separation on Yuma Subdivision of UPR Mainline		06/29/12	03/30/12	12/28/12	12/28/14	Env. 100% Des. 90% RW 70%	\$60,000	\$10,000	\$800	\$2,800	\$8,500	\$47,900	✓	✓	✗	

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50	SCCG	8	RIV	Riverside County		Grade Separation at Clay Street Railroad Grade Crossing		06/30/11	09/30/11	03/30/12	09/30/13	Env. 100% Des. 80% RW 60%	\$37,350	\$12,500	\$1,125	\$4,325	\$2,000	\$29,900	✔	✔	✘		
51	SCCG	8	RIV	City of Riverside		Riverside Avenue Grade Separation		03/01/11	03/01/11	12/01/11	06/01/13	Env. 100% Des. 88% RW 90%	\$30,300	\$8,500	\$500	\$2,000	\$12,800	\$15,000	✔	✔	✘		
53	SCCG	8	RIV	Riverside County		Grade Separation at Magnolia Avenue Railroad Grade Crossing - BNSF		12/30/11	03/29/13	09/30/13	09/30/15	Env. 100% Des. 85% RW 70%	\$81,750	\$13,700	\$1,780	\$4,220	\$3,880	\$71,870	✔	✔	✘		
57	SCCG	8	SBD	San Bernardino Associated Governments	10	I-10 Corridor Logistics Access Project (Interchange Reconstruction at Citrus Avenue)				08/01/11	12/31/13	Env. 100% Des. 100% RW 100% Const. 7%	\$57,530	\$23,600	\$1,138	\$3,935	\$5,257	\$47,200	✔	✔	✔	<i>Project will come back for allocation when Const. complete per approved LONP.</i>	
59	SCCG	8	SBD	San Bernardino Associated Governments		ACE Glen Helen Parkway Railroad Grade Separation		01/31/12	01/01/12	04/01/12	09/01/13	Env. 100% Des. 95% RW 95%	\$29,568	\$7,172	\$0	\$2,650	\$5,700	\$21,218	✔	✔	✘		
61	SCCG	8	SBD	San Bernardino Associated Governments		ACE South Milliken Avenue Grade Separation at UP Los Angeles		02/01/12	01/31/13	04/01/13	10/01/15	Env. 100% Des. 95% RW 50%	\$79,224	\$14,521	\$750	\$4,195	\$7,309	\$66,970	✔	✘	✘		
63	SCCG	8	SBD	San Bernardino Associated Governments		Palm Avenue Grade Separation		06/30/12	06/30/12	07/01/12	12/30/13	Env. 100% Des. 96% RW 40%	\$35,176	\$9,390	\$750	\$2,000	\$1,126	\$31,300	✔	✔	✘		
64	SCCG	8	SBD	San Bernardino Associated Governments		Lenwood Road Grade Separation		01/01/12	12/01/11	04/01/12	09/01/13	Env. 100% Des. 95% RW 60%	\$25,075	\$6,694	\$0	\$2,760	\$743	\$21,572	✔	✔	✘		
65	SCCG	8	SBD	San Bernardino Associated Governments		Vineyard Avenue Grade Separation		12/31/11	06/30/12	12/01/12	12/31/14	Env. 100% Des. 95% RW 50%	\$44,517	\$6,884	\$750	\$2,000	\$8,402	\$33,365	✔	✘	✘		
84	SCCG	8	SBD	San Bernardino Associated Governments		Laurel Street/BNSF Grade Separation		07/16/12	07/16/12	12/10/12	05/21/14	Env. 100% Des. 90% RW 80%	\$53,995	\$11,917	\$1,449	\$3,379	\$7,800	\$41,367	✔	✔	✘		
85	SCCG	8	RIV	Riverside County		Avenue 52 Grade Separation		12/01/12	11/01/12	07/01/13	07/01/14	Env. 100% Des. 60% RW 30%	\$22,200	\$10,000	\$2,578	\$0	\$2,500	\$17,122	✔	✔	✘		
86	SCCG	7	LA	Port of Los Angeles		Alameda Corridor West Terminus Intermodal Railyard -West Basin Railyard Extension		<i>06/30/13</i>	<i>06/30/13</i>	<i>10/30/13</i>	<i>04/30/15</i>	Env. 100% Des. 25%	<i>\$43,716</i>	<i>\$20,712</i>	<i>\$0</i>	<i>\$2,292</i>	<i>\$0</i>	<i>\$41,424</i>	✔	✔	✔	<i>Approve Baseline Agreement. TCIF-F-1213-04B, 08/22/12. (Const. Support \$1,883,000; Const. Capital \$18,829,000).</i>	
87	Cargo Transportation Improvement Emission Reduction Program [Phases 1 - 2: See breakout below]												\$112,709	\$35,869									

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87.1	SCCG	7	LA	Port of Los Angeles		Cargo Transportation Improvement Emission Reduction Program - Phase 1			09/30/12	01/31/13	05/31/14	Env. 100% Des. 100% RW 90%	\$26,695	\$12,705	\$0	\$1,285	\$0	\$25,410	✓	✓	✓	<i>Approve Baseline Agreement. TCIF-P-1213-04B, 08/22/12. Project split in 2 phases. Total TCIF for both phases is \$35,869, and the total project cost is \$112,709.</i>
87.2	SCCG	7	LA	Port of Los Angeles		Cargo Transportation Improvement Emission Reduction Program - Phase 2		06/30/13	06/30/13	11/30/13	11/30/16	Env. 100% Des. 40% RW 40%	\$86,014	\$23,164	\$0	\$8,470	\$0	\$77,544	✓	✓	✓	<i>Approve Baseline. TCIF-P-1213-04B, 08/22/12. Project split in 2 phases. Total TCIF for both phases is \$35,869, and the total project cost is \$112,709. (Const. Support \$4,944,000; Const. Capital \$72,600,000).</i>
90	SCCG	7	VEN	Ventura County Transportation Commission / Alameda Corridor Transportation Authority		Hueneme Road Widening		02/01/12		02/15/13	02/15/14	Env. 100% Des. 99% RW 100%	\$2,924	\$1,462	\$0	\$0	\$0	\$2,924	✓	✓	✓	<i>Approve Baseline. TCIF-P-1213-10B, 09/27/12. \$1,462,000 TCIF.</i>
TOTAL SCCG													\$1,057,885	\$305,025								
68	SDBR	11	SD	San Diego Association of Governments	11	SR 11/Otay Mesa East Port of Entry [Parent - Environmental Programming for Entire Corridor]		N/A	N/A	N/A	N/A	Env. 100% Des. N/A RW N/A Const. N/A	\$12,300	\$0	\$12,300	\$0	\$0	\$0				
68.1	SDBR	11	SD	San Diego Association of Governments	11	SR 11/Otay Mesa East Port of Entry [Segment 1 - SR 11/SR 905 Freeway to Freeway Connectors]		04/01/13	04/01/13	07/31/13	03/31/16	Env. 100% Des. 50%	\$117,500	\$75,000	\$0	\$7,300	\$33,700	\$76,500	✓	✓	✓	
68.2	SDBR	11	SD	San Diego Association of Governments	11	SR 11/Otay Mesa East Port of Entry [Segment 2 - SR 11 and Commercial Vehicle Enforcement Facility]		07/31/13	07/31/13	10/30/13	06/30/16	Env. 100% Des. 25%	\$245,400	\$0	\$0	\$17,500	\$52,000	\$175,900	✓	✓	✓	
68.3	SDBR	11	SD	San Diego Association of Governments	11	SR 11/Otay Mesa East Port of Entry [Segment 3 - East Otay Mesa Land POE]		07/31/13	07/31/13	09/30/13	03/31/16	Env. 100% Des. 25%	\$341,300	\$0	\$0	\$14,400	\$41,900	\$285,000	✓	✓	✓	

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70	SDBR	11	SD	Port of San Diego	5	10th Avenue Grade Separated Improvements		05/23/13	05/23/13	11/07/13	08/25/16	Env. 100% Des. 35%	\$5,353	\$1,550	\$1,121	\$880	\$186	\$3,166	✓	✓	✓	<i>Baseline Amendment, TCIF-P-1213-07, 09/27/12, revise scope, cost, funding plan, and project schedule. Deprogrammed TCIF 29,360,000 from \$30,910,000 to \$1,550,000 Const. Capital.</i>	
71	SDBR	11	SD	Port of San Diego	5	32nd Street at Harbor Drive Grade Separated Improvements	12/29/11	05/23/13	05/23/13	11/07/13	08/25/16	Env.60%	\$118,460	\$50,665	\$4,400	\$7,750	\$13,110	\$93,200	✗	✗	✗	<i>Note: Project will be deleted at October 24, 2012 CTC meeting.</i>	
73	SDBR	11	SD	Port of San Diego		National City Marine Terminal Improvement (Wharf Extension)	02/28/10	02/28/10	02/28/10	05/30/11	08/30/13	Env. 25% Des. 3%	\$34,300	\$15,000	\$1,050	\$3,250	\$0	\$30,000	✗	✗	✗	<i>Note: Project will be deleted at October 24, 2012 CTC meeting.</i>	
74	SDBR	11	SD	San Diego Association of Governments		Southline Rail Improvements - Yard Expansion			07/01/12	01/04/13	01/01/15	Env. 100% Des. 100% RW 60% Const. 0%	\$40,460	\$25,900	\$540	\$1,810	\$12,210	\$25,900	✓	✓	✗		
75.4	SDBR	11	SD	San Diego Association of Governments		Southline Rail Improvements - Mainline Improvements [Phase 4 - Final Palomar Siding and System Upgrades]		06/01/13		12/01/13	07/01/15	Env. 100% Des.50% RW N/A	\$75,630	\$66,660	\$220	\$8,750	\$0	\$66,660	✓	✓	✓		
TOTAL SDBR													\$990,703	\$234,775									
14	OTHER	3	YOL	Port of Sacramento		Sacramento River Deep Water Channel Project	08/31/12		N/A	10/15/12	12/31/16	Env. 90% Des. 100% RW N/A	\$157,464	\$10,000	\$13,546	\$0	\$46,285	\$97,633	✓	✓	✗		
TOTAL OTHER													\$157,464	\$10,000									

GRAND TOTAL UNALLOCATED

\$1,050,641

Trade Corridors Improvement Fund Delivery Report Schedule and Cost ALLOCATED PROJECTS

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5	NCTCC	4	ALA	Metropolitan Transportation Commission	580	I-580 Eastbound Truck Climbing Lane [SHOPP/TCIF]				06/30/12	02/01/14	Env. 100% Des. 100% RW 100% Const. 2%	\$56,694	\$48,959	\$2,490	\$5,140	\$105	\$48,959		☑	☑	☑					
9.1	NCTCC	3	SAC	City of Sacramento		Sacramento Intermodal Track Relocation [Phase 1 - Initial Project]				03/22/11	01/31/13	Env. 100% Des. 100% RW 100% Const. 95%	\$77,809	\$25,266	\$3,255	\$6,865	\$0	\$67,689	\$56,263	☑	☑	☑					
9.2	NCTCC	3	SAC	City of Sacramento		Sacramento Intermodal Track Relocation [Phase 2 - West Pedestrian/Bicycle Tunnel Project]				05/01/12	01/31/13	Env. 100% Des. 100% RW 100% Const. 5%	\$3,483	\$0	\$0	\$0	\$0	\$3,483	\$35	☑	☑	☑					
12	NCTCC	4	SOL	Metropolitan Transportation Commission	80	I-80 Eastbound Cordelia Truck Scales Relocation [SHOPP/TCIF]				01/25/12	12/31/14	Env. 100% Des. 100% RW 100% Const. 0%	\$97,900	\$47,800	\$6,800	\$12,200	\$7,500	\$71,400		☑	☑	☑					
81	NCTCC	10	SJ	Northern California Trade Corridors Coalition		Sperry Road Extension				07/01/11	08/01/13	Env. 100% Des. 100% RW 100% Const. 34%	\$63,000	\$30,000	\$1,000	\$5,000	\$7,000	\$50,000	\$6,120	☑	☑	☑					
82	NCTCC	4	CC	Northern California Trade Corridors Coalition		Marina Bay Parkway Grade Separation				06/07/11	10/01/13	Env. 100% Des. 100% RW 100% Const. 0%	\$37,950	\$18,975	\$500	\$2,750	\$100	\$34,600		☑	☑	☒					
TOTAL NCTCC													\$336,836	\$171,000													
15.1	SCCG	7	LA	Alameda Corridor East Construction Authority		San Gabriel Valley Grade Separation Program [San Gabriel Trench Project - Phase I]				08/01/11	09/30/16	Env. 100% Des. 100% RW 100% Const. 2%	\$8,000	\$4,000	\$0	\$0	\$4,000	\$4,000		☑	☑	☑	<i>Allocation Amendment: TCIF-AA-1213-03, Amending TCIF-A-1112-05, 08/22/12, reduce allocation by \$9,000,000 from \$13,000,000 to \$4,000,000 to reflect scope change.</i>				
15.2	SCCG	7	LA	Alameda Corridor East Construction Authority		San Gabriel Valley Grade Separation Program [San Gabriel Trench Project - Phase II]				08/31/12	09/30/16	Env. 100% Des. 100% RW 100% Const. 2%	\$420,197	\$332,600	\$0	\$33,387	\$25,610	\$361,200		☑	☑	☑	<i>Allocation Amendment: TCIF-AA-1213-04, Amending TCIF-A-1112-05, 08/22/12, increase allocation \$9,000,000 from \$323,000,000 to \$332,000,000 to reflect scope change.</i>				
15.3	SCCG	7	LA	Alameda Corridor East Construction Authority		San Gabriel Valley Grade Separation Program [Brea Canyon Grade Separation - Match]							\$38,922	\$0	\$0	\$538	\$9,708	\$28,676		☑	☑	☑					

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15.4	SCCG	7	LA	Alameda Corridor East Construction Authority		San Gabriel Valley Grade Separation Program [Fairway Drive Grade Separation - Match]	08/31/12	12/31/12	12/31/13	03/31/14	06/30/16		\$105,365	\$0	\$0	\$7,780	\$35,434	\$62,151		<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	
15.5	SCCG	7	LA	Alameda Corridor East Construction Authority		San Gabriel Valley Grade Separation Program [Puente Grade Separation - Match]		06/30/13	06/30/13	12/31/13	12/31/16		\$86,388	\$0	\$0	\$6,640	\$27,657	\$52,091		<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	
15.6	SCCG	7	LA	Alameda Corridor East Construction Authority		San Gabriel Valley Grade Separation Program [Ramona Boulevard Grade Separation - Match]							\$14,965	\$0	\$0	\$34	\$2,959	\$11,972		<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	
15.7	SCCG	7	LA	Alameda Corridor East Construction Authority		San Gabriel Valley Grade Separation Program [Reservoir Street Grade Separation - Match]							\$12,480	\$0	\$0	\$0	\$1,125	\$11,355		<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	
15.8	SCCG	7	LA	Alameda Corridor East Construction Authority		San Gabriel Valley Grade Separation Program [Sunset Avenue Grade Separation - Match]							\$39,195	\$0	\$0	\$339	\$2,728	\$36,128		<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	
15.9	SCCG	7	LA	Alameda Corridor East Construction Authority		San Gabriel Valley Grade Separation Program [Temple Avenue Train Diversion - Match]							\$49,289	\$0	\$0	\$540	\$2,923	\$45,826		<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	
17	SCCG	7	LA	City of Santa Fe Springs		ACE: Gateway-Valley View Grade Separation Project				05/31/12	08/31/14	Env. 100% Des. 100% RW 100% Const. 5%	\$75,177	\$25,570	\$0	\$4,000	\$15,281	\$55,896	\$786	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	
18	SCCG	7	LA	Southern California Regional Rail Authority		New Siding on the Antelope Valley Line (MP44 to MP61) For Freight Trains	Construction Completed 4th Quarter FY 2011-12						\$14,700	\$7,200	\$0	\$1,500	\$0	\$13,200	\$9,386				
22	SCCG	7	LA	Port of Los Angeles		South Wilmington Grade Separation				11/01/12	11/01/14	Env. 100% Des. 100% RW 100% Const. 0%	\$76,823	\$17,000	\$520	\$6,631	\$0	\$69,672		<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	
23	SCCG	7	LA	Port of Long Beach	710	Gerald Desmond Bridge Replacement [Design-Build] [SHOPP/TCIF]		N/A	12/31/12	06/07/13	06/27/16	Env. 100% Design Design-Build Out to Bid	\$950,840	\$299,795	\$9,782	\$28,880	\$100,589	\$811,589		<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<i>Baseline Amendment: TCIF-P-1213-09, 09/27/12, update project delivery schedule.</i>

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24	SCCG	7	LA	Port of Long Beach		Ports Rail System - Tier 1 (Pier F Support Yard)				11/29/12	05/15/14	Env. 100% Des. 100% RW N/A Const. 0%	\$31,985	\$8,745	\$2,980	\$1,990	\$0	\$27,015					<i>Baseline Amendment:</i> TCIF-P-1213-05, 09/27/12, revise schedule, cost, and funding plan (Projs. #24 & 25). (Cost decrease \$3,465,000 to reflect addition of TIGER III funds).	
25	SCCG	7	LA	Port of Long Beach		Ports Rail System - Tier 1 (Track Realignment at Ocean Boulevard)				11/29/12	05/15/14	Env. 100% Des. 99% RW N/A Const. 0%	\$55,540	\$27,000	\$4,270	\$2,850	\$0	\$48,420					<i>Baseline Amendment:</i> TCIF-P-1213-05, 09/27/12, revise schedule, cost, and funding plan (Projs. #24 & 25). (Cost decrease \$11,730,000 to reflect addition of TIGER III funds).	
32.1	SCCG	7	LA	Port of Los Angeles		Ports Rail System - Tier 1 (West Basin Road Rail Access Improvements) [Segment 1 - Berth 200 Rail Yard Improvements]				06/01/12	07/01/14	Env. 100% Des. 100% RW 100% Const. 1%	\$171,956	\$40,718	\$6	\$7,980	\$0	\$103,970					<i>Baseline Amendment:</i> (32.1)- TCIF-P-1213-08, 09/27/12, to update funding plan to reflect the increased project cost from actual contract	
34	SCCG	12	ORA	Orange County Transportation Authority	91	State Route 91 Connect Aux. Lanes through Interchange on Westbound SR91 Between State Route 57 & I-5				12/01/12	12/01/15	Env. 100% Des. 100% RW 100%	\$70,700	\$34,950	\$1,400	\$6,234	\$7,066	\$56,000					<i>Allocation:</i> TCIF-A-1213-01, 09/27/12, \$34,950,000.	
36	SCCG	12	ORA	Orange County Transportation Authority		Placentia Avenue Undercrossing				10/01/11	05/01/14	Env. 100% Des. 100% RW 100% Const. 32%	\$78,229	\$14,934	\$21	\$3,401	\$15,371	\$59,436	\$1,172					
37	SCCG	12	ORA	Orange County Transportation Authority		Orangethorpe Avenue Grade Separation				07/01/12	04/01/15	Env. 100% Des. 100% RW 100% Const. 0%	\$114,983	\$48,020	\$631	\$8,292	\$24,863	\$81,197	\$224					
38	SCCG	12	ORA	Orange County Transportation Authority		Kraemer Boulevard Undercrossing				10/01/11	05/01/14	Env. 100% Des. 100% RW 100% Const. 29%	\$70,432	\$22,642	\$631	\$5,043	\$9,382	\$55,376	\$1,493					
41	SCCG	12	ORA	Orange County Transportation Authority		Tustin Avenue / Rose Drive Overcrossing				03/01/13	09/01/15	Env. 100% Des. 100% RW 85% Const. 0%	\$91,727	\$34,414	\$601	\$7,085	\$32,245	\$51,796	\$218					
42	SCCG	8	RIV	City of Riverside		Columbia Avenue Grade Separation	Construction Completed 4th Quarter FY 2011-12						\$34,050	\$6,000	\$143	\$1,657	\$6,800	\$25,450	\$21,592					<i>Note: Closeout report 25% complete.</i>
43	SCCG	8	RIV	City of Corona		Auto Center Drive Grade Separation				11/01/11	04/30/13	Env. 100% Des. 100% RW 100% Const. 0%	\$32,675	\$16,000	\$630	\$1,370	\$2,720	\$27,955						

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44	SCCG	8	RIV	City of Riverside		Magnolia Avenue Grade Separation - UPRR	Construction Completed 1st Quarter FY 2012-13					\$52,960	\$20,000	\$160	\$2,500	\$23,500	\$26,800						Construction completed 1st Quarter FY 2012-13 (08/30/12). Closeout report needs to be submitted and reviewed.		
45	SCCG	8	RIV	City of Riverside		Iowa Avenue Grade Separation				06/26/12	11/01/13	Env. 100% Des. 100% RW 100% Const. 0%	\$32,000	\$13,000	\$500	\$1,500	\$5,500	\$24,500			✓	✓	✓		
47	SCCG	8	RIV	City of Riverside		Streeter Avenue Grade Separation				11/30/12	05/30/14	Env. 100% Des. 100% RW 100% Const. 0%	\$36,000	\$15,500	\$1,500	\$1,000	\$7,500	\$26,000			✓	✓	✓		
54	SCCG	8	RIV	City of Riverside	215	March Inland Cargo Port Airport - I-215 Van Buren Boulevard - Ground Access Improvements				04/01/12	04/01/14	Env. 100% Des. 100% RW 100% Const. 10%	\$66,776	\$8,835	\$3,463	\$4,786	\$7,000	\$51,527	\$1,500			✓	✓	✓	<i>COST SAVINGS - Allocation Amendment - TCIF-AA-1213-01, Amending TCIF-A-1112-04, 08/22/12, reduce TCIF Capital by \$1,165,000 from \$10,000,000 to \$8,835,000 (\$3,335,000 Const. Capital; \$5,500,000 Const. Support) to reflect contract award savings.</i>
56	SCCG	8	SBD	San Bernardino Associated Governments	10	I-10 Corridor Logistics Access Project (Interchange Reconstruction at Cherry				08/01/11 10/03/12	12/31/13	Env. 100% Des. 100% RW 100% Const. 0%	\$77,806	\$30,773	\$935	\$5,822	\$9,503	\$61,546			✓	✓	✓		
58	SCCG	8	SBD	San Bernardino Associated Governments	10	I-10 Corridor Logistics Access Project (Interchange Reconstruction at Riverside Avenue)	Construction Completed 3rd Quarter FY 2011-12					\$29,741	\$9,837	\$0	\$1,885	\$2,470	\$25,386	\$24,000							
66	SCCG	7	VEN	City of Oxnard	101	US 101 Rice Avenue Interchange				10/20/09	09/30/12	Env. 100% Des. 100% RW 100% Const. 98%	\$73,597	\$14,194	\$3,458	\$3,766	\$26,594	\$39,779	\$35,000			✓	✓	✓	
83	SCCG	8	SBD	Caltrans / BNSF / UP		Colton Crossing Project				09/30/11	03/30/14	Env. 100% Des. 100% RW 100% Const. 47%	\$201,994	\$91,305	\$3,689	\$11,600	\$26,700	\$160,005	\$31,486			✓	✓	✓	
88	SCCG	7	LA	Alameda Corridor East Construction Authority		Baldwin Avenue Grade Separation				08/31/12	08/31/14	Env. 100% Des. 100% RW 100% Const. 0%	\$81,470	\$37,638	\$0	\$1,902	\$41,930	\$37,638			✓	✓	✗		
TOTAL SCCG													\$3,236,962	\$1,180,670											

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67	SDBR	11	SD	San Diego Association of Governments	905	State Route 905	Construction Completed 1st Quarter FY 2012-13					\$87,466	\$74,371	\$0	\$500	\$0	\$86,966	\$58,000	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>		
69	SDBR	11	SD	Port of San Diego	5/15	Bay Marina Drive Grade Separated Improvements						\$3,172	\$792	\$440	\$345	\$20	\$2,367		<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<i>COST SAVINGS - Allocation. Amendment: TCIF-AA-1213-02, Amending TCIF-A-1112-08, 08/22/12, reduce TCIF allocation by \$118,000 from \$910,000 to \$792,000 to reflect contract award savings.</i>	
72	SDBR	11	SD	Port of San Diego	5	Civic Center Drive at Harbor and I-5						\$2,193	\$367	\$531	\$300	\$37	\$1,325		<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<i>COST SAVINGS - Allocation. Amendment: TCIF-AA-1213-02, Amending TCIF-A-1112-08, 08/22/12, reduce TCIF allocation by \$789,000 from \$1,150,000 to \$361,000 to reflect contract award savings (Const. Capital \$191,000, Const. Support \$170,000).</i>	
75.1	SDBR	11	SD	San Diego Association of Governments		Southline Rail Improvements - Mainline Improvements [Phase 1 - Aerial Cabling]	Construction Completed 1st Quarter FY 2012-13					\$10,500	\$10,500	\$0	\$0	\$0	\$10,500	\$3,191					
75.2	SDBR	11	SD	San Diego Association of Governments		Southline Rail Improvements - Mainline Improvements [Phase 2 - Signaling for Reverse Running and Initial Track]						\$15,500	\$15,500	\$0	\$0	\$0	\$15,500	\$3,777	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>		
75.3	SDBR	11	SD	San Diego Association of Governments		Southline Rail Improvements - Mainline Improvements [Phase 3 - Palomar Siding and Mainline Track Improvements]						\$5,400	\$5,400	\$0	\$0	\$0	\$5,400		<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>		
76	SDBR	11	SD	San Diego Association of Governments		LOSSAN N Rail Corridor at Sorrento						\$39,000	\$10,800	\$0	\$3,200	\$0	\$35,800	\$4,512	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>		
TOTAL SDBR												\$163,231	\$117,724	\$971	\$4,345								

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11	OTHER	10	SJ	Port of Stockton / Contra Costa County		San Francisco Bay to Stockton Ship Channel Deepening Project				08/01/12	11/30/13	Env. 100% Des. 100% RW NA Const. 0%	\$15,000	\$7,200	\$100	\$500	\$0	\$14,400	\$0	☑	☑	☑			
77	OTHER	11	IMP	Imperial Valley Association of Governments	78/111	Brawley Bypass State Route 78/111				11/30/10	03/31/14	Env. 100% Des. 100% RW 100% Const. 91%	\$70,305	\$43,122	\$1,206	\$6,500	\$18,569	\$44,030	\$37,400	☑	☑	☑			
TOTAL OTHER													\$85,305	\$50,322	\$1,306	\$7,000									

GRAND TOTAL ALLOCATED	\$1,519,716
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TCIF PROGRAMMED, ALLOCATED, AND UNALLOCATED TOTALS BY CORRIDOR

	<u>Programmed</u>	<u>Target Available</u>	<u>Allocated as of 9/27/12</u>	<u>Unallocated as of 9/27/12</u>
Northern California Trade Corridor Coalition	\$671,841	\$640,000	\$171,000	\$469,000
Southern California Consensus Group	\$1,485,695	\$1,500,000	\$1,180,670	\$319,330
San Diego Border Region	\$352,499	\$250,000	\$117,724	\$132,276
Other	\$60,322	\$60,000	\$50,322	\$9,678
TOTAL	\$2,570,357	\$2,450,000	\$1,519,716	\$930,284
Bond Administration Fees		\$40,000		
GRAND TOTAL		\$2,490,000		

TCIF Project Action Plan Report First Quarter FY 2012-13

Each project in the program is being monitored at the component level for potential scope, cost, and schedule changes to ensure timely delivery of the full scope as approved and adopted. Listed below are project action plans that have been identified to address known scope, cost, or schedule issues on projects.

ID	D	Co.	Rte.	Project Title	Bond \$ x1000	Total \$ x1000	Variance
2	4	CC	N/A	Richmond Rail Connector	\$10,880	\$21,760	Schedule

Project Action Plan: Environmental studies and completion of the environmental documents (CEQA and NEPA) have taken longer than expected, thereby delaying right of way (ROW) acquisition and final design. The Definitive Agreements were approved in June 2012. Final environmental is anticipated by end of November 2012. A Baseline Amendment is targeted for the January 2013 CTC Meeting.

ID	D	Co.	Rte.	Project Title	Bond \$ x1000	Total \$ x1000	Variance
4	4	ALA	880	I-880 Reconstruction 29 th Ave & 23 rd Ave	\$73,000	\$96,787	Schedule

Project Action Plan: The "End Design" date has been delayed approximately eight months due to a late start on risk design work and complexities in acquiring ROW including condemnation. Possession of ROW is expected by December 2012, and an amendment to the baseline agreement is anticipated by January 2013.

ID	D	Co.	Rte.	Project Title	Bond \$ x1000	Total \$ x1000	Variance
6	6	KER	N/A	Tehachapi Trade Corridor Rail Improvement Project	\$54,000	\$112,700	Schedule Cost Scope

Project Action Plan: BNSF Railway has decided to pursue a full Environmental Impact Report (EIR) in the place of the Mitigated Negative Declaration (MND) based on recent comments concerning MND. Comments filed during the public comment period raised issues that BNSF believe justified performing an EIR for a more comprehensive administrative record. The Draft EIR was signed on August 15, 2012 and has been distributed for public review. The Definitive Agreements are still pending. A Baseline Amendment is targeted for the January 2013 CTC Meeting to update the delivery schedule, cost, and funding plan.

ID	D	Co.	Rte.	Project Title	Bond \$ x1000	Total \$ x1000	Variance
14	3	YOL		Sacramento River Deep Water Channel Project	\$10,000	\$157,464	Schedule

Project Action Plan: Due to environmental delays, it has been determined that construction will not start by the required December 2013 deadline. The Port is currently discussing the viability of a replacement project with CTC staff.

ID	D	Co.	Rte.	Project Title	Bond \$ x1000	Total \$ x1000	Variance
21	7	LA		Washington Boulevard Widening & Reconstruction	\$5,800	\$32,000	Schedule

Project Action Plan: The environmental component was delayed 12-month delay due to the decision to implement a full EIR, which was agreed to by the City of Commerce (City) and the CTC. The design phase was delayed due to the need for a pre-award audit. The City cleared the Caltrans audit process and the design contract was awarded July 2012. The City plans to advertise in the Fall of 2013 and award late 2013. A Baseline Amendment is targeted for the March 2013 CTC meeting to update the project schedule. There will be no change in project cost.

ID	D	Co.	Rte.	Project Title	Bond \$ x1000	Total \$ x1000	Variance
32.2	7	LA	N/A	Ports Rail System – Tier 1 (West Basin Road Rail Access Improvements) [Segment 2-Berth 200 Rail Yard Track Connections]	\$10,512	\$25,700	Schedule

Project Action Plan: The project has been delayed due to unforeseen third party utility relocations/protections and permits that are required to construct the project improvements. Therefore, the begin construction date has been extended from the original baseline schedule of October 30, 2012 to May 31, 2013. A Baseline Amendment is pending for the December 2012 CTC Meeting.

ID	D	Co.	Rte.	Project Title	Bond \$ x1000	Total \$ x1000	Variance
46	8	RIV		Project No. 2006-05, Sunset Avenue Grade Separation	\$10,000	\$36,500	Schedule

Project Action Plan: The ROW phase has been delayed due to design changes and revisions to the ROW needs. Negotiations with property owners continue. The county anticipates advertising the Project in spring 2013. No changes in construction schedule are expected. A Baseline Amendment is pending for the December 2012 CTC Meeting.

ID	D	Co.	Rte.	Project Title	Bond \$ x1000	Total \$ x1000	Variance
48	8	RIV		Avenue 56 Grade Separation on Yuma Subdivision of UPR Mainline	\$10,000	\$60,000	Schedule

Project Action Plan: The ROW phase has taken more time than anticipated due to revisions in the ROW requirements to accommodate design changes and requests by the property owners. Negotiations are ongoing with property owners and are estimated to be complete by the end of 2012. Hazardous material testing is necessary for two private parcels. The construction start date was delayed due to associated ROW acquisition and incorporation of utility relocation requirements into the design plans. The county anticipates advertising in summer 2013. A Baseline Amendment is pending for the December 2012 CTC Meeting.

ID	D	Co.	Rte.	Project Title	Bond \$ x1000	Total \$ x1000	Variance
50	8	RIV		Grade Separation at Clay Street Railroad Grade Crossing	\$12,500	\$37,350	Schedule

Project Action Plan: Environmental delays are due to more time was needed to finalize Project alternatives and bringing the engineering consultant onboard. During geotechnical field-testing, it was determined the project location has a high water table that required the bridge to be redesigned. The relocation of underground utilities required additional ROW. An environmental revalidation was approved September 2012. Federal authorization is estimated to be approved November 2013 and construction is scheduled to start November 2013. A Baseline Amendment is pending for the December 2012 CTC Meeting.

ID	D	Co.	Rte.	Project Title	Bond \$ x1000	Total \$ x1000	Variance
51	8	RIV		Riverside Avenue Grade Separation	\$8,500	\$30,300	Schedule

Project Action Plan: The environmental phase was delayed due to the scope of the studies being more complex than originally anticipated, which subsequently caused the ROW phase and the construction start date to be delayed. A Baseline Amendment is pending for the December 2012 CTC Meeting.

ID	D	Co.	Rte.	Project Title	Bond \$ x1000	Total \$ x1000	Variance
53	8	RIV		Grade Separation at Magnolia Avenue Railroad Grade Crossing - BNSF	\$13,700	\$81,750	Schedule

Project Action Plan: Through the value analysis process, the project design was refined to avoid reconstructing a large flood control channel by extending the bridge. Also, the need of two frontage roads was reduced to one while maintaining access to surrounding businesses. Delays were also caused by the bridge structure being more complex than originally anticipated. The project is expected to meet the currently adopted ROW and construction schedules. The county anticipates advertising the project in summer 2013. A Baseline Amendment is pending for the December 2012 CTC Meeting.

ID	D	Co.	Rte.	Project Title	Bond \$ x1000	Total \$ x1000	Variance
59	8	SBD		ACE Glen Helen Parkway Railroad Grade Separation	\$7,172	\$29,568	Schedule

Project Action Plan: A Kangaroo Rat habitat discovered on the project site and issues regarding the alignment of Devore Road resulted in environmental delays and revisions to the project design. ROW cost increased from \$5.7 million to \$6.4 million and construction decreased from \$21.22 million to \$19.76 million. Design work is scheduled to be complete by October 2012. ROW will be complete when the agreement with Burlington Northern Sante Fe (BNSF) and Union Pacific Railroads (UPR) is executed, which is estimated to be November 2012. Construction is expected to begin April 2013. A Baseline Amendment is targeted for the January 2013 CTC Meeting.

ID	D	Co.	Rte.	Project Title	Bond \$ x1000	Total \$ x1000	Variance
61	8	SBD		ACE South Milliken Avenue Grade Separation at UP Los Angeles	\$14,521	\$79,224	Schedule

Project Action Plan: The environmental phase was delayed due to negotiations with UPR on the preferred rail-highway configuration. Design modification to the preferred alternative yielded construction savings. The design plans are now 65% complete. ROW certification is anticipated for February 2013 and construction award is scheduled for July 2013. A Baseline Amendment is targeted for the January 2013 CTC Meeting.

ID	D	Co.	Rte.	Project Title	Bond \$ x1000	Total \$ x1000	Variance
63	8	SBD		Palm Avenue Grade Separation	\$9,390	\$35,176	Schedule Cost Scope

Project Action Plan: As a result of a traffic study, it was determined that two lanes rather than the originally programmed four lanes would be sufficient. A Baseline Amendment is targeted for the January 2013 CTC Meeting to update the scope, cost, and schedule. The TCIF funding originally programmed for \$9,390,000 will be reduced to \$4,560,000.

ID	D	Co.	Rte.	Project Title	Bond \$ x1000	Total \$ x1000	Variance
64	8	SBD		Lenwood Road Grade Separation	\$6,694	\$25,075	Schedule

Project Action Plan: The delivery schedule delay is due to the additional time required for ROW procurement, as well as time spent seeking federal fund obligation for the ROW phase. Subsequently, construction has been delayed 14 months. The project management team is committed to awarding construction by June 2013, which will assure the project will begin construction prior to the TCIF construction contract execution deadline of December 2013. A Baseline Amendment was approved at the October 2012 CTC Meeting to update the schedule.

ID	D	Co.	Rte.	Project Title	Bond \$ x1000	Total \$ x1000	Variance
65	8	SBD		Vineyard Avenue Grade Separation	\$6,884	\$44,517	Schedule

Project Action Plan: Environmental delay was due to UPR negotiations on the preferred rail-highway configuration took longer than anticipated. There was a seven-month permit delay from the Los Angeles World Airports (LAWA), and there were additional delays due to an active lawsuit with LAWA and the Aero Ontario. A Baseline Amendment is targeted for the January 2013 CTC Meeting.

ID	D	Co.	Rte.	Project Title	Bond \$ x1000	Total \$ x1000	Variance
71	11	SD	5	32nd Street at Harbor Drive Grade Separation	\$50,665	\$118,460	Schedule

Project Action Plan: As a result of the preliminary engineering and environmental document, a no-build alternative will be recommended. This project was deleted from TCIF program at the October 2012 CTC Meeting.

ID	D	Co.	Rte.	Project Title	Bond \$ x1000	Total \$ x1000	Variance
73	11	SD	N/A	National City Marine Terminal Improvement (Wharf Extension)	\$15,000	\$34,300	Schedule

Project Action Plan: It has been determined that construction will not start by the required December 2013 deadline. This project was deleted from the TCIF program at the October 2012 CTC Meeting.

ID	D	Co.	Rte.	Project Title	Bond \$ x1000	Total \$ x1000	Variance
74	11	SD	N/A	Southline Rail Improvements – Yard Expansion	\$25,900	\$40,460	Schedule

Project Action Plan: The ROW acquisition and final design is anticipated to be delayed beyond the approved baseline schedule dates. The delay is due to refinements to the project grading that allowed for a reduction in the ROW take. A Baseline Amendment was approved at the October 2012 CTC Meeting.

ID	D	Co.	Rte.	Project Title	Bond \$ x1000	Total \$ x1000	Variance
82	4	CC	N/A	Marina Bay Parkway Grade Separation	\$18,975	\$37,950	Schedule

Project Action Plan: Construction was delayed when the Proposition 1B bond sale was delayed from spring to late fall of 2011. Construction was delayed further due to the California Department of Finance dispute regarding the redevelopment funds that were originally committed to the project. A Baseline Amendment was approved at the October 2012 CTC meeting.

ID	D	Co.	Rte.	Project Title	Bond \$ x1000	Total \$ x1000	Variance
84	8	SBD		Laurel Street/BNSF Grade Separation	\$11,917	\$53,995	Schedule

Project Action Plan: A single build alternative was developed with the Project Study Report due to the existing constraints within the project location and with the criteria to minimize ROW impacts to the extent feasible. During the PA/ED phase, the project design and was contested by property owners who requested modifications to the design. Development of these alternatives required extensive coordination with the property owners as well as coordination with City staff and the City council. In addition, the eminent domain process was initiated and Resolution of Necessity hearings have been held in the last two months. A Baseline Amendment is targeted for the January 2013 CTC Meeting.

ID	D	Co.	Rte.	Project Title	Bond \$ x1000	Total \$ x1000	Variance
85	8	RIV		Avenue 52 Grade Separation	\$10,000	\$22,200	Schedule

Project Action Plan: FHWA rescinded their initial concurrence requiring additional technical studies and design alternative that delayed the environmental phase by six months. ROW acquisitions and negotiations were hindered by owners who had upside down mortgages. Design and ROW is anticipated to be completed by April 2013. Construction is scheduled to begin August 2013 and be completed March 2015. A Baseline Amendment is pending for the December 2012 CTC Meeting.

Memorandum

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: December 5-6, 2012

Reference No.: 3.6
Information Item

From: NORMA ORTEGA
Chief Financial Officer

Prepared by: Steven Keck
Division Chief
Budgets

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

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

Attachment



Department of Transportation Quarterly Finance Report

First Quarter 2012-13

Department of Transportation
Division of Budgets

The purpose of the Quarterly Finance Report is to provide the California Transportation Commission (CTC) with the status of capital allocations versus capacity, and to report any trends or issues that may require action by the Department of Transportation (Caltrans) or CTC regarding transportation funding policy, allocation capacity, or forecast methodology to ensure the efficient and prudent management of transportation resources. Below is the schedule of dates for the development of the fiscal year 2011-12 Quarterly Finance Reports.

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

Department of Transportation Quarterly Finance Report

First Quarter FY 2012-13

EXECUTIVE SUMMARY

2012-13 Capital Allocations vs. Capacity Summary through September 30, 2012 (\$ in millions)					
	SHOPP ¹	STIP ¹	TCRP	BONDS	TOTAL
Total Allocation Capacity	\$1,672	\$620	\$83	\$2,801	\$5,176
Total Votes	587	253	93	544	1,477
Authorized Changes ²	-9	0	0	0	-\$9
Total Remaining Capacity	\$1,094	\$367	-\$10	\$2,258	\$3,708

Note: Totals may differ due to rounding.

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

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

The California Transportation Commission (CTC) allocated \$1.5 billion toward 216 projects through the first quarter of fiscal year 2012-13. Adjustments totaled negative \$9 million, leaving \$3.7 billion (72 percent) in remaining capacity.

With the exception of the State Highway Account (SHA) and the Traffic Congestion Relief Fund (TCRF), the cash balances for all of Caltrans' major funds were within acceptable range of forecast (Refer to Appendix B). The SHA cash balance was higher than expected due primarily to the delay in the \$165 million payment to the Toll Bridge Seismic Retrofit Program (TBSRP). The payment was forecasted in the first quarter, but did not occur until October. Although the SHA balance appears healthy, Caltrans expects that the fund balance will remain below its prudent cash balance for most of the remainder of this fiscal year. Lower than expected revenues (caused by the delay in the monthly weight fee backfill), sizable obligations, and delayed loan re-payments are all contributing factors. The TCRF cash balance was lower than forecast due to the payment of accrued expenditures from the previous fiscal year.

During the first quarter, the Federal Highway Administration (FHWA) released its annual redistribution of fiscal year 2012 obligation limitation (August Redistribution) to the States. California received the largest share, a total of \$136.6 million. This is one of the largest amounts to be redistributed to California in the history of the Highway Program. On September 28th, President Obama signed House Joint Resolution 117 (HJ Res 117). This Continuing Appropriations Resolution appropriates funding for the first six months of the Federal Government's operations in fiscal year 2013. It expires on March 27, 2013. Although HJ Res 117 is in place, automatic spending cuts (sequesters) are slated to begin in January 2013, as required by the 2011 Budget Control Act. The sequestration was brought about because of the failure of a bipartisan congressional committee to reach an agreement on reducing the federal deficit last November (2011). Programs supported by the Federal Highway Trust Fund are exempt from sequestration, which means California's transportation funding will be minimally impacted.

STATE HIGHWAY OPERATION AND PROTECTION PROGRAM (SHOPP)

State Highway Operation and Protection Program (\$ in millions)					
Fund	Allocation Capacity	Allocations to Date	Adjustments	Net Allocations	Remaining Capacity
SHA	\$225	\$132	-\$3	\$130	\$95
FTF	1,400	454	-6	448	952
Prop 1B SHOPP	47	0	0	0	47
Total	\$1,672	\$587	-\$9	\$578	\$1,094

Note: Totals may differ due to rounding.

Capital Allocations vs. Capacity

SHOPP allocations totaled \$587 million (35 percent) toward 79 projects through the first quarter. Adjustments totaled negative \$9 million resulting in \$1 billion (65 percent) in remaining capacity.

Outlook for Funding & Allocations

As California's economy continues to struggle, the SHA has likewise been impacted by lower than expected revenues. As previously reported, the SHA still has not received a portion of the monthly backfill amount from excise taxes related to the Weight Fee Swap. Caltrans has continued to meet and discuss with the State Controller's Office (SCO) staff to correct this issue. The last meeting took place in mid October. A consensus was arrived at and the SCO has indicated that transfers of the outstanding amount from the previous fiscal year, as well as current transfers, should begin shortly. The current balance owed to the SHA is \$161 million.

Caltrans expects that the SHA balance will reach low funding levels during various times throughout the fiscal year. This can be attributed to the above-mentioned Weight Fee Swap backfill issue, as well as large obligations that are expected to impact the fund. These include a \$202 million loan repayment to the GF, and \$165 million payment to the TBSRP.

The Federal fiscal year ended September 30th. On September 28th, the President signed HJ Res 117. This Continuing Appropriations Resolution appropriates federal funding through March 27, 2013; however, automatic spending cuts (sequesters) are slated to begin in January 2013, as required by the 2011 Budget Control Act. The sequestration was brought about because of the failure of a bipartisan congressional committee to reach an agreement on reducing the federal deficit last November (2011). Programs supported by the Federal Highway Trust Fund are exempt from sequestration, which means California's transportation funding will be minimally impacted.

Recommendations

Caltrans will continue to closely monitor the SHA fund balance and any major changes will be communicated to the Commission. In addition, should the situation with the SHA become severe, Senate Bill (SB) 84 of 2011-2012 allows Caltrans to borrow up to \$313 million from the General Fund (GF) to ensure the fund has adequate funding to cover costs.

STATE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)

State Transportation Improvement Program (\$ in millions)					
Fund	Allocation Capacity	Allocations to Date	Adjustments	Net Allocations	Remaining Capacity
SHA	\$200	\$129	\$0	\$130	\$70
FTF	300	123	0	123	177
PTA	85	0	0	0	85
Prop 1B STIP	35	0	0	0	35
Total	\$620	\$253	\$0	\$253	\$367

Note: The FTF STIP capacity was identified only for Transportation Enhancement (TE) projects; however, previously approved federally funded Right-of-Way costs continue to charge against the FTF. These charges are expected to taper off in the coming years. Totals may differ due to rounding.

Capital Allocations vs. Capacity

Of the \$620 million STIP capacity, a total of \$253 million (41 percent) was allocated toward 65 projects through the first quarter. Remaining STIP capacity totals \$367 million (59 percent).

Outlook for Funding & Allocations

State Highway Account (SHA). Caltrans expects the SHA to struggle with solvency in the first half of the fiscal year. This can be attributed to the Weight Fee Swap backfill issue, a \$202 million loan repayment to the GF, and a \$165 million payment to the TBSRP. In addition, a \$135 million loan repayment from the GF was delayed. Should the situation become dire, SB 84 states the Department can borrow up to \$313 million from the General Fund (GF) to ensure the SHA has adequate resources to cover costs.

Federal Trust Fund (FTF). On September 28th, the President signed HJ Res 117, a Continuing Appropriations Resolution which appropriates federal funding through March 27, 2013. Despite HJ Res 117, automatic spending cuts (sequesters) are slated to begin in January 2013. This sequestration will minimally impact California transportation resources, as programs supported by the Federal Highway Trust Fund are exempt.

Public Transportation Account (PTA). Effective July 1, 2012, sale of all diesel fuels are subject to an additional sales tax of 2.17 percent, which is transferred to the PTA on a quarterly basis.

Transportation Facilities Account (TFA). The State Treasurer's Office (STO) conducted its fall general obligation bond sale in September. Caltrans received \$403 million for Proposition 1B bond projects and \$2.9 million for Public Transportation Modernization, Improvement, and Service Enhancement Account (PTMISEA) local transit projects.

Transportation Investment Fund (TIF). Caltrans is projecting TIF resources are sufficient to fund its obligations through 2013-14.

Recommendations

Caltrans will continue to monitor potential impacts, and if necessary, recommend changes.

TRAFFIC CONGESTION RELIEF PROGRAM (TCRP)

Traffic Congestion Relief Program					
(\$ in millions)					
Fund	Allocation Capacity	Allocations to Date	Adjustments	Net Allocations	Remaining Capacity
TCRF	\$83	\$93	\$0	\$93	-\$10
Total	\$83	\$93	\$0	\$93	-\$10

Note: Totals may differ due to rounding.

Capital Allocations vs. Capacity

\$93 million toward five projects has been allocated through the first. The TCRF is currently over-allocated by \$10 million. There are no further TCRP projects expected to be allocated this fiscal year.

Outlook for Funding & Allocations

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

Recommendations

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

PROPOSITION 1A & 1B BONDS

Proposition 1A & 1B Bonds (\$ in millions)			
Fund	Allocation Capacity	Allocations to Date	Remaining Capacity
Proposition 1A	\$819	\$219	\$600
CMIA	324	151	173
TCIF	794	33	762
Intercity Rail	172	0	172
State-Local Partnership	503	135	368
Local Bridge Seismic	23	0	23
Grade Separations	43	0	43
Traffic Light Synch.	50	8	42
Route 99	73	-2	75
Total	\$2,801	\$544	\$2,258

Note: Totals may differ due to rounding.

Capital Allocations vs. Capacity

A total of \$544 million was allocated toward 63 Proposition 1A and 1B bond projects through the first quarter. This represents 19 percent of the \$2.8 billion capacity.

The STO conducted its fall general obligation bond sale in September 2012. The sale resulted in the following distribution of bond proceeds:

- \$403 million to Caltrans for Proposition 1B projects;
- \$2.9 million to Caltrans for Proposition 1B PTMISEA local transit projects;
- \$866,000 to the CTC for Proposition 1B support costs; and,
- \$21.4 million to the CTC for Proposition 116 projects.

In addition, \$202.9 million in proceeds from the spring 2012 sale are now available for PTMISEA projects. These proceeds were retained after the spring sale in order to ensure existing Caltrans projects had sufficient resources to meet commitments until the fall sale. The Department of Finance (DOF) has also authorized Caltrans to receive the following amounts from commercial paper should cash on-hand be insufficient to meet project needs before the next bond sale:

- \$247 million for Caltrans' Proposition 1B projects; and,
- \$27.2 million for Caltrans' Proposition 1A high-speed rail connectivity projects.

Commercial paper consists of short-term notes with maturities ranging from one to 270 days. The purpose of commercial paper is to meet short-term financial obligations. Any commercial paper debt incurred to cover Proposition 1B project costs will be repaid from future general obligation bond sales. The DOF is taking this approach to ensure that funds are available to meet cash needs so that projects can continue to move forward, and at the same time, minimize the amount of general obligation bond proceeds received but not yet expended.

Outlook for Funding & Allocations

The STO bond calendar indicates there are currently no bond sales scheduled.

Recommendations

The priority for the use of bond proceeds has been to fund ongoing projects before funding any new allocations. During the first quarter, Caltrans recommended allocation of all bond projects that came forward for vote. Caltrans anticipates being able to continue this recommendation.

APPENDICES

Appendix A Allocation Capacity and Assumptions

Appendix B Cash Forecasts

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

Appendix C Federal Funding

Appendix D Transportation Loans

APPENDIX A – ALLOCATION CAPACITY AND ASSUMPTIONS

2012-13 Allocation Capacity By Fund and Program (\$ in millions)					
Fund	SHOPP	STIP	TCRP	Other Bonds	Total
SHA	\$225	\$200	\$0	\$0	\$425
FTF	1,400	300	0	0	1,700
PTA	0	85	0	0	85
TCRF	0	0	83	0	83
<i>Prop 1A Bonds*</i>	0	0	0	819	819
<i>Prop 1B Bonds*</i>	47	35	0	1,982	2,064
Total Capacity	\$1,672	\$620	\$83	\$2,801	\$5,176

* Bond capacity represents total budget authority and is subject to sales in 2012-13. Numbers may differ due to rounding.

The 2012-13 allocation capacity of \$5.176 billion includes Proposition 1A and Proposition 1B capacity.

This allocation capacity is based on:

- The PTA allocation capacity of \$85 million is based on a prudent cash balance of \$100 million and includes unused rolled over capacity from 2011-12.
- The SHOPP allocation capacity is based on the 2012-13 Budget Act revenue and expenditure estimates and the 2012 STIP Fund Estimate federal receipts.
- The annual TCRF allocation capacity is based on a dollar-for-dollar ratio of actual revenues received for current year expenditures. The allocation capacity and specific project funding was established by the CTC, in consultation with Caltrans and local agencies.
- SHOPP and STIP bond capacity is based on the remaining bond authority, budget authority, and any administrative costs. Other Proposition 1B bond capacity is based on budget authority for those funds and is dependent on the sale of sufficient bonds for funding.
- Proposed Proposition 1A capacity is based on the enacted budget and includes 2011-12 savings.

APPENDIX B – FORECAST METHODOLOGY

Methodology and Assumptions

The cash forecasts for the SHA, PTA, TCRF, TIF and TDIF are used by Caltrans to estimate and monitor the cash balance of transportation funds to determine the level of allocations that can be supported, and to prepare for low or high cash periods. Variances are identified and reported to management and the CTC. If necessary, adjustments are made to capital allocation levels, funding policy, or forecast methodology. The 2012-13 cash forecasts and allocation capacities are based on the following assumptions:

- State Operations projections are based on historical trends and using the Planning Estimate with a two-percent increase each year.
- Includes the most current expenditure projections available for Right-of-Way SHOPP and STIP.
- Capital Outlay and Local Assistance expenditures are based on actual and projected CTC allocations using historical and seasonal construction patterns.
- Monthly adjustments are not forecasted, since they comprise timing differences between Caltrans' accounting system and the SCO. These adjustments include short-term loans made to the GF, short-term loan repayments, Plans of Financial Adjustments, funds transferred in and out, and reimbursements.
- Federal receipts of approximately \$3.0 billion are based on the 2012 STIP Fund Estimate.

SHA

- The beginning balance includes two payments to the Project Information System and Analysis (PISA) in June 2012.
- \$374 million loan to the GF in 2012-13 and another \$48 million loan in 2013-14.
- \$404 million loan repayment to the GF in 2012-13.
- Repayment of \$150 million from the GF in 2013-14, coinciding with a \$150 million loan repayment to the TCRF in 2013-14.
- Proposition 1B repayment of \$300 million from the American Recovery and Reinvestment Act of 2009 in 2013-14.
- Repayment of \$100 million in weight fee backfill payments, pursuant to AB 1466.
- Weight fee revenues and excise tax revenues are based on the May Revision to the Governor's Budget. Miscellaneous revenues are based on historical trends.
- Continued monthly transfers of weight fee revenues to the Transportation Debt Service Fund (TDSF).
- Transfer to the Toll Bridge Seismic Retrofit Program of \$165 million in 2012-13.

PTA

- Includes revenue projections provided by the DOF.

TCRF

- Annual suspended Prop 42 transfer from the TDIF of \$83 million through 2015-16.
- Future allocations are based on the projected net revenues received in 2012-13.
- No future tribal compact (Pre-Prop 42) payments are expected to be received.

TIF

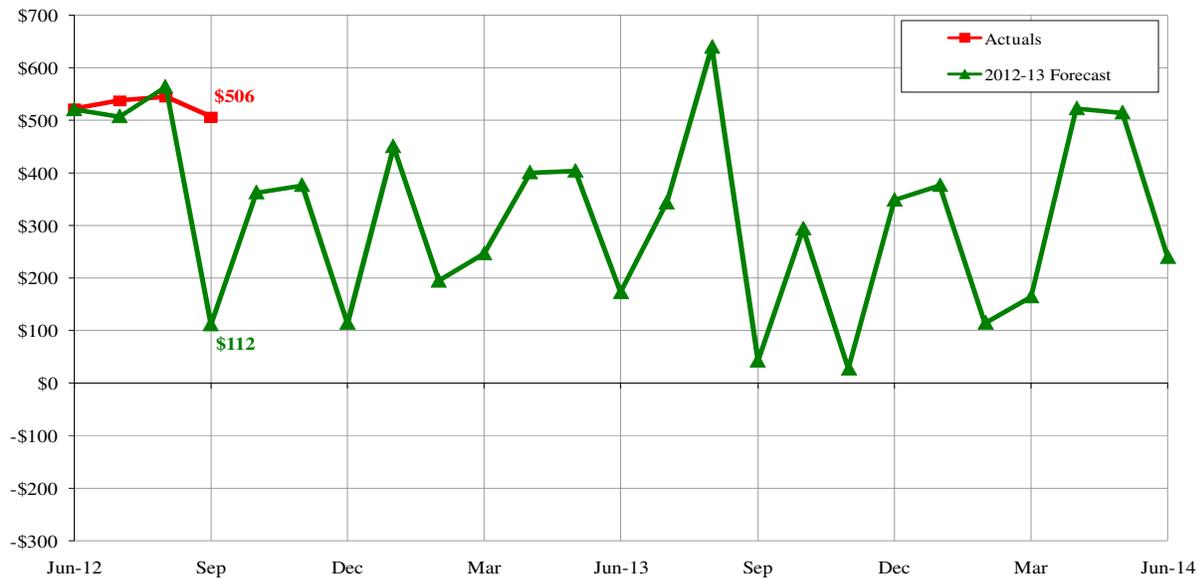
- The fund will not receive any new revenue.

TDIF

- Receipt of \$83 million in Prop 42 repayments, and annual transfer of \$83 million to the TCRF.

APPENDIX B – STATE HIGHWAY ACCOUNT

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



Year-to-Date SHA Summary

The SHA ended the first quarter with a cash balance of \$506 million, \$393 million (350 percent) above the forecasted amount of \$112 million. The high cash balance is primarily due to the delay of the \$165 million payment to the TBSRP, which was forecasted to occur in the first quarter, but did not occur until the second quarter. SHA first quarter revenues were \$836 million, \$39 million (5 percent) above forecast. Transfers totaled \$531 million, \$161 million (43 percent) above forecast. Expenditures for the quarter totaled \$810 million, \$225 million (22 percent) below forecast. This is due to timing differences in posting of contractor payments versus forecast. Adjustments, which represent timing differences between Caltrans' accounting system and the SCO's accounting system, totaled a positive \$490 million. Caltrans anticipates that the SHA fund balance will come closer to forecast during the second quarter.

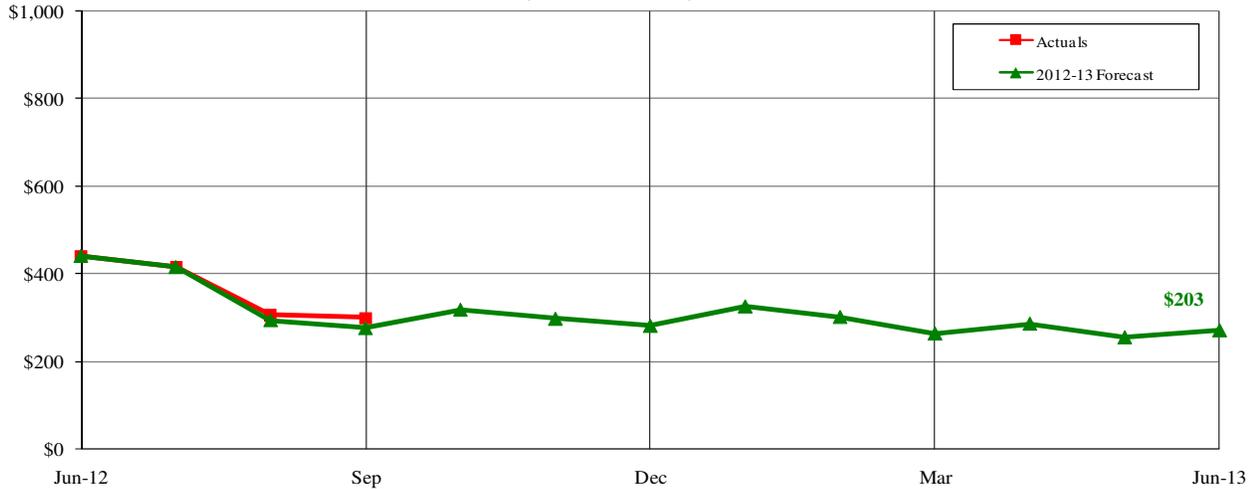
Year-to-Date Reconciliation

	(\$ in millions)			
	Forecast	Actual	Difference	%
Beginning Cash Balance	\$521	\$521	N/A	
Revenues	797	836	39	
Transfers	-370	-531	-161	
Expenditures	-1,035	-810	225	
Adjustments	200	490	290	
Ending Cash Balance	\$112	\$506	\$393	350%

Note: Ending cash balance may differ due to rounding.

APPENDIX B – PUBLIC TRANSPORTATION ACCOUNT

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



Year-to-Date PTA Summary

The PTA ending cash balance through the first quarter was \$300 million, \$24 million (9 percent) above the forecasted amount of \$277 million. The quarterly transfer to the State Transit Assistance represented the majority of the expenditures. There are no significant items to report for the first quarter.

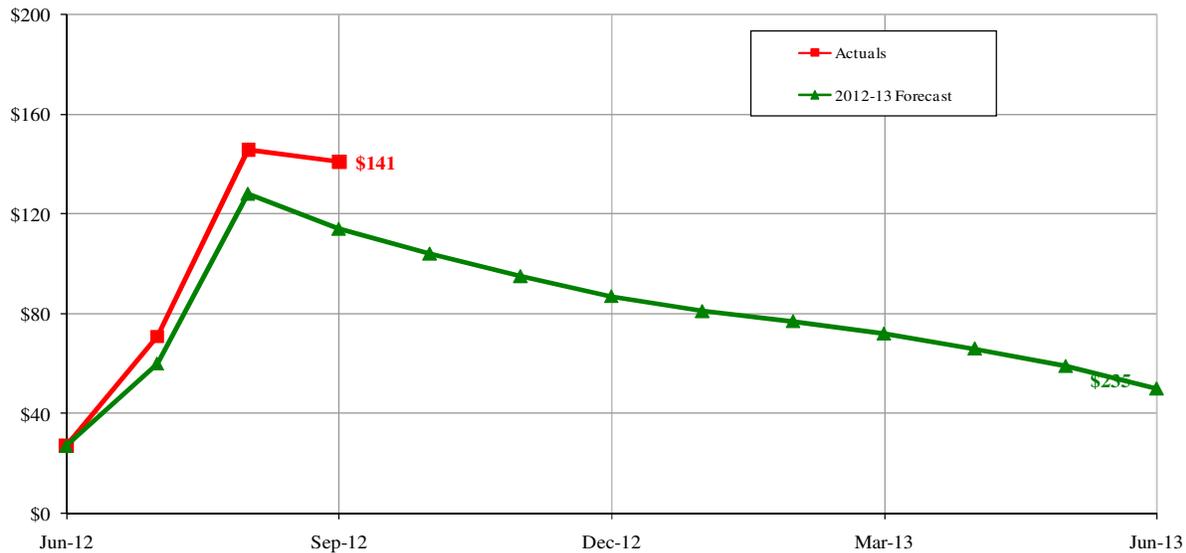
Year-to-Date Reconciliation

	(\$ in millions)			
	Forecast	Actual	Difference	%
Beginning Cash Balance	\$440	\$440	N/A	
Revenues	0	0	0	
Transfers	0	0	0	
Expenditures	-100	-99	1	
Adjustments	-64	-41	23	
Ending Cash Balance	\$277	\$300	\$24	9%

Note: Ending cash balance may differ due to rounding.

APPENDIX B – TRAFFIC CONGESTION RELIEF FUND

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



Year-to-Date TCRF Summary

The TCRF ending cash balance for the first quarter was \$141 million, \$27 million (23 percent) above the forecasted amount of \$114 million. First quarter transfers totaled \$133 million, which included the 2012-13 suspended Proposition 42 transfer from the TDIF and a \$50 million partial loan repayment from the SHA. The remaining loan balance of \$150 million is scheduled to be repaid from the SHA upon receipt from the GF in 2013-14. Expenditures totaled \$72 million, \$26 million (56 percent) higher than forecast. This difference was primarily attributed to the processing of the remaining accrued expenditures from the previous year and the current year. Adjustments, which represent timing differences between Caltrans’ accounting system and the SCO’s accounting system, totaled a positive \$52 million.

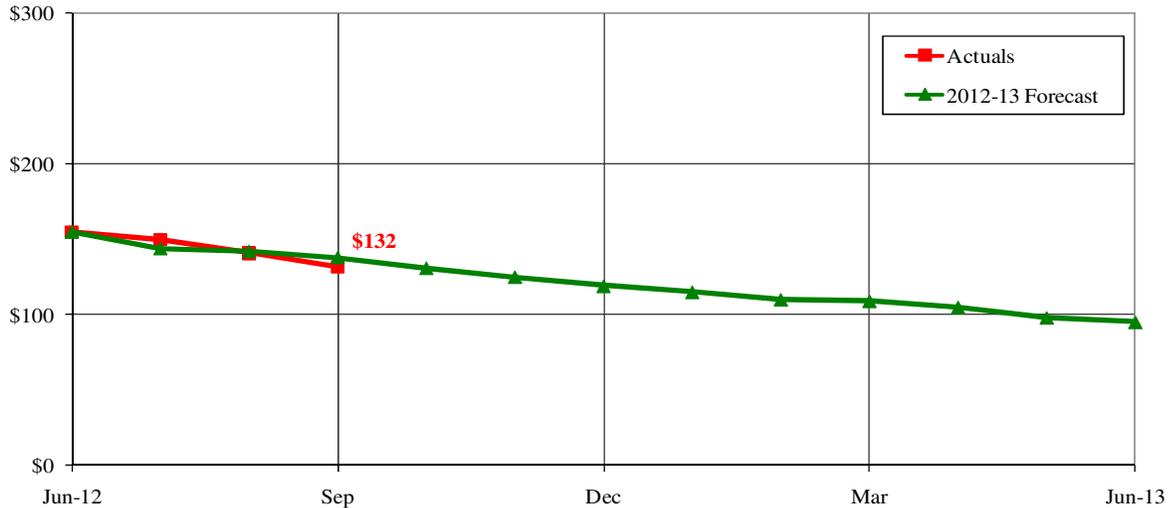
Year-to-Date Reconciliation

(\$ in millions)				
	Forecast	Actual	Difference	%
Beginning Cash Balance	\$27	\$27	N/A	
Revenues	0	0	0	
Transfers	133	133	0	
Expenditures	-46	-72	-26	
Adjustments		52	52	
Ending Cash Balance	\$114	\$141	\$27	23%

Note: Ending cash balance may differ due to rounding.

APPENDIX B – TRANSPORTATION INVESTMENT FUND

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



Year-to-Date TIF Summary

The TIF ending cash balance for the first quarter was \$132 million, \$5 million (4 percent) below the forecasted amount of \$138 million. The TIF no longer receives revenue due to the passage of ABX8 6 and ABX8 9 of 2010, collectively known as the Fuel Tax Swap. No transfers were made through the first quarter, and there were no expenditures processed. Year-to-date adjustments totaled negative \$22 million.

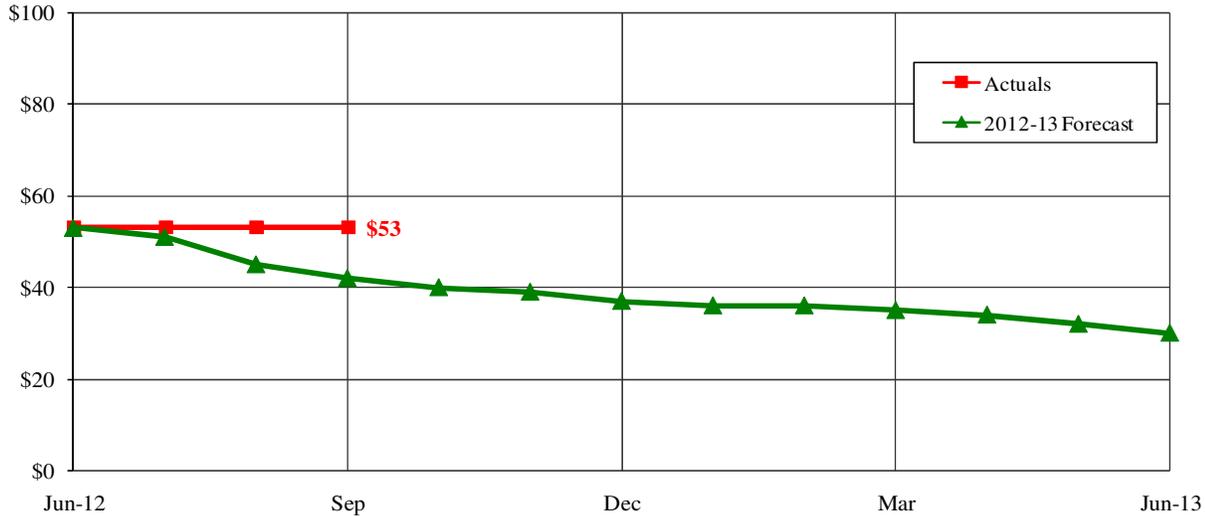
Year-to-Date Reconciliation

	(\$ in millions)			
	Forecast	Actual	Difference	%
Beginning Cash Balance	\$155	\$155	N/A	
Revenues	0	0	0	
Transfers	0	0	0	
Expenditures	-17	0	17	
Adjustments		-22	-22	
Ending Cash Balance	\$138	\$132	-\$5	-4%

Note: Ending cash balance may differ due to rounding.

APPENDIX B – TRANSPORTATION DEFERRED INVESTMENT FUND

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



Year-to-Date TDIF Summary

The TDIF ending cash balance for the first quarter was \$53 million, \$10 million (25 percent) above the forecasted amount of \$42 million. Year-to-date transfers totaled negative \$83 million, which is attributable to the \$83 million transfer to the TCRF. Expenditures totaled \$1 million, \$9 million (90 percent) below forecast. This can be attributed to projects spending slower than anticipated. Caltrans is currently investigating the detailed expenditures and may revise the forecast to ensure a more accurate projection. Year-to-date adjustments totaled a positive \$1 million. No future allocations will be made from the TDIF.

Year-to-Date Reconciliation

	(\$ in millions)			
	Forecast	Actual	Difference	%
Beginning Cash Balance	\$53	\$53	N/A	
Revenues	83	83	0	
Transfers	-83	-83	0	
Expenditures	-10	-1	9	
Adjustments		1	1	
Ending Cash Balance	\$42	\$53	\$10	25%

Note: Ending cash balance may differ due to rounding.

APPENDIX C – FEDERAL EMERGENCY PROJECTS

Disaster Repair Costs Approved Federal Funding and State/Local Impact (\$ millions)			
Disaster	Identified Cost of Disaster Repair		
	State	Local	Total
Devil's Slide CA83-1	631	0	631
Dec. 2004 Storm CA05-1	210	104	314
Dec. 2005 Storm CA06-1	316	54	370
So. California Wildfires CA08-3	20	5	25
California Wildfires CA08-6	9	0	9
So. California Wildfires CA09-1	9	0	9
So. California Wildfires CA09-2	13	6	19
Jan. 2010 Storm CA10-1	96	12	108
Humboldt Co. Earthquake CA10-2	1	2	3
Imperial Co. Earthquake CA10-3	1	3	4
Dec. 2010 Storm CA11-1	69	52	121
Modoc Co. Storm damage CA11-2	0	1	1
Mar. 2011 Storm CA11-3	308	15	323
LA Tanker Fire CA12-1	39	0	39
So. California Windstorm CA12-2	1	4	5
Mar. 2012 Storm CA12-3	31	0	31
Total Damage Estimate	\$1,754	\$258	\$2,012
Amount Obligated To Date			\$1,365
Allocation Available for Future Project Costs			\$81
Remaining Need			\$566

There have been no new disaster declarations for the quarter ending September 30, 2012, nor has the Department received any new Emergency Relief allocations from the Federal Highway Administration (FHWA). The chart above represents disasters that have not been completely funded by FHWA.

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

APPENDIX D – TRANSPORTATION LOANS

Status of Outstanding Transportation Loans, as of September 30, 2012 (\$ in millions)			
FUND	Original Loan	Loans / Interest Paid-to-Date ⁶	Remaining Balance
Pre-Proposition 42 (Tribal Gaming Revenue):			
State Highway Account (SHA) ¹	\$473	\$341	\$132
Public Transportation Account (PTA)	275	10	265
Traffic Congestion Relief Fund (TCRF)	482	0	482
Subtotal Pre-Proposition 42 Tribal Gaming Loans:	\$1,230	\$351	\$879
Proposition 42:			
Public Transportation Account (PTA) ⁶	\$220	\$218	\$2
Transportation Investment Fund (TIF) ⁶	440	440	0
Transportation Congestion Relief Fund (TCRF) ²	1,066	817	249
Locals ⁶	440	440	0
Subtotal Proposition 42 Loans:	\$2,167	\$1,916	\$251
General Fund Loan:			
State Highway Account (SHA) ³	\$335	\$50	\$285
State Highway Account - Weight Fee Revenues ³	227	0	227
Highway User Tax Account (HUTA) ⁴	328	0	328
Public Transportation Account ⁵	29	0	29
Other transportation accounts	31	1	30
Subtotal General Fund Loan:	\$950	\$51	\$899
Totals:	\$4,346	\$2,318	\$2,028

Note: Numbers may not add due to rounding.

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

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

³The SHA is expected to be repaid \$150 million in FY 2013-14, \$135 million in FY 2014-15, and \$227 million in FY 2020-21.

⁴The HUTA is expected to be repaid \$328 million in 2020-21.

⁵The PTA is expected to be repaid \$29 million in 2020-21.

⁶Includes interest payments of \$8 million for PTA, \$16 million for TIF and Locals.

Pre-Proposition 42 Loans (Tribal Gaming)

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

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

such, repayment of the loan to the SHA will be transferred to the TDSF by the SCO and are due by June 30, 2021.

Proposition 42 Loans

The passage of Proposition 42 in 2002 made the transfer of gasoline sales tax to transportation permanent. However, as state budget shortfalls continued, Proposition 42 transfers were partially suspended in 2003-04 and completely suspended in 2004-05, creating the Proposition 42 loan balances. These loans were partially repaid in 2006-07 with a payment of \$1.399 billion, leaving approximately \$752 million due to the TCRF. Outstanding Proposition 42 loans, as of July 1, 2007, shall be repaid in annual installments not less than one-tenth of the total amount required to be transferred by June 30, 2016. As of September 2012, TCRF is due \$249 million. With the re-enactment of the Fuel Tax Swap in March 2011 (AB 105 of 2011), which eliminated the state portion of sales tax on gasoline, there are no current Proposition 42 transfers.

General Fund Loans

The Budget Act of 2008 authorized \$231 million in loans to the GF from the SHA, the Bicycle Transportation Account, the Local Airport Loan Account, the Motor Vehicle Fuel Account, the Environmental Enhancement and Mitigation Program, the Historic Property Maintenance Fund, and the Pedestrian Safety Account. These funds were transferred to the GF on November 14, 2008. The \$231 million authorized in loans were scheduled to be repaid by June 30, 2011, but the Budget Act of 2012 delayed the repayments. The SHA received \$50 million after the close of the fourth quarter, and the repayment of \$150 million is scheduled to be repaid by June 30, 2014. The repayment of \$28 million to the various transportation accounts are expected in 2016-17. The Historic Property Maintenance Fund repayment of \$2 million has been extended to a date no later than June 30, 2014.

A \$135 million loan from the SHA to the GF was authorized in the Budget Act of 2009. The loan to the GF occurred on June 30, 2010. The authorized \$135 million loan was scheduled to be repaid by June 30, 2013, but the Budget Act of 2012 delayed the repayment to June 30, 2015.

The Budget Act of 2010 authorized a \$227 million loan from the SHA to the GF, and a \$29 million loan from the PTA to the GF. The passage of AB 115 declared that the SHA repayments are revenues derived from weight fees; consequently, repayment of the loan to the SHA will be transferred to the TDSF by the SCO. In addition, a loan of \$328 million was transferred to the GF from the Highway Users Tax Account. These loans are required to be repaid, with interest calculated at the rate earned by the Pooled Money Investment Account, by June 30, 2021.

The passage of AB 115 authorized the postponement for repayment of \$555 million in loans from the GF to transportation funds until June 30, 2021. Upon repayment of the \$555 million in loans, the SCO will immediately transfer these funds to the TDSF.

APPENDIX D – INTERFUND LOANS

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

A loan of \$200 million was transferred in 2008-09 to the SHA from the TCRF to backfill a \$200 million loan to the GF. A partial repayment of \$50 million was made to the TCRF in July 2012. A loan of \$135 million was transferred in 2009-10 to the SHA from the PTA to backfill a \$135 million loan to the GF. The \$135 million loan repayment to the PTA has been extended to June 2015.

BUDGET AND ALLOCATION CAPACITY UPDATE

A VERBAL PRESENTATION ON THIS ITEM
WILL BE MADE AT THE DECEMBER 5-6, 2012
CALIFORNIA TRANSPORTATION COMMISSION MEETING

Memorandum

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: December 5-6, 2012

Reference No.: 4.3
Information Item

From: NORMA ORTEGA
Chief Financial Officer

Prepared by: Denix D. Anbiah
Division Chief
Local Assistance

Subject: **STATUS OF 2004-06 APPROPRIATION ACT FEDERAL EARMARK PROJECTS**

SUMMARY:

On August 16, 2012, the Federal Highway Administration (FHWA) Administrator issued a memorandum entitled "Reallocation of Unobligated Balances of FY 2003-2006 DOT Appropriations Acts Projects". The purpose of this memorandum was to implement the United States Department of Transportation (US DOT) Secretary's decision to authorize States, subject to FHWA review and approval, the ability to reallocate unobligated funds for projects designated in Federal Fiscal Year (FFY) 2003 through 2006 US DOT Appropriations Acts. On October 1, 2012 the California Department of Transportation (Department) provided FHWA a preliminary list of alternate projects approved by the California Transportation Commission (Commission), proposed to be funded with the unobligated balances. The DOT Secretary granted California the authority to use these funds for surface transportation projects eligible for assistance under Title 23 or Title 49 of the United States Code. The FHWA deadline for the Department to obligate is December 31, 2012.

In early September, sponsors responded to the Department's inquiry and identified 38 earmarks where funds would be obligated onto the originally designated projects and proposed 22 alternate projects to utilize the remaining funds. The list of the original 38 earmark projects and 22 alternate projects were approved by the Commission at the September 26-27, 2012 meeting.

BACKGROUND:

The High Priority Projects (HPP)/Demonstration Program (Demo) manages funding for more than \$3 billion dollars and over 800 designated projects (earmarks) made available to hundreds of cities, counties, and regional agencies for the purpose of improving their transportation infrastructure and providing transportation services. This funding comes from various federal annual appropriations acts and multi-year transportation acts such as the Intermodal Surface Transportation Efficiency Act, the Transportation Equity Act - for the 21st Century, and the Safe, Accountable, Flexible, Efficient, Transportation, Equity, Act: A Legacy for Users.

Historically, California has been the recipient of approximately 10 percent of all federal funds made available nationally to the program. The Department has worked with its local partners to deliver approximately \$2.6 billion dollars in projects from this program to date.

The Department was not involved in the solicitation of any the 800 designated earmarks. Earmark sponsors (applicants) apply directly to Congress for HPP/Demo earmark funding. FHWA notifies the Department of the earmarks after the earmarks are incorporated in federal law. Typically when Congress earmarks these funds, there is no deadline to expend the funds. In addition, the earmark funds only partially meet the funding need for the project. Therefore the project sponsor needs to secure additional funds before the earmark funds can be obligated.

CURRENT STATUS:

As of November 1, 2012 the earmark sponsors have submitted Requests for Authorization (RFA's) on all of the 22 alternate projects and 33 of the 38 original designated earmark projects. These RFA's are being processed by the Department. The remaining five earmark projects did not meet the deadline. The funds from these five projects (\$2,266,171 total) will be re-allocated to the I-5 South Widening and Carpool Lanes between I-605 and the Orange County Line project.

The Department's Division of Local Assistance will continue to process the RFA's submitted prior to November 1, 2012 deadline. If any of these funds cannot be obligated on these projects due to ineligibility or incomplete submittal, these funds will be redirected to other State project(s) in order to obligate all of these funds by December 31, 2012 and potentially compete for funds left unobligated by other states.

Attachments:

FFY 2004 - 2006 Appropriation Act Earmark (Demo) Funds - Status of Original Projects

No	District	Demo Id	RTPA	Earmark Applicant	Legislated Project Description	RFA Received by Caltrans Prior to 11/1/2012 Deadline (Y or N)	Funds Available for Obligation	Funds Requested for Obligation as of 11/01/12	Funds to be redirected to State Projects
1	3	CA305	EDCTC	City of Placerville	Western Placerville Interchanges, CA	Y	\$ 643,928.00	\$ 643,928.00	\$ -
2	3	CA285	SACOG	City of Sacramento	R Street Development Project, CA	Y	\$ 422,950.00	\$ 422,950.00	\$ -
3	3	CA252	TRPA	Tahoe Regional Planning Agency	US 50 Phase 1 highway and water quality improvement project, CA	Y	\$ 1,655,000.00	\$ 1,655,000.00	\$ -
4	4	CA266	MTC	City of Healdsburg	Healdsburg Pedestrian and Bicycle Path, CA	Y	\$ 1,229,910.00	\$ 1,229,910.00	\$ -
5	4	CA283	MTC	Port of Oakland	Port of Oakland, California Inter-Regional Intermodal System	Y	\$ 983,928.00	\$ 983,928.00	\$ -
6	4	CA299	MTC	County of Alameda	Streetscape Improvements in Cherryland/Ashland, CA	Y	\$ 829,910.00	\$ 829,910.00	\$ -
7	4	CA762	MTC	City of Dublin	Dublin Boulevard and Dougherty, City of Dublin, CA	Y	\$ 297,000.00	\$ 297,000.00	\$ -
8	4	CA784	MTC	City of East Palo Alto	Ravenswood Road Improvement Project, East Palo Alto, CA	Y	\$ 495,000.00	\$ 495,000.00	\$ -
9	4	CA787	MTC	County of Alameda	School Pedestrian Safety, Alameda County, CA	Y	\$ 643,500.00	\$ 643,500.00	\$ -
10	5	CA775	AMBAG	Counties of Monterey and Santa Cruz	Monterey Bay Sanctuary Scenic Trail, CA	Y	\$ 49,753.80	\$ 49,753.80	\$ -
11	7	CA220	LAMTA	City of Covina	City of Covina Metrolink Pedestrian Bridge, (CA)	N	\$ 500,000.00	\$ -	\$ 500,000.00
12	7	CA221	LAMTA	City of Gardena	City of Gardena Street and Highway Improvements (CA)	Y	\$ 10,895.75	\$ 10,895.75	\$ -
13	7	CA231	LAMTA	City of Santa Monica	Lincoln Boulevard Improvement Project, California	Y	\$ 1,000,000.00	\$ 1,000,000.00	\$ -
14	7	CA245	LAMTA	Santa Monica College	Santa Monica College 11th Street Parking Structure	N	\$ 1,000,000.00	\$ -	\$ 1,000,000.00
15	7	CA247	LAMTA	City of Inglewood	South La Brea Avenue and Imperial Highway Realignment Project	Y	\$ 500,000.00	\$ 500,000.00	\$ -
16	7	CA260	LAMTA	City of Covina	Covina Station Undercrossing, CA	N	\$ 491,964.00	\$ -	\$ 491,964.00
17	7	CA277	LAMTA	City of Santa Monica	Lincoln Boulevard Improvement Project, CA	Y	\$ 590,357.00	\$ 590,357.00	\$ -
18	7	CA282	LAMTA	Santa Monica Mountains Conservancy	Pacoima Wash Mountain Bikeway, CA	Y	\$ 983,928.00	\$ 983,928.00	\$ -
19	7	CA295	LAMTA	City of Pomona	State Route 71/Mission Boulevard Congestion Reduction, CA	Y	\$ 65,759.00	\$ 65,759.00	\$ -
20	7	CA298	LAMTA	City of Gardena	Street Improvements, Gardena	Y	\$ 461,964.00	\$ 461,964.00	\$ -
21	7	CA758	LAMTA	City of Lawndale	City of Lawndale Street Improvements, CA	N	\$ 175,207.26	\$ -	\$ 175,207.26
22	7	CA760	LAMTA	City of Santa Monica	City of Santa Monica ITS Improvements, CA	Y	\$ 346,500.00	\$ 346,500.00	\$ -
23	7	CA777	LAMTA	City of Monrovia	Myrtle Avenue Streetscape Project, Monrovia, CA	N	\$ 99,000.00	\$ -	\$ 99,000.00

FFY 2004 - 2006 Appropriation Act Earmark (Demo) Funds - Status of Original Projects

24	7	CA782	LAMTA	City of Palmdale	Rancho Vista Boulevard widening project, Palmdale, CA	Y	\$ 539,550.00	\$ 539,550.00	\$ -
25	8	CA793	RCTC	City of Corona	SR-91 Chokepoint Elimination in Corona, CA	Y	\$ 990,000.00	\$ 990,000.00	\$ -
26	8	CA218	SANBAG	City of Highland	Boulder Avenue Bridge Project, Highland, CA	Y	\$ 1,000,000.00	\$ 1,000,000.00	\$ -
27	8	CA225	SANBAG	City of Grand Terrace	I-215 and Barton Road Interchange, Grand Terrace, CA	Y	\$ 500,000.00	\$ 500,000.00	\$ -
28	10	CA287	STANCOG	STANCOG	Route 132 Connection Project Study Report, CA	Y	\$ 6,804.31	\$ 6,804.31	\$ -
29	11	CA229	SANDAG	City of San Diego/SANDAG	Interstate 5-Sorrento Valley Road and Genesee Ave Interchange Project	Y	\$ 100,000.00	\$ 100,000.00	\$ -
30	11	CA271	SANDAG	City of San Diego/SANDAG	I-5, Sorrento Valley Road and Genesee Avenue Interchange, CA	Y	\$ 75,892.00	\$ 75,892.00	\$ -
31	11	CA281	SANDAG	SANDAG	Otay Mesa/SR 905 Improvements, CA	Y	\$ 83,468.55	\$ 83,468.55	\$ -
32	11	CA297	SANDAG	SANDAG	State Route 905, CA	Y	\$ 983,928.00	\$ 983,928.00	\$ -
33	11	CA792	SANDAG	City of San Diego/SANDAG	SR-56/I-5 Northbound Widening Project, San Diego, CA	Y	\$ 396,000.00	\$ 396,000.00	\$ -
34	12	CA257	OCTA	City of Santa Ana	Bristol Street Multi-Modal Corridor, CA	Y	\$ 737,946.00	\$ 737,946.00	\$ -
35	12	CA269	OCTA	OCTA	I-405 Widening, CA	Y	\$ 983,928.00	\$ 983,928.00	\$ -
36	12	CA270	OCTA	OCTA	I-405 Widening, CA	Y	\$ 491,964.00	\$ 491,964.00	\$ -
37	12	CA756	OCTA	City of Santa Ana	Bristol Street Multi-Modal Corridor, CA	Y	\$ 594,000.00	\$ 594,000.00	\$ -
38	12	CA797	OCTA	City of Westminster	I-405/Beach/Edinger Interchange, CA	Y	\$ 990,000.00	\$ 990,000.00	\$ -
TOTAL							\$ 21,949,936.03	\$ 19,683,764.41	\$ 2,266,171.62

Notes:

1. RFA: Request for Federal Authorization
2. All RFAs received by Districts have not yet been reviewed/approved for federal obligation. Additional federal earmark funds may be redirected to State projects.

FFY 2004 - 2006 Appropriation Act Earmark (Demo) Funds - Status of Alternate Projects

No	District	RTPA	Alternate Project Description	Implementing Agency	RFA Received by Caltrans Prior to 11/1/2012 Deadline (Y or N)	Funds Available for Obligation	Funds Requested for Obligation as of 11/01/12	Funds to be redirected to State Projects
1	3	SACOG	Elk Grove Creek/SR-99 Trail Crossing & Pedestrian Bridge/ City of Elk Grove	City of Elk Grove	Y	\$ 344,375.00	\$ 344,375.00	\$ -
2	4	MTC	SR-85 Epress Lane PE Phase/ VTA	VTA	Y	\$ 1,000,000.00	\$ 1,000,000.00	\$ -
3	4	MTC	SR-4 East Widening from Somersville to SR-160/ CCTA	CCTA	Y	\$ 1,042,440.77	\$ 1,042,440.77	\$ -
4	4	MTC	San Fernanando Street Enhanced Bikeway & Pedestrian Access/City of San Jose	City of San Jose	Y	\$ 139,964.00	\$ 139,964.00	\$ -
5	5	AMBAG	Monterey Bay Sanctuary Scenic Trail/SCCRTC	SCCRTC	Y	\$ 5.37	\$ 5.37	\$ -
6	6	COFCG	E. Palmer Paving associated with C&G sidewalk improvement/City Parlier	City Parlier	Y	\$ 80,000.00	\$ 80,000.00	\$ -
7	6	COFCG	Sidewalk on Manning from Frankwood to Buttonwillow/City of Reedley	City of Reedley	Y	\$ 103,640.00	\$ 103,640.00	\$ -
8	6	COFCG	Jensen AC Overlay/Fresno County	Fresno County	Y	\$ 83,000.00	\$ 83,000.00	\$ -
9	6	COFCG	North Avenue Left Turn at Maple/Fresno County	Fresno County	Y	\$ 34,000.00	\$ 34,000.00	\$ -
10	6	COFCG	Traffic Signal at Whitebridge & Vineland\City of Kerman	City of Kerman	Y	\$ 109,458.00	\$ 109,458.00	\$ -
11	6	COFCG	Install left-turn pocket, safety lighting, signs & striping on Elm Avenue (SR-33/SR-198) from Phelps Avenue to Gate Avenue/City of Coalinga	City of Coalinga	Y	\$ 165,000.00	\$ 165,000.00	\$ -
12	6	TCAG	Street Rehabilitation Project on Paige Ave, Turner Dr, & Mooney Blvd/ City of Tulare	City of Tulare	Y	\$ 983,928.00	\$ 983,928.00	\$ -
13	7	LAMTA	I-5 South Widening and Carpool Lanes between I-605 and the Orange County Line	Caltrans	Y	\$ 782,128.01	\$ 782,128.01	\$ -
14	7	LAMTA	Construction of grade separations on 35-mile freight corridor from Los Angeles to Pomona/San Gabriel COG	San Gabriel COG	Y	\$ 688,750.00	\$ 688,750.00	\$ -
15	7	LAMTA	Imperial Highway Roadway Traffic Signals & Other Improvements/Los Angeles County	Los Angeles County	Y	\$ 693,000.00	\$ 693,000.00	\$ -
16	8	RCTC	SR-91/SR-71 Interchange Improvement/RCTC	RCTC	Y	\$ 738,987.00	\$ 738,987.00	\$ -
17	8	RCTC	SR-60 Truck Climbing Lane Project/Caltrans	Caltrans	Y	\$ 3,037,759.82	\$ 3,037,759.82	\$ -
18	8	SANBAG	I-215 Barton Road Interchange	Caltrans	Y	\$ 1,980,646.00	\$ 1,980,646.00	\$ -
19	8	SANBAG	Green Tree Blvd Extension/City of Victorville	City of Victorville	Y	\$ 3,947,535.00	\$ 3,947,535.00	\$ -
20	10	SJCOG	Rideshare Program/ SJCOG	SJCOG	Y	\$ 595,000.00	\$ 595,000.00	\$ -
21	11	SANDAG	Bradley Ave Overpass at SR-67/San Diego County	San Diego County	Y	\$ 491,964.00	\$ 491,964.00	\$ -
22	12	OCTA	I-405 Widening Project/OCTA	OCTA	Y	\$ 4,083,928.00	\$ 4,083,928.00	\$ -
TOTAL						\$ 21,125,508.97	\$ 21,125,508.97	\$ -

Notes:
 1. RFA: Request for Federal Authorization

Memorandum

To: CHAIR AND COMMISSIONERS

CTC Meeting: December 5-6, 2012

Reference No.: 4.9
Action

From: BIMLA G. RHINEHART
Executive Director

Subject: **PROPOSITION 1B STATE-LOCAL PARTNERSHIP PROGRAM –PROGRAMMING OF
2012-13 COMPETITIVE PROGRAM SAVINGS
RESOLUTION SLP1B-P-1213-06**

ISSUE:

Proposition 1B, passed in November 2006, authorized \$1 billion for the State-Local Partnership Program (SLPP). The program is divided into two sub-programs – a formula program to match local sales tax, property tax and/or bridge tolls (95%) and a competitive program to match local uniform developer fees (5%).

The California Transportation Commission (Commission) adopted SLPP Guidelines for 2010-11 through 2012-13 in April 2010, and the SLPP 2012-13 Savings Policy in September, 2012. At this time, a total of \$632,000 in savings is available to be de-allocated. This, added to the \$126,000 remaining to be programmed from the initial 2012-13 programming, results in \$758,000 available for programming. The next two projects awaiting funding are the Traffic Signal at Audubon/Cole project in the City of Fresno (\$181,000) and the Greenspot Road Improvements project in the City of Highland (\$1,000,000). The City of Highland has agreed to accept the remainder of \$577,000.

RECOMMENDATION:

Staff recommends the Commission adopt the attached amended 2012-13 SLPP program of competitive projects, in accordance with Resolution SLP1B-P-1213-06.

BACKGROUND:

The Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2006, approved by the voters as Proposition 1B on November 7, 2006, authorized \$1 billion to be deposited in the State-Local Partnership Program Account to be available, upon appropriation by the Legislature, for allocation by the Commission over a five-year period to eligible transportation projects nominated by an applicant transportation agency.

In 2008, the Legislature enacted implementing legislation (AB 268) to add Article 11 (commencing with Section 8879.66) to Chapter 12.491 of Division 1 of Title 2 of the Government Code, defining the program, eligibility of applicants, projects and matching funds.

CALIFORNIA TRANSPORTATION COMMISSION

**Amendment to Proposition 1B
State-Local Partnership Program (SLPP) Competitive Program**

RESOLUTION SLP1B-P-1213-06

- 1.1 WHEREAS the Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2006, approved by the voters as Proposition 1B on November 7, 2006, includes \$1 billion for the State-Local Partnership Program (SLPP) to fund transportation capital improvement projects; and
- 1.2 WHEREAS the Bond Act provides that SLPP funds are available, upon appropriation by the Legislature, to Transportation Agencies, as allocated by the California Transportation Commission (Commission); and
- 1.3 WHEREAS the SLPP is subject to the provisions of Article 11 of the Government Code, Sections 8879.66 through 8879.76, as enacted in implementing legislation in 2008 (AB268) designating the Commission the administrative agency responsible for programming SLPP and the agency authorized to adopt guidelines for the program; and
- 1.4 WHEREAS the funds available in the SLPP account shall be made available for allocation by the Commission over a period of five years, with \$200 million appropriated by the Legislature for each of the Fiscal Years 2008-09 to 2012-13; and
- 1.5 WHEREAS ninety-five percent of the funds shall be available to be distributed by formula and five percent shall be available to be distributed through a competitive grant application process (as specified in Sections 8879.72 and 8879.73 of the Government Code); and
- 1.6 WHEREAS the Commission adopted SLPP Guidelines for 2010-11 through 2012-13 on April 7, 2010, that identified the Commission's policy and expectations for the SLPP, including program development timelines and requirements for project nomination; and
- 1.7 WHEREAS the Commission approved the SLPP Savings Policy on September 27, 2012; and
- 1.8 WHEREAS Commission staff has identified savings sufficient to program additional projects; and
- 1.9 WHEREAS funds remain available for programming and allocation through the end of 2012-13.

- 2.1 NOW THEREFORE, BE IT RESOLVED that the Commission adopts the attached amended list of projects for the 2012-13 competitive portion of the State-Local Partnership Program; and
- 2.2 BE IT FURTHER RESOLVED that projects not recommended for programming at this time remain eligible and will be programmed as funds become available due to savings or lack of delivery; and
- 2.3 BE IT FURTHER RESOLVED that a project's approved SLPP funding is to be considered a "not to exceed amount" and that any increase in project cost is the responsibility of the nominating agency; and
- 2.4 BE IT FURTHER RESOLVED that the implementing agency will submit semiannual reports on the activities and progress made toward implementation of the project, and, within six months of the project becoming operable, a final delivery report on the scope of the completed project, its final costs as compared to the approved project budget, its duration as compared to the original project schedule and performance outcomes derived from the project; and
- 2.5 BE IT FURTHER RESOLVED that the Department of Transportation will ensure that project expenditures and outcomes are audited. For each SLPP project, the Commission expects the Department to provide a semi-final audit report within 6 months after the final delivery report and a final audit report within 12 months after the final delivery report.

Attachment

Proposition 1B State-Local Partnership Program
 2012-13 Amended Competitive Program - Staff Recommendations
 (\$,000)

Item 4.9
 December 5-6, 2012

SLP1B-P-1213-06

County	Project Applicant	Project Title	2012-13 \$ Recommended	Construction Date	Score	Cumulative \$ (\$15,266 avail)	SLPP \$ Remaining
Placer	Placer County	Kings Beach Commercial Core Improv.	\$1,000	3/1/2013	111	\$1,000	\$14,266
Placer	Placer County	Auburn/Folsom Rd Widening - North Ph	\$1,000	1/1/2013	106	\$2,000	\$13,266
Placer	Roseville	Blue Oaks Blvd Widening	\$1,000	4/1/2013	96	\$3,000	\$12,266
El Dorado	El Dorado County	Rt 49 Realignment, Ph 1A	\$1,000	12/1/2013	89	\$4,000	\$11,266
San Bernardino	Highland	Greenspot Rd Bridge at Santa Ana Riv	\$1,000	3/1/2013	88	\$5,000	\$10,266
San Bernardino	Highland	5th St Corridor Improvements	\$1,000	5/1/2013	84	\$6,000	\$9,266
San Bernardino	Rancho Cucamonga	I-15/Baseline Rd Interchange Improvements	\$1,000	Mid 2013	82	\$7,000	\$8,266
Orange	Anaheim	Katella Av Widening	\$1,000	5/1/2013	81	\$8,000	\$7,266
Santa Barbara	Santa Barbara County	Rt 101/Clark Av Improvements	\$321	12/1/2013	77	\$8,321	\$6,945
San Bernardino	Rialto	Ayala Av Widening	\$600	Mid 2013	76	\$8,921	\$6,345
Kern	Bakersfield	Mohawk St Extension & Improvements	\$1,000	5/1/2013	74	\$9,921	\$5,345
Placer	Lincoln	Nelson Lane Improvements	\$600	4/12/2013	73	\$10,521	\$4,745
Kings	Hanford	Campus Drive/UPRR Crossing	\$320	8/1/2013	70	\$10,841	\$4,425
Riverside	Murrieta	I-15/Los Alamos Rd, replace/widen overcross	\$1,000	12/1/2012	69	\$11,841	\$3,425
Riverside	Moreno Valley	Cactus Av Widening - E.bound 3rd lane	\$560	4/15/2013	69	\$12,401	\$2,865
San Bernardino	Redlands	Redlands Blvd/Alabama St Intersection Improvements	\$1,000	5/1/2013	69	\$13,401	\$1,865
Santa Barbara	Santa Barbara County	San Jose Creek Bike Path, North	\$414	7/1/2013	64	\$13,815	\$1,451
San Bernardino	Chino	Signal Interconnect - various locations	\$450	2/15/2013	58	\$14,265	\$1,001
San Bernardino	Montclair	Monte Vista Avenue Widening	\$180	9/1/2013	58	\$14,445	\$821
San Bernardino	Apple Valley	Kiowa Rd Widening, Ph II	\$320	1/2/2013	56	\$14,765	\$501
San Luis Obispo	San Luis Obispo Co.	Willow Rd Extension Mitigation	\$375	11/15/2012	55	\$15,140	\$126
ADD BACK SAVINGS OF \$632,000							\$758
Fresno	City of Fresno	Traffic Signal at Audubon/Cole	\$181	2/1/2013	52	\$15,321	\$577
San Bernardino	Highland*	Greenspot Rd Improvements *	\$577	3/1/2013	47	\$15,898	\$0

Not Recommended for Programming at this time (projects remain eligible and may be programmed as funds become available)

Fresno	City of Fresno	Traffic Signal at Shields/Temperance	\$215	2/1/2013	45		
Los Angeles	Lancaster	25th Street East, Alignment	\$361	1/15/2013	44		
Fresno	City of Fresno	Friant Rd Widening at Shepherd Av	\$145	2/1/2013	42		

* City of Highland originally requested \$1 million.

Memorandum

To: CHAIR AND COMMISSIONERS

CTC Meeting: December 5-6, 2012

Reference No.: 4.10
Action

From: BIMLA G. RHINEHART
Executive Director

Subject: **PROPOSITION 1B STATE-LOCAL PARTNERSHIP FORMULA PROGRAM – NEW AND AMENDED PROGRAMMING**
RESOLUTION SLP1B-P-1213-07

ISSUE:

Proposition 1B, passed in November 2006, authorized \$1 billion for the State-Local Partnership Program (SLPP). The program is divided into two sub-programs – a formula program to match local sales tax, property tax and/or bridge tolls (95%) and a competitive program to match local uniform developer fees (5%). The California Transportation Commission (Commission) adopted SLPP Guidelines for 2010-11 in April 2010. These guidelines remain in effect through the end of the program in 2012-13.

Amendments to existing projects and requests to program new Formula Program projects are detailed (shaded, with bold font) on Attachment 1. In addition, remaining balances for each agency are shown on Attachment 2. All SLPP funds must be programmed and allocated by June 30, 2013 (the deadline to submit requests is 60 days prior to the CTC meeting date.)

RECOMMENDATION:

Staff recommends the Commission adopt the amended SLPP program of formula projects highlighted on Attachment 1, in accordance with Resolution SLP1B-P-1213-07.

BACKGROUND:

The Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2006, approved by the voters as Proposition 1B on November 7, 2006, authorized \$1 billion to be deposited in the State-Local Partnership Program Account to be available, upon appropriation by the Legislature, for allocation by the Commission over a five-year period to eligible transportation projects nominated by an applicant transportation agency.

In 2008, the Legislature enacted implementing legislation (AB 268) to add Article 11 (commencing with Section 8879.66) to Chapter 12.491 of Division 1 of Title 2 of the Government Code, defining the program, eligibility of applicants, projects and matching funds.

Attachments

CALIFORNIA TRANSPORTATION COMMISSION

**Adoption of Proposition 1B
State-Local Partnership Program (SLPP)**

RESOLUTION SLP1B-P-1213-07

- 1.1 WHEREAS the Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2006, approved by the voters as Proposition 1B on November 7, 2006, includes \$1 billion for the State-Local Partnership Program (SLPP) to fund transportation capital improvement projects; and
- 1.2 WHEREAS the Bond Act provides that SLPP funds are available, upon appropriation by the Legislature, to Transportation Agencies, as allocated by the California Transportation Commission (Commission); and
- 1.3 WHEREAS the SLPP is subject to the provisions of Article 11 of the Government Code, Sections 8879.66 through 8879.76, as enacted in implementing legislation in 2008 (AB 268) designating the Commission the administrative agency responsible for programming SLPP and the agency authorized to adopt guidelines for the program; and
- 1.4 WHEREAS the funds available in the SLPP account shall be made available for allocation by the Commission over a period of five years, from 2008-09 to 2012-13; and
- 1.5 WHEREAS ninety-five percent of the funds shall be available to be distributed by formula and five percent shall be available to be distributed through a competitive grant application process (as specified in Sections 8879.72 and 8879.73 of the Government Code); and
- 1.6 WHEREAS the Commission adopted SLPP Guidelines for 2010-11 through 2012-13 on April 7, 2010, that identified the Commission's policy and expectations for the SLPP, including program development timelines and requirements for project nomination; and
- 1.7 WHEREAS the Commission received additional programming requests for 2012-13; and
- 1.8 WHEREAS funds remain available for programming and allocation through the end of 2012-13.
- 2.1 NOW THEREFORE, BE IT RESOLVED that the Commission adopts the attached list showing new and amended projects in 2012-13 for the formula portion of the State-Local Partnership Program, and

- 2.2 BE IT FURTHER RESOLVED that a project's approved SLPP funding is to be considered a "not to exceed amount" and that any increase in project cost is the responsibility of the nominating agency, and
- 2.3 BE IT FURTHER RESOLVED that the implementing agency will submit semiannual reports on the activities and progress made toward implementation of the project, and, within six months of the project becoming operable, a final delivery report on the scope of the completed project, its final costs as compared to the approved project budget, its duration as compared to the original project schedule and performance outcomes derived from the project, and
- 2.4 BE IT FURTHER RESOLVED that the Department of Transportation will ensure that project expenditures and outcomes are audited. For each SLPP project, the Commission expects the Department to provide a semi-final audit report within 6 months after the final delivery report and a final audit report within 12 months after the final delivery report.

Attachment

Proposition 1B State-Local Partnership Program

December 5-6, 2012

Formula Programming

Item 4.10

(\$,000)

Resolution SLP1B-P-1213-07

Applicant Agency Project Title	Implementing Agency	2008-09	2009-10	2010-11	2011-12	Final 2012-13
<u>SALES TAX - NORTH</u>						
San Mateo	Beg. Balance	\$3,745	\$7,468	\$10,745	\$13,699	\$14,432
Purchase Paratransit buses	SamTrans		\$49			
Replacement Mini Vans	SamTrans			\$100		
Bus Washer	SamTrans			\$150		
Positive Train Control (design/build)	PCJPB				\$2,500	\$3,800
Replacement Buses	SamTrans					\$5,505
School Crossing Safety Systems	Brisbane					\$37
Sidewalk Improvement - Various Loc.	Brisbane					\$50
Bayshore Drive Rehabilitation	Brisbane					\$60
Street Resurfacing - Various Loc.	Burlingame					\$411
Hillside Blvd Pavement Rehabilitation	Colma					\$49
Street Resurfacing - Various Loc.	East Palo Alto					\$495
Street Resurfacing - Various Loc.	Foster City					\$508
Road Rehabilitation - Various Loc.	Half Moon Bay					\$242
Street Resurfacing - Various Loc.	Hillsborough					\$457
Road Rehabilitation - Various Loc.	San Bruno					\$431
Road Rehabilitation - Various Loc.	City of San Mateo					\$613
Road Rehabilitation - Various Loc.	So. San Francisco					\$502
Road Rehabilitation - Various Loc.	Woodside					\$267
Street Resurfacing - Various Loc.	San Mateo Co.					\$605
Alpine Road at Hwy 280 - Resurface	San Mateo Co.					\$88
	Balance	\$3,745	\$7,419	\$10,495	\$11,199	\$312
<u>SALES TAX - SOUTH</u>						
Orange	Beg. Balance	\$16,451	\$32,572	\$49,666	\$66,984	\$78,687
Imperial Hwy & Assoc Rd Smart Street	Brea	\$200				
Cow Camp Road-Segment 1	OCTA					\$3,717
Brookhurst St Improv.-Ball Rd to Katella Av	OCTA					\$3,393
Bristol St Widening,3rd-Civic Center Dr	OCTA					\$3,120
Harbor Blvd & Adams St. Improvements	OCTA					\$1,482
La Paz Bridge & Road Widening	OCTA				\$1,275	
Oso Parkway Widening	OCTA					\$1,204
SR 91 Aux Lane, Tustin Av-SR55 I/C	Caltrans					\$14,000
Moulton Pkwy Smart Street, Seg. 3	Orange County					\$3,422
Tustin Ranch Road Extension	OCTA				\$4,510	
I-5 HOV Pac. Coast Hwy-San Juan Crk Rd	Caltrans					\$20,789
La Pata Av, Phase 1	OCTA					\$5,110
Aliso Creek Rd Rehabilitation	Aliso Viejo					\$318
Sunkist St Improvements	Anaheim					\$835
Orange Av Improvements	Anaheim					\$174
Knott Av Improvements	Anaheim					\$224
Tustin Av and Riverdale Av Improv.	Anaheim					\$277
Broadway Improvements	Anaheim					\$187
Anaheim Blvd Improvements	Anaheim					\$332
Lambert Rd Rehabilitation, Ph 2	Brea					\$362
La Palma Av Rehabilitation	Buena Park					\$571
Redhill Av Rehabilitation	Costa Mesa					\$922
Skyline Dr Reconstruction	Orange County					\$252
Dale St Reconstruction	Orange County					\$158
Modjeska Grade Rd Improvements	Orange County					\$764
La Colina Drive Pavement Rehabilitation	Orange County					\$764

Proposition 1B State-Local Partnership Program

December 5-6, 2012

Formula Programming

Item 4.10

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Resolution SLP1B-P-1213-07

Applicant Agency	Implementing Agency	2008-09	2009-10	2010-11	2011-12	Final 2012-13
Project Title						
Cerritos Av (East) Widening	Cypress					\$168
Valley View Av Rehab/Overlay	Cypress					\$180
Residential Rd Rehab (various locations)	Dana Point					\$318
Brookhurst St Improvements	Fountain Valley					\$396
Magnolia Av Reconstruction	Fullerton					\$410
Berkeley Av Reconstruction	Fullerton					\$343
Local Rd Rehab (various locations)	Garden Grove					\$842
Goldenwest St & Garfield Av Rehab	Huntington Beach					\$1,133
Jamboree Rd Rehabilitation	Irvine					\$600
Campus Dr Rehabilitation	Irvine					\$973
Idaho St Rehabilitation	La Habra					\$314
La Palma Av Rehabilitation	La Palma					\$318
Acquisition of alternate fuel trolley buses	Laguna Beach					\$318
El Toro Rd & Ridge Route Dr Rehab	Laguna Hills					\$343
La Paz Rd Rehabilitation	Laguna Niguel					\$413
El Toro Rd Reconstruction	Laguna Woods					\$293
Lake Forest Dr & Rockfield Blvd Resurface	Lake Forest					\$479
Business Area St Improv (various locations)	Los Alamitos					\$318
Jeronimo Rd Resurfacing	Mission Viejo					\$574
Balboa Blvd & Channel Rd Reconstruction	Newport Beach					\$693
Jamboree Rd Rehabilitation	City of Orange					\$1,036
Rose Dr/Yorba Lina Blvd Intersection Improv	Placentia					\$95
Valencia Av Rehabilitation	Placentia					\$318
Santa Margarita Pkwy Rehabilitation	Rancho Santa Margarita					\$99
Residential Rd Rehab (various locations)	Rancho Santa Margarita					\$216
Camino de Los Mares Rehabilitation	San Clemente					\$318
Local St Rehab (various locations)	San Juan Capistrano					\$318
Broadway & McFadden Aves Rehabilitation	Santa Ana					\$1,551
Arterial & Local St rehab (various locations)	Seal Beach					\$318
Citywide St Rehab (various locations)	Stanton					\$318
Newport Av Bicycle Trail Reconstruction	Tustin					\$200
Enderle Ctr Dr/Vandenberg Ln Intersect improv	Tustin					\$35
Irvine Blvd & McFadden Av Rehabilitation	Tustin					\$358
Street Rehabilitation (various locations)	Villa Park					\$318
Brookhurst St & Various St Improvements	Westminster					\$520
Yorba Linda Blvd Rehabilitation	Yorba Linda					\$336
Laguna Niguel/Mission Viejo Metrolink Parking Exp	OCTA					\$695
Balance		\$16,251	\$32,572	\$49,666	\$61,199	\$599
Riverside		\$11,007	\$21,965	\$33,515	\$46,182	\$58,931
Foothill Parkway Westerly Extension	Corona					\$7,000
Highway 111 Improvements	Indian Wells					\$1,550
Monroe Street Improvements	Indio					\$1,375
Varnier Rd at Jefferson St Improvements	Indio					\$2,250
I-15/Los Alamos Rd Overcrossing	Murrieta					\$2,500
Rt 111/Washington St Intersection Imp.	La Quinta					\$283
I-10/Monterey Av I/C Ramp Mod.	Palm Desert					\$2,800
Fred Waring Drive Widening	Riverside Co.					\$4,000
Rt 91 Corridor Improvement	RCTC					\$37,173
Balance		\$11,007	\$21,965	\$33,515	\$46,182	\$0

Proposition 1B State-Local Partnership Program
 Formula Programming Balances at 12/6/12
 (\$,000)

December 5-6, 2012
 Item 4.10
 Attachment 2

TOLLS AND PROPERTY/PARCEL TAXES	
Bay Area Transportation Authority	\$0
Alameda-Contra Costa Transit District	\$0
Bay Area Rapid Transit District	\$0
SALES TAX - NORTH	
Alameda	\$0
Contra Costa	\$0
Fresno	\$21,971
Madera	\$0
Marin	\$0
Mendocino-Fort Bragg	\$0
Mendocino-Point Arena	\$11
Mendocino-Willits	\$0
Nevada-Nevada City	\$41
Nevada-Truckee	\$0
Sacramento	\$0
San Francisco	\$6
San Joaquin	\$112
San Mateo	\$312
Santa Clara	\$105
Santa Cruz	\$0
Sonoma	\$0
SALES TAX - SOUTH	
Imperial	\$0
Los Angeles *	\$7,255
Orange	\$599
Riverside	\$0
San Bernardino	\$14,420
San Diego	\$0
Santa Barbara	\$8,853
Tulare	\$0
TOTAL UNPROGRAMMED	\$53,685

*Includes savings de-allocated on December 6,2012

Memorandum

To: CHAIR AND COMMISSIONERS

CTC Meeting: December 5-6, 2012

Reference No.: 4.7
Action

From: BIMLA G. RHINEHART
Executive Director

Subject: **HIGHWAY RAILROAD CROSSING SAFETY ACCOUNT (HRCSA)– PROJECT BASELINE AGREEMENTS**
RESOLUTION GS1B-P-1213-03

ISSUE:

Should the Commission approve the HRCSA Project Baseline Agreements for the following projects:

Lathrop Road Grade Separation Project in the City of Lathrop
Grant Line Road Grade Separation Project in the City of Elk Grove
Marina Bay Parkway Grade Separation Project in the City of Richmond
Navy Drive/BNSF Underpass Reconstruction Project in the Port of Stockton

The Baseline Agreements were submitted in accordance with the Commission's HRCSA Guidelines and establish these agreements as the baseline for project delivery monitoring?

RECOMMENDATION:

Commission staff recommends that the Commission approve the HRCSA Project Baseline Agreements for the above listed projects in accordance with the Commission's CMIA Guidelines and establish these agreements as the baseline for project delivery monitoring.

BACKGROUND:

In accordance with Commission's HRCSA Guidelines, the sponsoring agency for the above listed projects have provided executed Project Baseline Agreements to the Commission. Commission staff has reviewed these Project Baseline Agreements and determined that they set forth the proposed project scope, measurable expected performance benefits, delivery schedule, and project budget and funding plan; are consistent with the Commission's HRCSA Guidelines; and include the required signatures.

Memorandum

To: CHAIR AND COMMISSIONERS

CTC Meeting: December 5-6, 2012

Reference No.: 4.5
Action

From: BIMLA G. RHINEHART
Executive Director

Subject: **TRADE CORRIDORS IMPROVEMENT FUND (TCIF)– PROGRAM AMENDMENT
RESOLUTION TCIF-P-1213-18**

ISSUE:

Should the Commission approve the proposed Trade Corridors Improvement Fund (TCIF) Program amendment to delete TCIF Project 14: *Sacramento River Deep Water Channel Project* and related funding totaling \$10 million from the Other Corridor of the TCIF Program?

Should the Commission approve the proposed TCIF Program Amendment to include the *Pioneer Bluff Bridge* in the Other Corridor element of the TCIF Program?

RECOMMENDATION:

Commission staff recommends that the Commission approve the proposed TCIF Program Amendment to delete TCIF Project 14: *Sacramento River Deep Water Channel Project* and related funding totaling \$10 million from the Other Corridor of the TCIF Program.

Commission staff recommends that the Commission approve the proposed TCIF Program Amendment to include the *Pioneer Bluff Bridge* in the Other Corridor element of the TCIF Program and program \$9.6 million in TCIF funds to the project.

BACKGROUND:

The City of West Sacramento and the Port of West Sacramento propose to amend the TCIF Program by deleting TCIF Project 14: *Sacramento River Deep Water Channel Project* from the Other Corridor element of the TCIF Program. The project has challenges which prohibit delivery within the constraints of the TCIF Program.

The City of West Sacramento and the Port of West Sacramento request to reallocate the available funds from the above project to *The Pioneer Bluff Bridge*.

The Pioneer Bluff Bridge project proposes to construct a 525-foot bridge connecting South River Road on both sides of the Sacramento Barge Canal. The project consists of a two lane new bridge structure crossing the Sacramento Barge Canal. The Pioneer Bluff Bridge is the fifth and final phase of the Port's \$22.36 million Rail Plan that will provide an alternate vehicular route from Highway 50 to the Southport community, thereby reducing traffic delays on Jefferson Boulevard and Highway 50/Business 80 associated with goods movement at the Port of West Sacramento and other rail users in the West Sacramento industrial area. With this action the \$400,000 over programming in the Other Corridor of the TCIF Program will be eliminated.

Memorandum

To: CHAIR AND COMMISSIONERS

CTC Meeting: December 5-6, 2012

Reference No.: 4.6
Action

From: BIMLA G. RHINEHART
Executive Director

Subject: **CORRIDOR MOBILITY IMPROVEMENT ACCOUNT (CMIA) – PROGRAM AMENDMENT
RESOLUTION CMIA-P-1213-03**

ISSUE:

Should the Commission approve the proposed Corridor Mobility Improvement Account (CMIA) Program Amendment to:

Include the *Devore Interchange Project* in the CMIA Program?

Program an additional \$26.1 million into the *I-405 High Occupancy Vehicle Lane Project* as authorized by Assembly Bill (AB) 3X 20?

RECOMMENDATION:

Commission staff recommends that the Commission approve the proposed CMIA Program Amendment to include the *Devore Interchange Project* in the CMIA program and program an additional \$26.1 million into the *I-405 High Occupancy Vehicle Lane Project*.

BACKGROUND:

At its June 2012 meeting the Commission approved Resolution CMIA-P-1112-24, which specified that from hence forward all Proposition 1B Corridor Mobility Improvement Account contract award savings will be programmed and allocated to CMIA eligible projects that have already been allocated with regular SHOPP funds. The *Devore Interchange Project* was allocated with regular SHOPP funds and is CMIA program eligible. Once the *Devore Interchange Project* is amended into the CMIA program regular SHOPP funds allocated to the project can be removed and a commensurate amount of CMIA funds can be allocated to the project, thus encumbering under construction contract the remaining CMIA funds before their December 31, 2012 statutory deadline to be under construction.

The *I-405 High Occupancy Vehicle Lane Project* includes \$614 million in CMIA funding. As authorized under AB 3X 20, the Los Angeles County Metropolitan Transportation Authority proposes to add an additional \$26.1 million in CMIA funds for enhanced mitigation activities which include additional right turn pockets in both northbound and southbound direction along Sepulveda

Boulevard at Wilshire Boulevard. The \$26.1 million was savings that the Commission moved from the I-405 CMIA project to the I-5 North CMIA project that is now being returned to the I-405 project.

Memorandum

To: CHAIR AND COMMISSIONERS

CTC Meeting: December 5-6, 2012

Reference No.: 4.11
Action

From: BIMLA G. RHINEHART
Executive Director

Subject: **CORRIDOR MOBILITY IMPROVEMENT ACCOUNT – PROJECT BASELINE
AGREEMENTS
RESOLUTION CMIA-P-1213-04B**

ISSUE:

Should the Commission approve the CMIA Project Baseline Agreements for the Devore Interchange Project submitted in accordance with the Commission's CMIA Guidelines and establish these agreements as the baseline for project delivery monitoring?

RECOMMENDATION:

Commission staff recommends that the Commission approve the CMIA Project Baseline Agreements for the Devore Interchange Project in accordance with the Commission's CMIA Guidelines and establish these agreements as the baseline for project delivery monitoring.

BACKGROUND:

In accordance with Commission's CMIA Guidelines, the sponsoring agency for the Devore Interchange Project has provided an executed Project Baseline Agreement to the Commission. Commission staff has reviewed these Project Baseline Agreements and has determined that they set forth the proposed project scope, measurable expected performance benefits, delivery schedule, and project budget and funding plan; are consistent with the Commission's CMIA Guidelines; and include the required signatures.

2.5b.(2)

**FINANCIAL ALLOCATION AMENDMENT FOR THE SHOPP
I-15 WIDENING AND DEVORE INTERCHANGE RECONSTRUCTION PROJECT**

INFORMATION ON THIS ITEM WILL BE
PROVIDED PRIOR TO THE DECEMBER 5-6, 2012
CALIFORNIA TRANSPORTATION COMMISSION MEETING

2.5g.(1a)

**FINANCIAL ALLOCATION AMENDMENT FOR THE MULTI-FUNDED
I-15 WIDENING AND DEVORE INTERCHANGE RECONSTRUCTION PROJECT**

INFORMATION ON THIS ITEM WILL BE
PROVIDED PRIOR TO THE DECEMBER 5-6, 2012
CALIFORNIA TRANSPORTATION COMMISSION MEETING

Memorandum

To: CHAIR AND COMMISSIONERS

CTC Meeting: December 6, 2012

Reference No.: 2.2c. (1)
Action

From: BIMLA G. RHINEHART
Executive Director

Subject: **APPROVAL OF PROJECT FOR FUTURE CONSIDERATION OF FUNDING
FINAL ENVIRONMENTAL IMPACT REPORT FOR THE LA PATA AVENUE GAP
CLOSURE AND CAMINO DEL RIO EXTENSION PROJECT (RESOLUTION E-12-69)**

ISSUE:

Should the Commission, as a Responsible Agency, accept the Final Environmental Impact Report (FEIR), Findings of Fact and Statement of Overriding Considerations for the La Pata Avenue Gap Closure and Camino Del Rio Extension Project in Orange County and approve the project for future consideration of funding?

RECOMMENDATION:

Staff recommends that the Commission accept the FEIR, Findings of Fact and Statement of Overriding Considerations and approve the project for future consideration of funding.

BACKGROUND:

The County of Orange (County) is the CEQA lead agency for the project. The project is located in the County and the City of San Clemente. The project will widen and extend La Pata Avenue from 750 feet south of State Route (SR) 74 in the unincorporated County to Calle Saluda in the City of San Clemente, as well as extend Camino Del Rio as a four lane roadway to the proposed extension of La Pata Avenue. The FEIR for the project was approved and certified by the Orange County Board of Directors on May 24, 2011. According to the County, the NEPA process will be complete in March 2013.

The FEIR determined that impacts related to traffic, air quality, and noise would be significant and unavoidable as follows:

- Traffic impacts relate to significant and unavoidable impacts at the northbound Interstate-5 (I-5)/Avenida Pico intersection for the 2035 without SR 241 extension scenario. Caltrans is preparing a Project Study Report for the I-5/Avenida Pico interchange to evaluate improvements needed to ensure that the ramps operate at an acceptable Level of Service; however, these improvements are not planned and funding is not allocated for implementation. Additionally,

these projects are within the control and jurisdiction of agencies other than the County. Although the implementation of mitigation would minimize long-term traffic impacts, these planned and anticipated improvements cannot be assumed to occur and therefore the project's significant traffic impacts are considered unavoidable and may contribute to cumulative traffic impacts in the local circulation network.

- Air quality impacts relate to local and regional criteria pollutants that will exceed the South Coast Air Quality Management District (SCAQMD) significance thresholds during construction with the potential for the project's construction emissions to contribute to cumulative short-term air quality impacts despite the implementation of all feasible mitigation measures.
- Noise impacts relate to six existing residences that may be exposed to traffic noise levels exceeding the City of San Clemente's exterior noise standard under the 2035 future build conditions. Construction of sound barriers as stipulated in the Mitigation Monitoring and Reporting Plan would reduce noise levels; however, implementation of sound walls on private property is not within the jurisdiction of the County or the City of San Clemente and cannot be assumed to occur. Therefore, the project's significant traffic noise impacts are considered unavoidable.

Findings of Fact were developed which provide that mitigation measures and/or alternatives to the proposed project that would substantially reduce or avoid these significant unavoidable impacts are infeasible. The County adopted the FEIR, Findings of Fact and a Statement of Overriding Considerations for the project on May 24, 2011. The County found that there were several benefits that outweigh the unavoidable adverse environmental effects of the project. These benefits include, but are not limited to, eliminating an existing gap in the County arterial highway system; implementing a major component of the County Master Plan of Arterial Highways; providing a parallel roadway to Interstate-5 in southern Orange County; providing arterial access to existing and proposed developments including a future regional park site at Prima Deshecha Landfill; improving the performance of four intersections from unacceptable to acceptable level of service; providing an alternative access route to I-5 for local traffic; improving local circulation, emergency access and evacuation; facilitating local inter-community circulation and improving access to schools, commercial areas, and recreational activities; reducing Vehicle Miles Travelled and greenhouse gas emissions compared to future conditions without the project; providing increased roadway network capacity to support the travel demand for the 2035 design year; and minimizing impacts to utility transmission infrastructure. The County established a Mitigation Monitoring Program to ensure that the mitigation measures specified for the project are implemented.

The project will be constructed in phases. Phase I of the project will construct a new four lane roadway from the existing terminus at the Prima Deshecha Landfill to Calle Saluda and is programmed in the SLPP program of projects. On September 28, 2012 the County provided written confirmation that the preferred alternative set forth in the final environmental document is consistent with the project programmed by the Commission.

Phase I of the project is estimated to cost \$48,000,000. The project is funded with SLPP (\$5,110,000) funds and Local (\$42,890,000) funds. Construction of is estimated to begin in fiscal year 2013/14.

Attachment

- Resolution E-12-69
- Findings of Fact & Statement of Overriding Considerations
- Project Location

CALIFORNIA TRANSPORTATION COMMISSION

Resolution for Future Consideration of Funding 12 – Orange County Resolution E-12-69

- 1.1 **WHEREAS**, the County of Orange (County) has completed a Final Environmental Impact Report pursuant to the California Environmental Quality Act (CEQA) and the CEQA Guidelines for the following project:
 - La Pata Avenue Gap Closure and Camino Del Rio Extension Project
- 1.2 **WHEREAS**, the County has certified that the Final Environmental Impact Report has been completed pursuant to CEQA and the State CEQA Guidelines for its implementation; and
- 1.3 **WHEREAS**, the project will widen and extend La Pata Avenue from 750 feet south of State Route (SR) 74 in the unincorporated County to Calle Saluda in the City of San Clemente, as well as extend Camino Del Rio as a four lane roadway to the proposed extension of La Pata Avenue; and
- 1.4 **WHEREAS**, the California Transportation Commission, as a Responsible Agency, has considered the information contained in the Final Environmental Impact Report; and
- 1.5 **WHEREAS**, Findings of Fact made pursuant to CEQA guidelines indicate that specific unavoidable significant impacts related to air quality, traffic/circulation, and noise make it infeasible to avoid or fully mitigate to a less than significant level the effects associated with the project; and
- 1.6 **WHEREAS**, the County adopted a Statement of Overriding Considerations for the project; and
- 1.7 **WHEREAS**, the County adopted a Mitigation Monitoring Program for the project; and
- 1.8 **WHEREAS**, the above significant effects are acceptable when balanced against the facts as set forth in the Statement of Overriding Considerations.
- 2.1 **NOW, THEREFORE, BE IT RESOLVED** that the California Transportation Commission does hereby accept the Final Environmental Impact Report, Findings of Fact and Statement of Overriding Considerations and approve the above referenced project to allow for future consideration of funding.

EXHIBIT D

STATEMENT OF OVERRIDING CONSIDERATIONS

La Pata Avenue Gap Closure and Camino Del Rio Extension Project Final EIR

The County of Orange adopts the following Statement of Overriding Considerations:

"The California Environmental Quality Act requires the lead agency to balance the economic, legal, social, technical, or other benefits, including regionwide or statewide environmental benefits of the project against its unavoidable environmental risks in determining whether to approve the project. If the specific economic, legal, social, technical, or other benefits, including regionwide or statewide environmental benefits outweigh the unavoidable adverse effects, those adverse effects may be considered 'acceptable' (CEQA Guidelines Section 15093[a]). CEQA also requires the agency to state in writing, the specific reasons to support its decision to consider a project acceptable when significant impacts are infeasible to mitigate. Such reasons must be based on substantial evidence in the FEIR or elsewhere in the administrative record (CEQA Guidelines Section 15093[b]). The agency's statement is referred to as a "Statement of Overriding Considerations."

The County intends to approve the La Pata Avenue Gap Closure and Camino Del Rio Extension project and has prepared a Final Environmental Impact Report (FEIR) that satisfies CEQA requirements. The following adverse impacts of the project are considered significant and unavoidable, based on the findings contained in the Draft Environmental Impact Report (DEIR), FEIR, Mitigation Monitoring Program, and the findings presented in this document.

Significant unavoidable effects of the proposed project include traffic impacts, construction air quality impacts, and operational noise impacts.

The County finds that each of the following specific economic, legal, social, technological, environmental, and other considerations and benefits of the proposed project outweigh the unavoidable adverse environmental effects of the project, and is an overriding consideration independently warranting project approval. The OCDPW finds that the significant unavoidable impacts of the project are overridden by each of these considerations, standing alone. The significant unavoidable environmental effects remaining after adoption of mitigation measures are considered acceptable in light of these benefits of the project included in the overriding considerations.

The following specific benefits of the proposed project will outweigh the significant adverse environmental effects identified in the FEIR:

1. Eliminate an existing gap in the County of Orange (County) arterial highway system by establishing a connection between State Route 74 (SR-74) to the north and Avenida Vista Hermosa to the south in a manner that is consistent with adopted plans and that minimizes disruption to the existing and planned built and natural environment;
2. Implement a major component of the County Master Plan of Arterial Highways (MPAH), the Transportation Element of the County General Plan, the Circulation Elements of the San Clemente General Plan, and Specific Plans for Talega and Forster Ranch;

EXHIBIT D

3. Provide a parallel roadway to Interstate 5 (I-5) in southern Orange County; and provide arterial access to existing and proposed developments in Forster Ranch, Talega, Rancho Mission Viejo (RMV), and the Prima Deshecha Landfill (proposed to ultimately become a regional park);
4. Improve the performance of four intersections from unacceptable level of service to acceptable level of service in the year 2016 scenario including La Novia/I-5 northbound ramps. In the year 2035, without the State Route 241 (SR-241) extension circulation network, 11 intersections are forecast to operate at an unacceptable level of service without the project, including the intersections of Avenida Talega/Avenida Vista Hermosa, Camino Vera Cruz/Avenida Vista Hermosa, and I-5 northbound and southbound ramps at Junipero Serra;
5. Provide an alternative access route to I-5 for local traffic, improve local circulation, and improve emergency access and evacuation;
6. Facilitate local inter-community circulation and improve access to schools, commercial areas, and recreational amenities;
7. Reduce vehicle miles traveled (VMT) and greenhouse gas emissions compared to future conditions without the project;
8. Provide increased roadway network capacity to support the forecast travel demand for the 2035 design year; and
9. Minimize impacts to utility transmission infrastructure.

The County has independently considered the significant and unavoidable environmental impacts of the proposed projects and concurs with the statement above. For the reasons given above, the County finds that economic, legal, social, technological, or other benefits of the proposed project outweigh the unavoidable adverse environmental effects of the project, and the adverse environmental effects are considered acceptable when these benefits of the project are considered.



AVENIDA LA PATA



OC PUBLIC WORKS

OC ROADS

LOCATION MAP

La Pata Avenue Gap Closure and
Camino Del Rio Extension Project
Ortega Highway to Calle Saluda

Memorandum

To: CHAIR AND COMMISSIONERS

CTC Meeting: December 6, 2012

Reference No.: 2.2c. (2)
Action

From: BIMLA G. RHINEHART
Executive Director

Subject: **APPROVAL OF PROJECT FOR FUTURE CONSIDERATION OF FUNDING
FINAL ENVIRONMENTAL IMPACT REPORT FOR FOOTHILL PARKWAY WESTERLY
EXTENSION PROJECT (RESOLUTION E-12-70)**

ISSUE:

Should the Commission, as a Responsible Agency, accept the Final Environmental Impact Report (FEIR), Findings of Fact and Statement of Overriding Considerations for the Foothill Parkway Westerly Extension Project in Riverside County and approve the project for future consideration of funding?

RECOMMENDATION:

Staff recommends that the Commission accept the FEIR, Findings of Fact and Statement of Overriding Considerations and approve the project for future consideration of funding.

BACKGROUND:

The City of Corona (City) is the CEQA lead agency for the Foothill Parkway Westerly Extension Project. The project is located within the southwesterly limits of the City of Corona and in the unincorporated area of Riverside County, within the City's sphere of influence, along the base of the Santa Ana Mountains. The project will extend Foothill Parkway for approximately two miles by constructing a four-lane roadway with bicycle and pedestrian facilities from 600 feet west of Skyline Drive to Green River Road. The project will be designed to protect the existing 108 inch Metropolitan Water District feeder line located approximately 1,000 feet east of Paseo Grande. The project also includes a new signalized intersection at Paseo Grande, and two possible signalized intersections at the Border Avenue and Chase Drive connections. The FEIR was approved and certified by the City Council of the City of Corona on February 4, 2009.

The FEIR determined that impacts related to aesthetics; construction air quality; construction noise; cultural resources; and geologic and seismic hazards would be significant and unavoidable as follows:

- Short-term, long-term and cumulative impacts to scenic vistas, the existing visual character and quality of the project area resulting from construction of the project and the developed appearance of the alignment.
- Air quality impacts relate to local and regional criteria pollutants that will exceed the South Coast Air Quality Management District (SCAQMD) significance thresholds during construction and will contribute to cumulative short-term air quality impacts despite the implementation of all feasible mitigation measures.
- Noise impacts relate to construction noise and vibration impacts that have the potential to exceed the City's noise standards despite the implementation of all feasible mitigation measures.
- Cultural resources impacts relate to the removal of an arroyo stone footbridge to implement the proposed roadway alignment. Mitigation will require the demolition/relocation and recordation of the historic resource to be undertaken consistent with Historic American Engineering Record standards. However, despite the implementation of mitigation measures, the stone footbridge will be removed from its original site contributing to cumulative impacts and resulting in significant and unavoidable impacts to historic resources.
- Geologic and seismic hazards impacts relate to active faults that traverse the project site which have the potential to expose commuters to adverse effects. The proposed alignment will be designed and constructed to minimize seismic impacts. However, despite implementation of all feasible mitigation measures, development of the project will result in significant, unavoidable and cumulative impacts in this regard.

The City adopted the FEIR, Findings of Fact and a Statement of Overriding Considerations for the project on February 4, 2009. The City found that there were several benefits that outweigh the unavoidable adverse environmental effects of the project. These benefits include, but are not limited to, completion of the City's overall traffic circulation plan; alleviation of existing traffic congestion on the local circulation network; accommodation of traffic generated by approved and planned development; increasing access to existing and future developments for routine daily traffic and emergency response vehicles; and achieving the City's standard Level of Service D for local streets and roads in the most cost-effective manner, compatible with existing and future physical and legal constraints while minimizing impacts to the extent feasible and providing value to the community. The City established a Mitigation Monitoring Program to ensure that the mitigation measures specified for the project are implemented.

On October 29, 2012 the City provided written confirmation that the preferred alternative set forth in the final environmental document is consistent with the project programmed by the Commission. On November 15, 2012 the City confirmed that the 2009 FEIR remains valid and that there are no new impacts requiring mitigation which have been identified since adoption of the FEIR in 2009.

The project is estimated to cost \$23,518,000 for construction. The project is funded with SLPP (\$7,000,000) funds and Local (\$16,518,000) funds. Construction is estimated to begin in fiscal year 2013/14.

Attachment

- Resolution E-12-70
- Findings of Fact & Statement of Overriding Considerations
- Project Location

CALIFORNIA TRANSPORTATION COMMISSION

Resolution for Future Consideration of Funding 08 – Riverside County Resolution E-12-70

- 1.1 **WHEREAS**, the City of Corona (City) has completed a Final Environmental Impact Report pursuant to the California Environmental Quality Act (CEQA) and the CEQA Guidelines for the following project:
 - Foothill Parkway Westerly Extension
- 1.2 **WHEREAS**, the City has certified that the Final Environmental Impact Report has been completed pursuant to CEQA and the State CEQA Guidelines for its implementation; and
- 1.3 **WHEREAS**, the project will construct a new four lane roadway with bicycle and pedestrian facilities and up to three new signalized intersections; and
- 1.4 **WHEREAS**, the California Transportation Commission, as a Responsible Agency, has considered the information contained in the Final Environmental Impact Report; and
- 1.5 **WHEREAS**, Findings of Fact made pursuant to CEQA guidelines indicate that specific unavoidable significant impacts related to aesthetics, air quality, noise, cultural resources, geologic and seismic hazards make it infeasible to avoid or fully mitigate to a less than significant level the effects associated with the project; and
- 1.6 **WHEREAS**, the City adopted a Statement of Overriding Considerations for the project; and
- 1.7 **WHEREAS**, the City adopted a Mitigation Monitoring Program for the project; and
- 1.8 **WHEREAS**, the above significant effects are acceptable when balanced against the facts as set forth in the Statement of Overriding Considerations.
- 2.1 **NOW, THEREFORE, BE IT RESOLVED** that the California Transportation Commission does hereby accept the Final Environmental Impact Report, Findings of Fact and Statement of Overriding Considerations and approve the above referenced project to allow for future consideration of funding.

Excerpt from Resolution No. 2009-014 A Resolution of the City Council of Corona, California, Certifying the Final Environmental Impact Report for the Foothill Parkway Westerly Extension Project, Adopting Environmental Findings Pursuant to the California Environmental Quality Act; and Adopting a Statement of Overriding Considerations and a Mitigation Monitoring and Reporting Program.

The Project proposes a modified Mabey Canyon Debris Basin, which includes an open spillway structure (triple-box culvert), rather than a drop inlet structure. Also, instead of lowering the basin floor, the basin limits would be extended upstream to accommodate the original storage volume. This design was submitted to the Riverside County Flood Control and Water Conservation District (RCFC&WCD, or "Flood Control") in the Mabey Canyon Hydrology and Hydraulics Study prepared by RBF, dated October 2007, and was approved by Flood Control in April 2008. This "Stone Bridge Avoidance" Alternative revisits the grading concept currently proposed for the Project. In this Alternative, the basin floor would be lowered in order to maintain the existing basin perimeter and fully avoid the existing historic arroyo stone footbridge. This Alternative, as in the proposed Project, maintains the previously-approved open spillway concept. (Draft EIR, pp. 7-131 to 7-132.)

Impacts. Most of the short-term and long-term impacts of the Stone Bridge Avoidance Alternative would be similar to those of the Project. (Draft EIR, p. 7-132.) The Stone Bridge Avoidance Alternative would reduce the already less than significant impact of the Project on habitat and vegetation due to the fact that less acreage of vegetation would be disturbed by the Alternative. (Draft EIR, pp. 7-132 to 7-133.) The significant and unavoidable impact of the Project related to the removal of the historic arroyo stone foot bridge would be completely avoided by this Alternative. (Draft EIR, p. 7-135.) However, this Alternative would result in a significant and unavoidable impact due to the risk of dam failure. (Draft EIR, pp. 7-135 to 7-136.)

Objectives. The "Stone Bridge Avoidance" Alternative would attain Project objective 3 at a lesser degree than the proposed Project. (Draft EIR, p. 7-135.)

Finding. The City Council finds that (1) the Stone Bridge Avoidance Alternative would not offer an overall environmental advantage over the proposed Project, as avoidance of the Project's significant and unavoidable impact to cultural resources is offset by a new significant and unavoidable impact related to dam failure (Draft EIR, pp. 7-134 to 7-135); (2) this Alternative would not attain Project objective 3 to the same degree than the proposed Project (Draft EIR, p. 7-135); and (3) this Alternative is infeasible due to social, legal, and policy reasons, as the Riverside County Flood Control & Water Conservation District has indicated they would not approve the debris basin modifications associated with this Alternative because of potential safety impacts to upstream and downstream residents (Draft EIR pp. 7-134 to 7-136). The City Council therefore rejects the Stone Bridge Avoidance Alternative on these bases, each of which is sufficient on its own to substantiate the action of the City Council.

SECTION 9: RESOLUTION ADOPTING A STATEMENT OF OVERRIDING CONSIDERATIONS.

The City Council hereby declares that, pursuant to State CEQA Guidelines Section 15093, the City Council has balanced the benefits of the Project against any unavoidable environmental impacts in determining whether to recommend approval of the Project to the City

Council. If the benefits of the Project outweigh the unavoidable adverse environmental impacts, those impacts may be considered “acceptable.”

The City Council hereby declares that the Draft EIR and Final EIR have identified and discussed significant effects which may occur as a result of the Project. With the implementation of the Mitigation Measures discussed in the Draft EIR and Final EIR, these effects can be mitigated to a level of less than significant except for unavoidable significant impacts as discussed in Section 4 of this Resolution.

The City Council hereby declares that it has made a reasonable and good faith effort to eliminate or substantially mitigate the potential impacts resulting from the Project.

The City Council hereby declares that to the extent any Mitigation Measures recommended in the Draft EIR could not be incorporated, such Mitigation Measures are infeasible because they would impose restrictions on the Project that would prohibit the realization of specific economic, social and other benefits that this City Council finds outweigh the unmitigated impacts.

The City Council further finds that except for the Project, all other alternatives set forth in the Draft EIR and Final EIR are infeasible because they would prohibit the realization of Project objectives and/or specific economic, social and other benefits that this City Council finds outweigh any environmental benefits of the alternatives.

The City Council hereby declares that, having reduced the adverse significant environmental effects of the Project to the extent feasible by adopting the proposed Mitigation Measures, having considered the entire administrative record on the Project, and having weighed the benefits of the Project against its unavoidable adverse impacts after mitigation, the City Council has determined that the each of the following social, economic and environmental benefits of the Project outweigh the potential unavoidable adverse impacts and render those potential adverse environmental impacts acceptable based upon the following overriding considerations:

- The completion of the City’s overall traffic circulation plan in the southern portion of the City (Draft EIR, p. 3-28);
- The alleviation of existing traffic congestion on the local circulation network (*Id.*);
- The accommodation of traffic generated by approved and planned development in south Corona (*Id.*);
- Increasing access to existing and future developments in the southern portion of Corona for routine daily traffic and emergency response vehicles (*Id.*); and
- The achieving the City’s standard of Level of Service “D” for local streets and arterial highways in the most cost-effective manner that would be compatible with existing and future physical and legal constraints while minimizing impacts to the extent feasible and providing value to the community. (Draft EIR, pp. 3-28 to 3-29.)

The City Council hereby declares that the foregoing benefits provided to the public through approval and implementation of the Project outweigh the identified significant adverse environmental impacts of the Project, which cannot be mitigated. The City Council finds that each of the Project benefits separately and individually outweighs the unavoidable adverse environmental effects identified in the EIR and therefore finds those impacts to be acceptable.

SECTION 10: RESOLUTION RECOMMENDING CERTIFICATION OF THE EIR.

The City Council finds that it has reviewed and considered the Final EIR in evaluating the Project, that the Final EIR is an accurate and objective statement that fully complies with CEQA, the State CEQA Guidelines and the Corona CEQA Guidelines and that the Final EIR reflects the independent judgment of the City Council.

The City Council declares that no evidence of new significant impacts as defined by State CEQA Guidelines section 15088.5 have been received by the City after circulation of the Draft EIR which would require recirculation.

The City Council certifies the EIR based on the following findings and conclusions:

A. Findings.

The following significant environmental impacts have been identified in the EIR and will require mitigation as set forth in Sections 4 and 5 of this Resolution but cannot be mitigated to a level of less than significant:

- Short-term impacts to the visual character of the Project site and the surrounding area;
- Long-term impacts from the alteration of a scenic vista within the viewshed of the Project site;
- Long-term impacts from the alteration of the existing visual character and quality of the Project site and its surroundings;
- Cumulative aesthetic impacts relating to short-term impacts to the visual character of the Project site and the surrounding area, long-term impacts to scenic vistas within a viewshed of the Project site, and long-term impacts to the visual character and quality of the Project site and its surroundings;
- Short-term impacts from exceeding SCAQMD's daily emissions thresholds for construction activities;
- Cumulative air quality impacts;
- Short-term noise and vibration impacts on nearby noise-sensitive receptors due to construction of the Project;
- Impacts related to adverse effects on a significant historical resource;
- Cumulative impacts related to adverse effects on significant historical resources;
- Impacts related to the exposure of commuters to adverse effects associated with

- the rupture of a known earthquake fault; and
- Cumulative impacts related to the adverse effects associated with the rupture of known earthquake faults.

B. Conclusions.

All significant environmental impacts from the implementation of the Project have been identified in the EIR and, with implementation of the Mitigation Measures identified, will be mitigated to a less than significant level, except for the impacts listed in subsection A above.

Other reasonable alternatives to the Project which could feasibly achieve the basic objectives of the Project have been considered and rejected in favor of the Project.

Environmental, economic, social and other considerations and benefits derived from the development of the Project override and make infeasible any alternatives to the Project or further Mitigation Measures beyond those incorporated into the Project.

SECTION 11: RESOLUTION ADOPTING A MITIGATION MONITORING AND REPORTING PLAN.

Pursuant to Public Resources Code section 21081.6, the City Council hereby adopts the Mitigation Monitoring and Reporting Plan attached to this Resolution as Exhibit "A". In the event of any inconsistencies between the Mitigation Measures as set forth herein and the Mitigation Monitoring and Reporting Plan, the Mitigation Monitoring and Reporting Plan shall control.

SECTION 12: RESOLUTION REGARDING CUSTODIAN OF RECORD.

The documents and materials that constitute the record of proceedings on which these Findings have been based are located at the City of Corona, Public Works Department 400 South Vicentia Avenue, Corona, California 92882. The custodian for these records is the Public Works Director. This information is provided in compliance with Public Resources Code section 21081.6.

SECTION 13. RESOLUTION REGARDING STAFF DIRECTION.

A Notice of Determination shall be filed with the County of Riverside and the State Clearinghouse within five (5) days of final Project approval.

ADOPTED AND APPROVED this 4th day of February, 2009.


Mayor of the City of Corona, California

ATTEST:


City Clerk of the City of Corona, California

CERTIFICATION

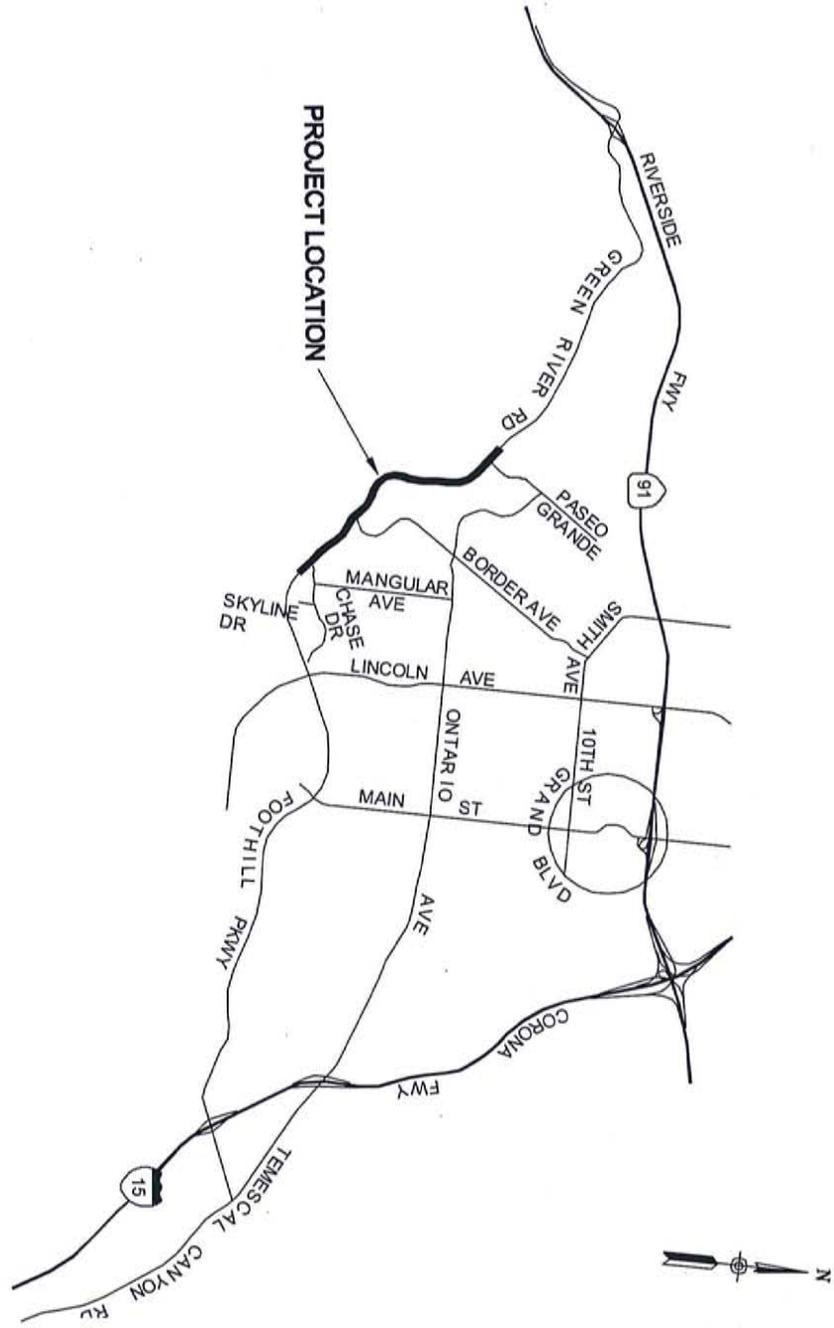
I, Victoria J. Wasko, City Clerk of the City of Corona, California, do hereby certify that the foregoing Resolution was regularly introduced and adopted by the City Council of the City of Corona, California, at a regular meeting thereof held on the 4th day of February, 2009, by the following vote:

AYES:	MONTANEZ, NOLAN, SCOTT, SKIPWORTH, SPIEGEL
NOES:	NONE
ABSENT:	NONE
ABSTAINED:	NONE

IN WITNESS WHEREOF, I have hereunto set my hand and affixed the official seal of the City of Corona, California, this 4th day of February, 2009.


City Clerk of the City of Corona, California

[SEAL]



Memorandum

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: December 5-6, 2012

Reference No.: 2.1b.(1)
Information Item

From: NORMA ORTEGA
Chief Financial Officer

Prepared by: Rachel Falsetti
Division Chief
Transportation Programming

Subject: **STIP AMENDMENT 12S-011**

SUMMARY:

The California Department of Transportation (Department) will request that the California Transportation Commission (Commission) approve the requested State Transportation Improvement Program (STIP) amendment at the next scheduled Commission meeting following the notice period.

ISSUE:

The Department and the Modoc County Transportation Commission propose to amend the 2012 STIP to program \$30,000 of Regional Improvement Program (RIP) Transportation Enhancement (TE) funds programmed by Modoc County (PPNO 2437) to Right of Way Support for the Greenville SR 89 Rehabilitation project (PPNO 3355) in Plumas County. The funds are needed to complete Right of Way (R/W) activities.

The Plumas County Transportation Commission concurs with this request.

BACKGROUND:

As part of the 2012 STIP adoption, Modoc County set aside \$30,000 in STIP TE Reserve for Plumas County. This action was taken to reimburse Plumas County for previously loaning Modoc County \$30,000 from the American Recovery and Reinvestment Act of 2009.

At the request of Plumas County, Modoc County now proposes to program the \$30,000 TE Reserve to the Greenville Route 89 Rehabilitation project (PPNO 3355) for additional R/W activities required on the project.

The proposed funding plan changes are shown in the following tables:

REVISE: Modoc County TE Reserve for Plumas County (2437)

County	District	PPNO	EA	Element	Const. Year	PM Back	PM Ahead	Route/Corridor					
Modoc	2	2437		LA	2012-13								
Implementing Agency: (by component)		PA&ED				PS&E							
		R/W				CON							
RTPA/CTC:		Modoc County Local Transportation Commission											
Project Title:		Plumas County TE Reserve											
Location		Plumas County TE Reserve											
Description:		Plumas County TE Reserve											
(DOLLARS IN THOUSANDS)													
FUND	TOTAL	Project Totals by Fiscal Year						Project Totals by Component					
		Prior	12/13	13/14	14/15	15/16	16/17	R/W	CON	PA&ED	PS&E	R/W Supp	CON Supp
RIP - TE (Modoc)													
Existing	30		30						30				
Change	(30)		(30)						(30)				
Proposed	0		0						0				
Total													
Existing	30		30						30				
Change	(30)		(30)						(30)				
Proposed	0		0						0				

REVISE: Greenville SR 89 Rehabilitation Project (PPNO 3355)

County	District	PPNO	EA	Element	Const. Year	PM Back	PM Ahead	Route/Corridor					
Plumas	2	3355	0E240	CO	2014-15	19.8	20.8	89					
Implementing Agency: (by component)		PA&ED	Caltrans			PS&E	Caltrans						
		R/W	Caltrans			CON	Caltrans						
RTPA/CTC:		Plumas County Transportation Commission											
Project Title:		Greenville SR89 Rehabilitation											
Location		In Greenville, on Route 89 between Hideaway Road and Mill Street.											
Description:		Upgrade sidewalks and curb ramps to meet ADA requirements.											
(DOLLARS IN THOUSANDS)													
FUND	TOTAL	Project Totals by Fiscal Year						Project Totals by Component					
		Prior	12/13	13/14	14/15	15/16	16/17	R/W	CON	PA&ED	PS&E	R/W Supp	CON Supp
RIP - Plumas													
Existing	6,011	350	253	388	5,020			194	4,531	350	253	194	489
Change	0	0	0	0	0			0	0	0	0	0	0
Proposed	6,011	350	253	388	5,020			194	4,531	350	253	194	489
RIP -TE (Plumas)													
Existing	755			276	479			95	430			181	49
Change	0			0	0			0	0			0	0
Proposed	755			276	479			95	430			181	49
RIP -TE (Modoc)													
Existing	0		0									0	
Change	30		30									30	
Proposed	30		30									30	
Total													
Existing	6,766	350	253	664	5,499			289	4,961	350	253	375	538
Change	30	0	30	0	0			0	0	0	0	30	0
Proposed	6,796	350	283	664	5,499			289	4,961	350	253	405	538

Memorandum

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: December 5-6, 2012

Reference No.: 2.1b.(2)
Information Item

From: NORMA ORTEGA
Chief Financial Officer

Prepared by: Rachel Falsetti
Division Chief
Transportation Programming

Subject: **STIP AMENDMENT 12S-012**

SUMMARY:

The California Department of Transportation (Department) will request that the California Transportation Commission (Commission) approve the requested State Transportation Improvement Program (STIP) amendment at the next scheduled Commission meeting following the notice period.

ISSUE:

The Department and Modoc County Transportation Commission (MCTC) propose to amend the 2012 STIP to delete the Alturas Route 299 Widening project (PPNO 3368) and the Route 299/139 Canby Highway Advisory Radio project (PPNO 3382) in Modoc County.

BACKGROUND:

The projects are currently programmed in the 2012 STIP for \$4,296,000 (PPNO 3368) and \$515,000 (PPNO 3382) in Regional Improvement Program (RIP) funds.

MCTC has determined that the two STIP projects are no longer a priority in the region due to a continued economic downturn, slow population increase and business demise.

Therefore, MCTC requests to unprogram all unexpended STIP funds and return \$4,551,000 (\$4,075,000 from PPNO 3368 and \$476,000 from PPNO 3382) to the Modoc County regional share balance.

The proposed revisions are shown in the following table:

DELETE: Alturas Route 299 Widening Project (PPNO 3368)

County	District	PPNO	EA	Element	Const. Year	PM Back	PM Ahead	Route/Corridor					
Modoc	2	3368	29971	CO	2013-14	39.3	40.6	299					
Implementing Agency: (by component)	PA&ED	Caltrans				PS&E	Caltrans						
	R/W	Caltrans				CON	Caltrans						
RTPA/CTC:	Modoc County Local Transportation Commission												
Project Title:	Alturas 299 Widening												
Location	In and near Alturas, from west of Mill Street to east of Route 299/395 separation.												
Description:	Construct a continuous two way left turn lane and paved shoulders, including bike and pedestrian lanes, to improve safety												
(DOLLARS IN THOUSANDS)													
FUND	TOTAL	Project Totals by Fiscal Year						Project Totals by Component					
		Prior	12/13	13/14	14/15	15/16	16/17	R/W	CON	PA&ED	PS&E	R/W Supp	CON Supp
RIP													
Existing	4,296	434	266	3,596				20	3,140	206	362	112	456
Change	(4,075)	(434)	(45)	(3,596)				(20)	(3,140)	15	(362)	(112)	(456)
Proposed	221	0	221	0				0	0	221	0	0	0
Total													
Existing	4,296	434	266	3,596				20	3,140	206	362	112	456
Change	(4,075)	(434)	(45)	(3,596)				(20)	(3,140)	15	(362)	(112)	(456)
Proposed	221	0	221	0				0	0	221	0	0	0

DELETE: Route 299/139 Canby Highway Advisory Radio Project (PPNO 3382)

County	District	PPNO	EA	Element	Const. Year	PM Back	PM Ahead	Route/Corridor					
Modoc	2	3382	1.00E+00	CO	2013-14	22.4	22.4	299					
Implementing Agency: (by component)	PA&ED	Caltrans				PS&E	Caltrans						
	R/W	Caltrans				CON	Caltrans						
RTPA/CTC:	Modoc County Local Transportation Commission												
Project Title:	SR 299/SR 139 Canby HAR												
Location	Near Canby, at Route 299/139 junction.												
Description:	Install HAR (Highway Advisory Radio).												
(DOLLARS IN THOUSANDS)													
FUND	TOTAL	Project Totals by Fiscal Year						Project Totals by Component					
		Prior	12/13	13/14	14/15	15/16	16/17	R/W	CON	PA&ED	PS&E	R/W Supp	CON Supp
RIP													
Existing	515	112	88	315				2	235	38	135	25	80
Change	(476)	(112)	(49)	(315)				(2)	(235)	1	(135)	(25)	(80)
Proposed	39	0	39	0				0	0	39	0	0	0
Total													
Existing	515	112	88	315				2	235	38	135	25	80
Change	(476)	(112)	(49)	(315)				(2)	(235)	1	(135)	(25)	(80)
Proposed	39	0	39	0				0	0	39	0	0	0

Memorandum

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: December 5-6, 2012

Reference No.: 2.1c.(1f)
Action Item

From: NORMA ORTEGA
Chief Financial Officer

Prepared by: Rachel Falsetti
Division Chief
Transportation Programming

Subject: **CMIA PROJECT BASELINE AMENDMENT**
RESOLUTION CMIA-PA-1213-15, AMENDING RESOLUTIONS CMIA-PA-0910-029 AND
CMIA-AA-1112-016

RECOMMENDATION:

The California Department of Transportation (Department) recommends that the California Transportation Commission (Commission) amend the Corridor Mobility Improvement Account (CMIA) baseline agreement for the Route 405 High Occupancy Vehicle (HOV) Lane project (PPNO 0851G) in Los Angeles County.

ISSUE:

The Los Angeles County Metropolitan Transportation Authority (LACMTA) proposes to amend the CMIA baseline agreement for the Route 405 HOV Lane project (PPNO 0851G) to update the project funding plan and schedule.

BACKGROUND:

The Route 405 HOV Lane project (PPNO 0851G) in Los Angeles County will construct one HOV lane Northbound on Interstate 405 from Route 10 to Route 101. This project is utilizing landmark Design-Build legislation that allows LACMTA to optimize the construction schedule of this critical carpool lane gap closure project; which completes the last 10-mile section of the northbound carpool lane from Orange County to Burbank. The project will add this 10-mile carpool lane and improve supporting infrastructures such as ramps, bridges and sound walls within the project limits.

This project includes \$614,000,000 in CMIA funding and is currently in the construction phase. As authorized under Assembly Bill (AB) 3X-20, LACMTA proposes to add an additional \$26,100,000 in CMIA funds for enhanced mitigation activities to improve access and congestion issues at arterials and access facilities interacting with Route 405 in the project area.

AB 3X-20 authorizes the Commission to program bond funds displaced by Regional American Recovery and Reinvestment Act of 2009 (Recovery Act) funds to one or more qualifying projects in the appropriate program in the jurisdiction of that agency and in the same amount as the displaced bond funds. LACMTA requests that \$26,100,000 be programmed on the Route 405 HOV Lane project in accordance with AB 3X-20. A concurrent request for the CMIA allocation is on this month's Commission agenda.

The updated project funding plan is as follows:

REVISE: I-405 HOV Lane project (PPNO 0851G)

County	District	PPNO	EA	Element	Const. Year	PM Back	PM Ahead	Route/Corridor					
Los Angeles	7	0851G	120300	CO	2008-09	28.8	39	405					
Implementing Agency: (by component)		PA&ED	Caltrans			PS&E	Caltrans						
		R/W	Caltrans			CON	Los Angeles County Metropo						
RTPA/CTC:		Los Angeles Metropolitan Transportation Commission											
Project Title:		I-405 Carpool Lane I-10 to US 101(Northbound)											
Location		In Los Angeles from I-10 to US 101.											
Description:		Construct one HOV Lane Northbound on Interstate 405 from I-10 to US 101. (TCRP #39)											
(DOLLARS IN THOUSANDS)													
FUND	TOTAL	Project Totals by Fiscal Year						Project Totals by Component					
		Prior	12/13	13/14	14/15	15/16	16/17	R/W	CON	PA&ED	PS&E	R/W Supp	CON Supp
State Bond - CMIA													
Existing	614,000	614,000						614,000					
Change	26,100	0	26,100					26,100					
Proposed	640,100	614,000	26,100					640,100					
TCRP (Committed)													
Existing	28,000	28,000							22,000	6,000			
Change	0	0							0	0			
Proposed	28,000	28,000							22,000	6,000			
TCRP (Committed)													
Existing	14,000	14,000						14,000					
Change	0	0						0					
Proposed	14,000	14,000						14,000					
TCRP (Committed)													
Existing	48,000	48,000						48,000					
Change	0	0						0					
Proposed	48,000	48,000						48,000					
State Bond - ARRA													
Existing	89,900	89,900						89,900					
Change	0	0						0					
Proposed	89,900	89,900						89,900					
Local Funds													
Existing	13,000	13,000								13,000			
Change	0	0								0			
Proposed	13,000	13,000								13,000			
Other Fed													
Existing	100,000	100,000						100,000					
Change	0	0						0					
Proposed	100,000	100,000						100,000					
RSTP													
Existing	10,100	10,100						10,100					
Change	0	0						0					
Proposed	10,100	10,100						10,100					
Demo													
Existing	117,000	117,000					82,000			20,000	15,000		
Change	0	0					0			0	0		
Proposed	117,000	117,000					82,000			20,000	15,000		
Total													
Existing	1,034,000	1,034,000	0				82,000	876,000	22,000	39,000	15,000		
Change	26,100	0	26,100				0	26,100	0	0	0		
Proposed	1,060,100	1,034,000	26,100				82,000	902,100	22,000	39,000	15,000		

It is also proposed to update the project delivery schedule as follows:

Milestone	Existing	Proposed
Begin Environmental (PA&ED) Phase	07/01/01	No change
End Environmental (PA&ED) Phase	02/01/08	No change
Begin Design (PS&E) Phase	03/01/08	No change
End Design Phase	04/01/13	No change
Begin Right of Way Phase	08/01/08	No change
End Right of Way Phase	06/01/11	No change
Begin Construction Phase	04/01/09	No change
End Construction Phase	04/01/13	12/31/13
Begin Closeout Phase	12/01/14	No change
End Closeout Phase	12/01/15	No change

RESOLUTION CMIA-PA-1213-15

Be it Resolved, that the California Transportation Commission does hereby amend the Corridor Mobility Improvement Account baseline agreement for the Route 405 High Occupancy Vehicle (HOV) Lane project (PPNO 0851G) project in accordance with the information described above.

Memorandum

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: December 5-6, 2012

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

From: NORMA ORTEGA
Chief Financial Officer

Prepared by: William A. Mosby
Interim Division Chief
Transportation Planning

Subject: **TRADE CORRIDORS IMPROVEMENT FUND-PROJECT BASELINE AMENDMENT
RESOLUTION TCIF-P-1213-20, AMENDING RESOLUTION TCIF-P-1213-08**

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, Segment 2 (PPNO TC32A). 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 (Project), to update the delivery schedule for Segment 2.

BACKGROUND:

The Project was adopted into the TCIF Program by the Commission on April 10, 2008. A Project Baseline Agreement executed between the Department, the Commission, and the Port was approved on October 29, 2008, under Resolution TCIF-P-0809-04B. A Baseline Agreement Amendment was approved on June 22, 2011, under Resolution TCIF-P-1011-23, to revise the cost. A second Baseline Amendment was approved on February 22, 2012, under Resolution TCIF-P-1112-19 to segment the Project. A third Baseline Amendment was approved on September 27, 2012, under Resolution TCIF-P-1213-08, to update the funding plan on Segment 1.

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, and relocation of the Pier A Railyard.

The purpose of this amendment is to revise the project schedule for Segment 2 – Berth 200 Yard Track Connections. The Design and Right-of-Way (ROW) phases were delayed due to the discovery of previously unknown utility substructures within the public ROW. This discovery also delayed the approval of permits from the California Public Utilities Commission and the City of Los Angeles. The proposed schedule revisions will not cause an increase to the project cost.

The following table provides a list of the project’s milestones with current approved and proposed delivery schedule:

Segment 2 – Berth 200 Rail Yard Track Connections			
Project Milestone	Current Approved	Proposed	Change
Begin Environmental Phase	07/01/2005	---	No Change
End Environmental Phase	03/01/2008	---	No Change
Begin Design Phase	04/01/2008	---	No Change
End Design Phase	06/01/2012	03/01/2013	9 Months
Begin Right of Way Phase	04/01/2008	11/01/2010	2 Years + 7 Months
End Right of Way Phase	04/01/2012	01/01/2013	9 Months
Begin Construction Phase	12/01/2012	07/01/2013	6 Months
End Construction Phase	12/01/2013	06/01/2014	6 Months
Begin Closeout	01/01/2014	07/01/2014	6 Months
End Closeout	01/01/2015	---	No Change

RESOLUTION TCIF-P-1213-20

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, Segment 2 (PPNO TC32), in accordance with the changes described and illustrated above.

Attachment



Metro

Los Angeles County
Metropolitan Transportation Authority

One Gateway Plaza
Los Angeles, CA 90012-2952

213.922.2000 Tel
metro.net

Reference No.: 2.1c.(5b)
December 5-6, 2012
Attachment

October 22, 2012

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

Dear Ms. Rhinehart:

The Southern California Consensus Group has discussed and approved the changes requested by our partner agency. It is our understanding that the Port of Los Angeles (POLA) is requesting approval of an amendment of their Baseline Agreement for TCIF project #32, West Basin Railyard. The amendment requested impacts a delay in the project schedule. These changes do not modify the TCIF funds for POLA.

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 Officer

cc: Southern California Consensus Group
Stephen Maller

Memorandum

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: December 5-6, 2012

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

From: NORMA ORTEGA
Chief Financial Officer

Prepared by: William A. Mosby
Interim Division Chief
Transportation Planning

Subject: **TRADE CORRIDORS IMPROVEMENT FUND-PROJECT BASELINE AMENDMENT
RESOLUTION TCIF-P-1213-21, AMENDING RESOLUTION TCIF-P-0809-04B**

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 46, Sunset Avenue Grade Separation (PPNO 1122). The Southern California Consensus Group concurs with this amendment and the requested changes.

ISSUE:

The Riverside County Transportation Commission (RCTC) and the County of Riverside (County) propose to amend the TCIF Project Baseline Agreement for Project 46, Sunset Avenue Grade Separation (Project), to update the delivery schedule, cost, and funding plan.

BACKGROUND:

The Project was adopted into the TCIF Program by the Commission on April 10, 2008. A Project Baseline Agreement executed between the Department, the Commission, and the County was approved on October 29, 2008, under Resolution TCIF-P-0809-04B.

The Project is in the city of Banning, on Sunset Avenue, at Interstate 10 (I-10) from south of Ramsey Street to south of Lincoln Street, to lower Sunset Avenue. The Project will construct an underpass at the Union Pacific Railroad (UPRR) crossing and reconstruct the I-10 interchange ramps to meet the new street grade. The Project will eliminate impacts from the existing at-grade crossing including emergency vehicle response delays, greenhouse gases generated by traffic delayed by trains and adverse neighborhood impacts including delays, noise pollution, and safety impacts. The Project will improve the reliability of the UPRR system by eliminating the potential for vehicle or pedestrian versus train accidents.

The Project was originally combined with an interchange project which was delayed in the planning stages. As a result, the city of Banning contracted with the County of Riverside to assist with delivering the Project. A Cooperative Agreement providing for the changing roles was executed by the City and County on June 8, 2010. Due to funding constraints and schedule deadlines, the projects were separated allowing the grade separation to proceed. For the above-mentioned reasons, delays occurred during the environmental study and approval stages; the end of environmental phase was completed February 28, 2011.

Coordination with the Department and UPRR on the design and structural components of the Project has also affected the schedule. Altering the roadbed between the existing 1-10 freeway abutments required extensive coordination with the Department and subsurface site exploration by "potholing." Retaining wall redesign was necessary to minimize the wall size, provide Americans with Disabilities Act (ADA) accessible sidewalks throughout the Project and accommodate design comments received from the Department. The proposed end of the design phase is November 30, 2012.

The start of the Right of Way (ROW) phase was delayed by design changes and revisions to the ROW needs for the Project. ROW acquisition is underway and is expected to be completed by December 27, 2012. The construction start date, now scheduled for June 30, 2013, is impacted due to ROW acquisition and finalizing the design to accommodate utility relocation. The County anticipates advertising the Project in Spring 2013, which will assure that the Project will begin construction prior to the TCIF construction contract execution deadline of December 2013. The construction completion date is scheduled for June 2015.

The following table provides a list of the Project's milestones with current approved and proposed delivery schedule:

Project Milestone	Current Approved	Proposed	Change
Begin Environmental Phase	01/01/2006	06/10/2010	4 Years + 5 Months
End Environmental Phase	12/01/2009	02/28/2011	1 Year + 3 Months
Begin Design Phase	01/01/2010	05/10/2011	1 Year + 4 Months
End Design Phase	07/01/2011	11/30/2012	1 Year + 5 Months
Begin Right of Way Phase	01/01/2010	05/10/2011	1 Year + 4 Months
End Right of Way Phase	07/01/2011	12/27/2012	1 Year + 6 Months
Begin Construction Phase	01/15/2012	06/30/2013	1 Year + 6 Months
End Construction Phase	12/31/2014	06/30/2015	6 Months
Begin Closeout	01/01/2015	07/01/2015	6 Months
End Closeout	07/01/2015	11/30/2015	5 Months

RCTC and the County also request an update to the Project funding plan. At the time the original baseline agreement was executed, the Project was in the preliminary project development phase with an estimated total Project cost of \$36,500,000. Subsequently, the various changes to the Project design and scheduling have lead to the updated total Project cost of \$35,905,000. The overall total Project cost has decreased by \$595,000, as shown in the following table.

(DOLLARS IN THOUSANDS)									
FUND SOURCE	TOTAL	Totals by Fiscal Year				Totals by Project Phase			
		Prior	10/11	11/12	12/13	PA&ED	PS&E	R/W	CONST
State Bond - Trade Corridor Improvement Funds (TCIF)									
Current Approved	10,000			10,000	0				10,000
Change	0			-10,000	10,000				0
Proposed	10,000			0	10,000				10,000
Local Funds – City of Banning									
Current Approved	500	500			0	0		500	
Change	936	200			736	700		236	
Proposed	1,436	700			736	700		736	
RSTP-STP Local (STPL)									
Current Approved	1,000	1,000			0			600	400
Change	482	-1,000			1,482			-600	1,082
Proposed	1,482	0			1,482			0	1,482
Federal Funds – DEMO – SAFETEA-LU									
Current Approved	1,600	1,600			0				1,600
Change	0	-1,600			1,600				0
Proposed	1,600	0			1,600				1,600
Federal Funds – Projects of National & Regional Significance (PNRS)									
Current Approved	7,500			7,500	0				7,500
Change	0			-7,500	7,500				0
Proposed	7,500			0	7,500				7,500
Local Funds – Local Transportation Funds (LTF)									
Current Approved	1,825			1,825					1,825
Change	-1,825			-1,825					-1,825
Proposed	0			0					0
Local Funds – County Funds – Western Riverside COG – TUMF (Pass Zone)									
Current Approved	4,200	4,200			0	100	4,100	0	
Change	-1,294	-2,700			1,406	100	-1,800	406	
Proposed	2,906	1,500			1,406	200	2,300	406	
Local Funds – Local Transportation Funds (LTF) – RCTC									
Current Approved	9,875	300		9,575	0	300			9,575
Change	1,106	-300		-9,575	10,981	-300			1,406
Proposed	10,981	0		0	10,981	0			10,981
TOTAL									
Current Approved	36,500	7,600		28,900	0	400	4,100	1,100	30,900
Change	-595	-5,400		-28,900	33,705	500	-1,800	42	663
Proposed	35,905	2,200		0	33,705	900	2,300	1,142	31,563

RESOLUTION TCIF-P-1213-21

Be it Resolved, that the California Transportation Commission does hereby amend the Trade Corridors Improvement Fund Baseline Agreement for Project 46, Sunset Avenue Grade Separation Project (PPNO 1122), in accordance with the changes described and illustrated above.

Attachment



Metro

Los Angeles County
Metropolitan Transportation Authority

One Gateway Plaza
Los Angeles, CA 90012-2952

213.922.2000 Tel
metro.net

Reference No.: 2.1c.(5c)
December 5-6, 2012
Attachment

October 18, 2012

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

Dear Ms. Rhinehart:

The Southern California Consensus Group has discussed and approved the changes requested by our partner agency. It is our understanding that the Riverside County Transportation Commission is requesting approval of an amendment of their Baseline Agreements due to schedule delays.

- Project #85 – Avenue 52 Grade Separation
- Project #48 – Avenue 56 Grade Separation on Yuma Subdivision of URP Mainline
- Project #50 – Clay Street Railroad Grade Crossing
- Project #53 – Grade Separation at Magnolia Avenue Railroad Grade Crossing
- Project #51 – Riverside Avenue Grade Separation
- Project #46 – Sunset Avenue Grade Separation

Please see the attached letter from RCTC 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 Officer

cc: Southern California Consensus Group
Stephen Maller

Memorandum

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: December 5-6, 2012

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

From: NORMA ORTEGA
Chief Financial Officer

Prepared by: William A. Mosby
Interim Division Chief
Transportation Planning

Subject: **TRADE CORRIDORS IMPROVEMENT FUND-PROJECT BASELINE AMENDMENT
RESOLUTION TCIF-P-1213-22, AMENDING RESOLUTION TCIF-P-0809-04B**

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 48, Avenue 56 Grade Separation (PPNO 1124). The Southern California Consensus Group concurs with this amendment and the requested changes.

ISSUE:

The Riverside County Transportation Commission (RCTC) and the County of Riverside (County) propose to amend the TCIF Project Baseline Agreement for Project 48, Avenue 56 Grade Separation (Project), to update the delivery schedule, cost, and funding plan.

BACKGROUND:

The Project was adopted into the TCIF Program by the Commission on April 10, 2008. A Project Baseline Agreement executed by the Department, the Commission, and the County was approved on October 29, 2008, under Resolution TCIF-P-0809-04B.

The Project will provide an elevated structure over the Union Pacific Railroad (UPRR) and Grapefruit Boulevard to replace the current at-grade crossing. A UPRR at-grade crossing currently exists on Avenue 56 (Airport Boulevard) in eastern Riverside County just south of the City of Coachella and west of State Highway 86S (SH-86S).

The Project will eliminate impacts from the existing at-grade crossing including emergency vehicle response delays, greenhouse gases generated by traffic delayed by trains, and adverse neighborhood impacts including delays, noise pollution, and safety impacts. The Project will improve the reliability of the UPRR system by eliminating the potential for vehicle or pedestrian versus train accidents.

Due to community input, the scope of the Project was modified to include retrofitting a sidewalk on the adjacent bridge and designing sidewalks to match up with a new interchange on SH-86S to

provide a safe and continuous route for pedestrians. Therefore, a greater level of effort was spent developing project alternatives and alignment studies than was originally anticipated. The environmental phase was delayed pending the hiring of a consulting engineering firm. Once the environmental phase began, it was completed on July 28, 2011, which was less time than originally programmed.

As a result of the public outreach program, the design was modified which eliminated the need for any full property acquisitions, incorporates retaining walls in place of the bridge embankment, and incorporates lightweight concrete fill materials in place of imported excess fill material and temporary retaining walls. These modifications along with requests by utility companies to accommodate relocation of their facilities contributed to the design delays.

Right of Way (ROW) activities began as originally scheduled but took more time than anticipated due to revisions in the ROW requirements to accommodate design changes and requests by the property owners. Negotiations are ongoing with property owners and are estimated to be complete by the end of 2012.

The construction start date is now scheduled for September 30, 2013, having been delayed due to associated ROW acquisition and incorporation of utility relocation requirements into the design plans. The County anticipates advertising the Project in Summer 2013, which assures the Project will begin construction prior to the TCIF construction contract execution deadline of December 2013.

The following table provides a list of the Project’s milestones with the current approved and proposed delivery schedule:

Project Milestone	Current Approved	Proposed	Change
Begin Environmental Phase	12/01/2008	09/01/2010	1 Year + 9 Months
End Environmental Phase	12/31/2010	07/28/2011	7 Months
Begin Design Phase	01/31/2011	03/28/2011	2 Months
End Design Phase	06/29/2012	12/07/2012	5 Months
Begin Right of Way Phase	03/31/2011	03/28/2011	-3 Days
End Right of Way Phase	03/31/2012	12/27/2012	9 Months
Begin Construction Phase	12/28/2012	09/30/2013	9 Months
End Construction Phase	12/28/2014	09/30/2015	9 Months
Begin Closeout	01/02/2015	10/01/2015	9 Months
End Closeout	04/01/2015	02/30/2016	11 Months

RCTC and the County also request an update to the Project funding plan. At the time when the original baseline agreement was executed, the Project was in the preliminary project development phase with an estimated total Project cost of \$60,000,000.

The overall cost of the Project was reduced significantly by modifying the design to avoid the need to purchase 21 additional residential and commercial properties. This was achieved by incorporating retaining walls in place of the bridge embankment, and by utilizing lightweight fill material instead of imported fill to reduce the time for the soil to settle and eliminate the need for temporary retaining walls. Early designs considered the possibility of having to bridge the entire UPRR ROW; however, current design shortens the bridge by placing the easterly abutment within the railroad ROW. Construction cost estimates have also been reduced to match current trends. The updated total Project cost is now \$29,352,000. The overall total Project cost has decreased by \$30,648,000, as shown in the following table.

(DOLLARS IN THOUSANDS)									
FUND SOURCE	TOTAL	Totals by Fiscal Year				Totals by Project Phase			
		Prior	10/11	11/12	12/13	PA&ED	PS&E	R/W	CONST
State Bond - Trade Corridor Improvement Funds (TCIF)									
Current Approved	10,000				10,000				10,000
Change	0				0				0
Proposed	10,000				10,000				10,000
Local Funds – Local Transportation Funds (LTF) -- Coachella Valley Association of Governments									
Current Approved	50,000	800	2,800	8,500	37,900	800	2,800	8,500	37,900
Change	-50,000	-800	-2,800	-8,500	-37,900	-800	-2,800	-8,500	-37,900
Proposed	0	0	0	0	0	0	0	0	0
Local Funds – Economic Development Agency (EDA)									
Current Approved	0	0			0		0	0	0
Change	4,000	1,000			3,000		1,000	1,000	2,000
Proposed	4,000	1,000			3,000		1,000	1,000	2,000
Local Funds – Miscellaneous County Funds									
Current Approved	0				0				0
Change	5,352				5,352				5,352
Proposed	5,352				5,352				5,352
Local Funds – Transportation Uniform Mitigation Funds (TUMF)									
Current Approved	0	0			0	0	0	0	0
Change	10,000	1,450			8,550	295	1,268	2,289	6,148
Proposed	10,000	1,450			8,550	295	1,268	2,289	6,148
TOTAL									
Current Approved	60,000	800	2,800	8,500	47,900	800	2,800	8,500	47,900
Change	-30,648	1,650	-2,800	-8,500	-20,998	-505	-532	-5,211	-24,400
Proposed	29,352	2,450	0	0	26,902	295	2,268	3,289	23,500

RESOLUTION TCIF-P-1213-22

Be it Resolved, that the California Transportation Commission does hereby amend the Trade Corridors Improvement Fund Baseline Agreement for Project 48, Avenue 56 Grade Separation Project (PPNO 1124), in accordance with the changes described and illustrated above.

Attachment



Metro

Los Angeles County
Metropolitan Transportation Authority

One Gateway Plaza
Los Angeles, CA 90012-2952

213.922.2000 Tel
metro.net

Reference No.: 2.1c.(5d)
December 5-6, 2012
Attachment

October 18, 2012

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

Dear Ms. Rhinehart:

The Southern California Consensus Group has discussed and approved the changes requested by our partner agency. It is our understanding that the Riverside County Transportation Commission is requesting approval of an amendment of their Baseline Agreements due to schedule delays.

- Project #85 – Avenue 52 Grade Separation
- Project #48 – Avenue 56 Grade Separation on Yuma Subdivision of URP Mainline
- Project #50 – Clay Street Railroad Grade Crossing
- Project #53 – Grade Separation at Magnolia Avenue Railroad Grade Crossing
- Project #51 – Riverside Avenue Grade Separation
- Project #46 – Sunset Avenue Grade Separation

Please see the attached letter from RCTC 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 Officer

cc: Southern California Consensus Group
Stephen Maller

Memorandum

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: December 5-6, 2012

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

From: NORMA ORTEGA
Chief Financial Officer

Prepared by: William A. Mosby
Interim Division Chief
Transportation Planning

Subject: **TRADE CORRIDORS IMPROVEMENT FUND-PROJECT BASELINE AMENDMENT
RESOLUTION TCIF-P-1213-23, AMENDING RESOLUTION TCIF-P-0809-04B**

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 50, Clay Street Railroad Grade Separation (PPNO 1126). The Southern California Consensus Group concurs with this amendment and the requested changes.

ISSUE:

The Riverside County Transportation Commission (RCTC) and the County of Riverside (County) propose to amend the TCIF Project Baseline Agreement for Project 50, Clay Street Railroad Grade Separation (Project), to update the delivery schedule, cost, and funding plan.

BACKGROUND:

The Project was adopted into the TCIF Program by the Commission on April 10, 2008. A Project Baseline Agreement executed by the Department, the Commission, and the County was approved on October 29, 2008, under Resolution TCIF-P-0809-04B.

The Project will construct a grade separation within the newly incorporated City of Jurupa Valley at the Union Pacific Railroad (UPRR) at Clay Street crossing between Van Buren Boulevard and Limonite Avenue. The Project will eliminate impacts from the existing at-grade crossing including emergency vehicle response delays, greenhouse gases generated by traffic delayed by trains and adverse neighborhood impacts including delays, noise pollution, and safety impacts. The Project will improve the reliability of the UPRR system by eliminating the potential for vehicle or pedestrian versus train accidents.

Start of the environmental phase was delayed due to finalizing Project alternatives and bringing the engineering consultant onboard. During the environmental process additional areas were reviewed for possible water quality basin locations potentially required as a result of new National Pollutant Discharge Elimination System (NPDES) requirements; a basin was later determined to be unnecessary. Additional technical studies were required, which also contributed to the delay. The end of the environmental phase was completed on January 14, 2011.

During geotechnical field-testing, it was discovered that the Project location had a high water table, which would place the roadbed below the existing water table. This required a redesign of the bridge footings, waterproofing of the roadway design in the dip section at the undercrossing, and relocation of underground utilities outside of the Project site.

Additional Right of Way (ROW) was needed to accommodate the relocation of underground utilities. This required an environmental revalidation, which was approved on September 17, 2012. Approval of the revalidation was required before a Request for Authorization of federal funds for ROW acquisition could be approved. The federal authorization is in process and is anticipated to be approved in November 2012.

The construction start date, now scheduled for November 1, 2013, was delayed due to the impacts stated above. The county anticipates advertising the Project in Summer 2013, which assures that Project will begin construction prior to the TCIF construction contract execution deadline of December 2013.

The following table provides a list of the Project’s milestones with current approved and proposed delivery schedule:

Project Milestone	Current Approved	Proposed	Change
Begin Environmental Phase	09/08/2008	06/02/2009	9 Months
End Environmental Phase	04/30/2010	01/14/2011	9 Months
Begin Design Phase	05/03/2010	02/02/2011	9 Months
End Design Phase	06/30/2011	12/27/2012	1 Year + 6 Months
Begin Right of Way Phase	09/30/2010	03/01/2011	5 Months
End Right of Way Phase	09/30/2011	03/01/2013	1 Year + 5 Months
Begin Construction Phase	03/30/2012	11/01/2013	1 Year + 7 Months
End Construction Phase	09/30/2013	10/31/2015	2 Years + 1 Month
Begin Closeout	10/01/2013	11/01/2015	2 Years + 1 Month
End Closeout	12/31/2013	03/31/2016	2 Years + 3 Months

RCTC and the County also request an update to the Project funding plan. At the time the original baseline agreement was executed, the Project was in the preliminary project development phase with an estimated total Project cost of \$37,350,000. Subsequently, due to the various changes to the design and associated construction costs, the updated total Project cost is now \$31,025,000. The overall total Project cost has decreased by \$6,325,000, as shown in the following table.

(DOLLARS IN THOUSANDS)									
FUND SOURCE	TOTAL	Totals by Fiscal Year				Totals by Project Phase			
		Prior	10/11	11/12	12/13	PA&ED	PS&E	R/W	CONST
State Bond - Trade Corridor Improvement Funds (TCIF)									
Current Approved	12,500			12,500	0				12,500
Change	0			-12,500	12,500				0
Proposed	12,500			0	12,500				12,500
State Funds – CMAQ									
Current Approved	7,500			7,500	0			0	7,500
Change	5,329			-7,500	12,829			6,500	-1,171
Proposed	12,829			0	12,829			6,500	6,329
Federal Funds – Projects of National & Regional Significance (PNRS)									
Current Approved	2,500	2,500			0	900	1,600		
Change	0	-82			82	-482	482		
Proposed	2,500	2,418			82	418	2,082		
Local Funds – Redevelopment Agency – RDA									
Current Approved	7,482	625		6,857		225	400		6,857
Change	-6,857	0		-6,875		-141	141		-6,857
Proposed	625	625		0		84	541		0
Local Funds – Railroad – UPRR									
Current Approved	1,868			1,868					1,868
Change	-1,868			-1,868					-1,868
Proposed	0			0					0
State Funds – PUC									
Current Approved	5,000	2,114	1,820	1,066			2,114	1,820	1,066
Change	-5,000	-2,114	-1,820	-1,066			-2,114	-1,820	-1,066
Proposed	0	0	0	0			0	0	0
Local Funds – Riverside Transportation Commission – RCTC									
Current Approved	500	211	180	109			211	180	109
Change	-500	-211	-180	-109			-211	-180	-109
Proposed	0	0	0	0			0	0	0
Local Funds – Local Transportation Funds (LTF)									
Current Approved	0				0				0
Change	1,171				1,171				1,171
Proposed	1,171				1,171				1,171
Local Funds – Miscellaneous – County Funds									
Current Approved	0				0				0
Change	1,400				1,400				1,400
Proposed	1,400				1,400				1,400
TOTAL									
Current Approved	37,350	5,450	2,000	29,900	0	1,125	4,325	2,000	29,900
Change	-6,325	-2,407	-2,000	-29,900	27,982	-623	-1,702	4,500	-8,500
Proposed	31,025	3,043	0	0	27,982	502	2,623	6,500	21,400

RESOLUTION TCIF-P-1213-23

Be it Resolved, that the California Transportation Commission does hereby amend the Trade Corridors Improvement Fund Baseline Agreement for Project 50, Clay Street Railroad Grade Separation Project (PPNO 1126), in accordance with the changes described and illustrated above.

Attachment



Metro

Los Angeles County
Metropolitan Transportation Authority

One Gateway Plaza
Los Angeles, CA 90012-2952

213.922.2000 Tel
metro.net

Reference No.: 2.1c.(5e)

December 5-6, 2012

Attachment

October 18, 2012

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

Dear Ms. Rhinehart:

The Southern California Consensus Group has discussed and approved the changes requested by our partner agency. It is our understanding that the Riverside County Transportation Commission is requesting approval of an amendment of their Baseline Agreements due to schedule delays.

- Project #85 – Avenue 52 Grade Separation
- Project #48 – Avenue 56 Grade Separation on Yuma Subdivision of URP Mainline
- Project #50 – Clay Street Railroad Grade Crossing
- Project #53 – Grade Separation at Magnolia Avenue Railroad Grade Crossing
- Project #51 – Riverside Avenue Grade Separation
- Project #46 – Sunset Avenue Grade Separation

Please see the attached letter from RCTC 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 Officer

cc: Southern California Consensus Group
Stephen Maller

Memorandum

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: December 5-6, 2012

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

From: NORMA ORTEGA
Chief Financial Officer

Prepared by: William A. Mosby
Interim Division Chief
Transportation Planning

Subject: **TRADE CORRIDORS IMPROVEMENT FUND-PROJECT BASELINE AMENDMENT
RESOLUTION TCIF-P-1112-24, AMENDING RESOLUTION TCIF-P-0809-04B**

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 51, Riverside Avenue Grade Separation (PPNO 1127). The Southern California Consensus Group concurs with this amendment and the requested changes.

ISSUE:

The Riverside County Transportation Commission (RCTC) and the City of Riverside (City) propose to amend the TCIF Project Baseline Agreement for Project 51, Riverside Avenue Grade Separation (Project), to update the delivery schedule, cost, and funding plan.

BACKGROUND:

The Project was adopted into the TCIF Program by the Commission on April 10, 2008. A Project Baseline Agreement executed between the Department, the Commission, and the City was approved on October 29, 2008, under Resolution TCIF-P-0809-04B.

The Project will construct a four-lane grade separation at the Union Pacific Railroad (UPRR) Los Angeles Subdivision (LA SUB) Mainline at Riverside Avenue in the city of Riverside. The project is needed to eliminate impacts from the existing at-grade crossing including emergency vehicle response delays, greenhouse gases generated by traffic delayed by trains, and adverse neighborhood impacts including delays, noise pollution and safety impacts. The Project will improve the reliability of the UPRR system by eliminating the potential for vehicle of pedestrian versus train accidents and to allow for expansion of the rail corridor without additional public safety or neighborhood impacts.

Environmental review and approval processing took longer than anticipated, causing a 13-month delay. The delays were attributed to the scope of the environmental studies being more complex than originally anticipated, thus exceeding their approval processing schedule. The City also experienced difficulties in obtaining the federal project identification, which was resolved in November 2008. The end of environmental phase was completed July 1, 2010.

The completion of the design phase was delayed 21 months pending completion of the Right of Way (ROW) phase; and extended an additional four months to include production of the final plans and specifications for bidding purposes. The plans, specifications, and estimates (PS&E) phase is anticipated to be complete on April 1, 2013.

Completion of the ROW phase was delayed by 21 months. ROW acquisitions and negotiations were delayed 13 months pending completion of the environmental phase and an additional eight months due to negotiations and utility relocations taking longer than anticipated. The City now has possession of all ROW needed to construct the project and anticipates having a ROW Certification No. 1 for the project by December 31, 2012.

Start of the Construction phase has been delayed 22 months due to unanticipated delays in completion of Environmental, ROW, and Design phases as previously described. The City is on schedule to advertise the project in early July 2013, which will assure the project will begin construction prior to the TCIF construction contract execution deadline of December 2013. Contract award is anticipated for September 2013 and start of construction in October 2013. The construction completion date is now scheduled for April 2015.

The following table provides a list of the project's milestones with current approved and proposed delivery schedule:

Project Milestone	Current Approved	Proposed	Change
Begin Environmental Phase	02/01/2008	---	No Change
End Environmental Phase	06/01/2009	07/01/2010	1 Year + 1 Month
Begin Design Phase	06/01/2009	07/01/2010	1 Year + 1 Month
End Design Phase	03/01/2011	04/01/2013	2 Years + 1 Month
Begin Right of Way Phase	06/01/2009	07/01/2010	1 Year + 1 Month
End Right of Way Phase	03/01/2011	12/31/2012	1 Year + 10 Months
Begin Construction Phase	12/01/2011	10/01/2013	1 Year + 10 Months
End Construction Phase	06/01/2013	04/01/2015	1 Year + 10 Months
Begin Closeout	06/01/2013	04/30/2015	1 Year + 11 Months
End Closeout	12/01/2013	10/31/2015	1 Year + 11 Months

RCTC and the City also request an update to the project funding plan. At the time the original baseline agreement was executed, the project was in the preliminary project development phase with an estimated total project cost of \$30,300,000. Since then, the estimated ROW cost has decreased \$4.368 million, from \$12.8 million to \$8.432 million, due to a drop in real estate prices. Construction costs have increased by \$5.675 million, from \$15 million to \$20.675 million, to account for higher than anticipated costs for railroad shoofly work, associated utilities relocations, and the need for a stormwater pump station. The updated total project cost is now \$31,607,000, as shown in the following table.

(DOLLARS IN THOUSANDS)									
FUND SOURCE	TOTAL	Totals by Fiscal Year				Totals by Project Phase			
		Prior	10/11	11/12	12/13	PA&ED	PS&E	R/W	CONST
State Bond - Trade Corridor Improvement Funds (TCIF)									
Current Approved	8,500			8,500	0				8,500
Change	0			-8,500	8,500				0
Proposed	8,500			0	8,500				8,500
RSTP – STP (Local) – Riverside County Transportation Commission									
Current Approved	4,000	0	4,000		0			4,000	
Change	4,209	6,892	-4,000		1,317			4,209	
Proposed	8,209	6,892	0		1,317			8,209	
Local Transportation Funds (LTF) – City of Riverside / UP Railroad									
Current Approved	10,800	3,800	1,000	6,000	0	0	1,000	3,800	6,000
Change	-5,023	-2,577	-1,000	-6,000	4,554	262	-262	-3,577	-1,446
Proposed	5,777	1,223	0	0	4,554	262	738	223	4,554
State Funds – PUC									
Current Approved	5,000	3,800	1,200		0			5,000	0
Change	0	-3,800	-1,200		5,000			-5,000	5,000
Proposed	5,000	0	0		5,000			0	5,000
RCTC – Section 190 Match Funds									
Current Approved	500			500	0				500
Change	0			-500	500				0
Proposed	500			0	500				500
Local Funds – RCTC – TDA Grant									
Current Approved	1,500	1,500				500	1,000		
Change	0	0				285	-285		
Proposed	1,500	1,500				785	715		
Federal DEMO – SAFETEA-LU									
Current Approved	0				0				0
Change	160				160				160
Proposed	160				160				160
STP – Section 125 Funds									
Current Approved	0				0				0
Change	570				570				570
Proposed	570				570				570
STP – Section 129 Funds									
Current Approved	0				0				0
Change	1,391				1,391				1,391
Proposed	1,391				1,391				1,391
TOTAL									
Current Approved	30,300	9,100	6,200	15,000	0	500	2,000	12,800	15,000
Change	1,307	515	-6,200	-15,000	21,992	547	-547	-4,368	5,675
Proposed	31,607	9,615	0	0	21,992	1,047	1,453	8,432	20,675

RESOLUTION TCIF-P-1112-24

Be it Resolved, that the California Transportation Commission does hereby amend the Trade Corridors Improvement Fund Baseline Agreement for Project 51, Riverside Avenue Grade Separation (PPNO 1127), in accordance with the changes described and illustrated above.

Attachment



Metro

Los Angeles County
Metropolitan Transportation Authority

One Gateway Plaza
Los Angeles, CA 90012-2952

213.922.2000 Tel
metro.net

Reference No.: 2.1c.(5f)

December 5-6, 2012

Attachment

October 18, 2012

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

Dear Ms. Rhinehart:

The Southern California Consensus Group has discussed and approved the changes requested by our partner agency. It is our understanding that the Riverside County Transportation Commission is requesting approval of an amendment of their Baseline Agreements due to schedule delays.

- Project #85 – Avenue 52 Grade Separation
- Project #48 – Avenue 56 Grade Separation on Yuma Subdivision of URP Mainline
- Project #50 – Clay Street Railroad Grade Crossing
- Project #53 – Grade Separation at Magnolia Avenue Railroad Grade Crossing
- Project #51 – Riverside Avenue Grade Separation
- Project #46 – Sunset Avenue Grade Separation

Please see the attached letter from RCTC 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 Officer

cc: Southern California Consensus Group
Stephen Maller

Memorandum

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: December 5-6, 2012

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

From: NORMA ORTEGA
Chief Financial Officer

Prepared by: William A. Mosby
Interim Division Chief
Transportation Planning

Subject: **TRADE CORRIDORS IMPROVEMENT FUND-PROJECT BASELINE AMENDMENT
RESOLUTION TCIF-P-1213-25, AMENDING RESOLUTION TCIF-P-0809-04B**

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 53, Magnolia Avenue Railroad Grade Separation - Burlington Northern and Santa Fe Railroad (BNSF) (PPNO 1129). The Southern California Consensus Group concurs with this amendment and the requested changes.

ISSUE:

The Riverside County Transportation Commission (RCTC) and the County of Riverside (County) propose to amend the TCIF Project Baseline Agreement for Project 53, Magnolia Avenue Railroad Grade Separation - BNSF (Project), to update the delivery schedule, cost, and funding plan.

BACKGROUND:

The Project was adopted into the TCIF Program by the Commission on April 10, 2008. A Project Baseline Agreement executed between the Department, the Commission, and the County was approved on October 29, 2008, under Resolution TCIF-P-0809-04B.

The Project is located in the Home Gardens area of Riverside County between the City of Riverside on the east and the City of Corona on the west. The Project involves the construction of a grade separation over the Burlington Northern Santa Fe (BNSF) lines at Magnolia Avenue between Buchanan Avenue and Lincoln Street. The BNSF crossing at Magnolia Avenue is considered one of the most dangerous crossings in Riverside County. Over a ten-year span, there have been 23 accidents, including two fatalities, which involved trains at the crossing. The railroad crossing is a major BNSF route for transporting freight from the Ports of Long Beach and Los Angeles through the Alameda Corridor. Metrolink and Amtrak commuter trains also run on the tracks. BNSF has indicated that a third and eventually fourth track is planned within this area.

The Project will eliminate impacts from the existing at-grade crossing including emergency vehicle response delays, greenhouse gases generated by traffic delayed by trains and adverse neighborhood impacts including delays, noise pollution, and safety impacts. The Project will improve the reliability of the Union Pacific Railroad system by eliminating the potential for vehicle or pedestrian versus train accidents.

There were several delays during the early phases of the Project including obtaining environmental clearance, utility coordination, agency coordination with the cities of Corona and Riverside, public input and structural design challenges, which all contributed to the schedule delays.

Delays in the consultant selection caused the environmental phase to begin behind schedule. Completion of the environmental phase was also delayed by the addition of two technical studies that were not anticipated or included in the original Project scope. The environmental phase was completed on May 10, 2011.

Through the value analysis process, the Project design was refined to avoid reconstructing a large flood control channel by extending the bridge, and to reduce the need of two frontage roads to one while maintaining access to surrounding businesses. Delays were also caused by the bridge structure being more complex than originally anticipated.

The Project is expected to meet the Right of Way (ROW) and construction phase schedules listed in the currently adopted schedule. The County anticipates advertising the Project in Summer 2013, which assures the Project will begin construction prior to the TCIF construction contract execution deadline of December 2013.

The following table provides a list of the Project's milestones with current approved and proposed delivery schedule:

Project Milestone	Current Approved	Proposed	Change
Begin Environmental Phase	09/30/2008	11/02/2009	1 Year + 1 Month
End Environmental Phase	09/30/2010	05/10/2011	7 Months
Begin Design Phase	10/01/2010	05/10/2011	7 Months
End Design Phase	12/30/2011	11/30/2012	11 Months
Begin Right of Way Phase	12/30/2010	05/03/2011	4 Months
End Right of Way Phase	03/28/2013	---	No Change
Begin Construction Phase	09/30/2013	---	No Change
End Construction Phase	09/30/2015	---	No Change
Begin Closeout	10/01/2015	---	No Change
End Closeout	12/31/2015	02/30/2016	2 Months

RCTC and the County also request an update to the Project funding plan. At the time when the original baseline agreement was executed, the Project was in the preliminary project development phase with an estimated total Project cost of \$81,750,000. Escalations and contingencies in the early

Project estimate were greater than needed. Early designs included two frontage roads where the current design utilizes one frontage road while maintaining access to surrounding businesses. Through the value analysis process the project was refined to avoid reconstructing a large flood control channel by extending the bridge. Based on recent construction bids for similar projects, the construction cost estimates, particularly the bridge square foot costs, were reduced to match the current bids. The updated total Project cost is now \$49,566,000. The overall total Project cost has decreased by \$32,184,000, as shown in the following table.

(DOLLARS IN THOUSANDS)									
FUND SOURCE	TOTAL	Totals by Fiscal Year				Totals by Project Phase			
		Prior	10/11	11/12	12/13	PA&ED	PS&E	R/W	CONST
State Bond - Trade Corridor Improvement Funds (TCIF)									
Current Approved	13,700				13,700				13,700
Change	0				0				0
Proposed	13,700				13,700				13,700
State Funds – CMAQ – Congestion Mitigation									
Current Approved	15,000				15,000				15,000
Change	1,400				1,400				1,400
Proposed	16,400				16,400				16,400
Local Funds – Developer Fees – WRCOG-TUMF									
Current Approved	14,580	1,780	2,000		10,800	1,780	2,000	0	10,800
Change	-11,432	-14	-2,000		-9,418	-1,338	-1,294	1,888	-10,688
Proposed	3,148	1,766	0		1,382	442	706	1,888	112
Local Funds – Railroad – BNSF									
Current Approved	4,088		2,220	1,868	0		2,220	1,868	0
Change	0		-2,220	-1,868	4,088		-2,220	-1,868	4,088
Proposed	4,088		0	0	4,088		0	0	4,088
State Funds – PUC									
Current Approved	5,000			1,810	3,190			1,810	3,190
Change	0			-1,810	1,810			-1,810	1,810
Proposed	5,000			0	5,000			0	5,000
Local Funds – RCTC									
Current Approved	500			202	298			202	298
Change	0			-202	202			-202	202
Proposed	500			0	500			0	500
Local Funds – Miscellaneous County Funds									
Current Approved	28,882	0			28,882	0	0		28,882
Change	-22,152	2,553			-24,705	82	2,632		-24,866
Proposed	6,730	2,553			4,177	82	2,632		4,016
TOTAL									
Current Approved	81,750	1,780	4,220	3,880	71,870	1,780	4,220	3,880	71,870
Change	-32,184	2,539	-4,220	-3,880	-26,623	-1,256	-882	-1,992	-28,054
Proposed	49,566	4,319	0	0	45,247	524	3,338	1,888	43,816

RESOLUTION TCIF-P-1213-25

Be it Resolved, that the California Transportation Commission does hereby amend the Trade Corridors Improvement Fund Baseline Agreement for Project 53, Magnolia Avenue Railroad Grade Separation - BNSF (PPNO 1129), in accordance with the changes described and illustrated above.

Attachment



Metro

Los Angeles County
Metropolitan Transportation Authority

One Gateway Plaza
Los Angeles, CA 90012-2952

213.922.2000 Tel
metro.net

Reference No.: 2.1c.(5g)
December 5-6, 2012
Attachment

October 18, 2012

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

Dear Ms. Rhinehart:

The Southern California Consensus Group has discussed and approved the changes requested by our partner agency. It is our understanding that the Riverside County Transportation Commission is requesting approval of an amendment of their Baseline Agreements due to schedule delays.

- Project #85 – Avenue 52 Grade Separation
- Project #48 – Avenue 56 Grade Separation on Yuma Subdivision of URP Mainline
- Project #50 – Clay Street Railroad Grade Crossing
- Project #53 – Grade Separation at Magnolia Avenue Railroad Grade Crossing
- Project #51 – Riverside Avenue Grade Separation
- Project #46 – Sunset Avenue Grade Separation

Please see the attached letter from RCTC 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 Officer

cc: Southern California Consensus Group
Stephen Maller

Memorandum

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: December 5-6, 2012

Reference No.: 2.1c.(51)
Action Item

From: NORMA ORTEGA
Chief Financial Officer

Prepared by: William A. Mosby
Interim Division Chief
Transportation Planning

Subject: **TRADE CORRIDORS IMPROVEMENT FUND-PROJECT BASELINE AMENDMENT
RESOLUTION TCIF-P-1112-30, AMENDING RESOLUTION TCIF-P-0809-04B**

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 85, Avenue 52 Grade Separation (PPNO 1142). The Southern California Consensus Group concurs with this amendment and the requested changes.

ISSUE:

The Riverside County Transportation Commission (RCTC) and the City of Coachella (City) propose to amend the TCIF Project Baseline Agreement for Project 85, Avenue 52 Grade Separation (Project), to update the delivery schedule, cost, and funding plan.

BACKGROUND:

The Project was adopted into the TCIF Program by the Commission on March 23, 2011. A Project Baseline Agreement executed between the Department, the Commission, and the City was approved on September 15, 2011, under Resolution TCIF-P-1112-08B.

The project is located in the City of Coachella and will construct a grade separation bridge that will carry traffic on Avenue 52 over Grapefruit Boulevard and Union Pacific Railroad's (UPRR) two existing tracks by means of a reinforced concrete bridge. The project is needed to eliminate impacts from the existing at-grade crossing including emergency vehicle response delays, greenhouse gases generated by traffic delayed by trains, and adverse neighborhood impacts including delays, noise pollution and safety impacts. The project will improve the reliability of the UPRR system by eliminating the potential for vehicle or pedestrian versus train accidents and to allow for expansion of the rail corridor without additional public safety or neighborhood impacts.

The completion of the environmental phase took approximately six months longer than anticipated, due to Federal Highway Administration (FHWA) and the Department rescinding their initial concurrence on the project regarding Congestion Mitigation and Air Quality (CMAQ) criteria for non-capacity enhancing projects. As a result, preparation of additional technical studies and design alternatives had to be revised in order to comply with all government requirements. The end of environmental phase was completed July 18, 2012.

The completion of the design phase is anticipated to be delayed 15 months pending completion of the Right-of-Way (ROW) Phase. The ROW phase could not begin, due to project sequencing, until the completion of the environmental phase. Property acquisition and negotiations were also delayed due to extenuating circumstances and complications of the property owners. The City anticipates having order of possession on all parcels by March 29, 2013 and is striving for a ROW Certification No. 2 for the project by April 1, 2013.

The Construction phase has been delayed nine months pending the completion of the Plans Specifications & Engineering (PS&E) and ROW phases. The City is on schedule to advertise the project in June 2013, which will assure that the Project will begin construction prior to the TCIF construction contract execution deadline of December 2013. Contract award is anticipated for August 2013 and start of construction in October 2013. The construction completion date is now scheduled for March 2015.

The following table provides a list of the project’s milestones with current approved and proposed delivery schedule:

Project Milestone	Current Approved	Proposed	Change
Begin Environmental Phase	02/11/2011	---	No Change
End Environmental Phase	02/01/2012	07/18/2012	6 Months
Begin Design Phase	12/01/2011	07/19/2012	8 Months
End Design Phase	12/01/2012	04/01/2013	4 Months
Begin Right of Way Phase	02/01/2012	07/19/2012	6 Months
End Right of Way Phase	11/01/2012	04/01/2013	5 Months
Begin Construction Phase	07/01/2013	08/01/2013	1 Month
End Construction Phase	07/01/2014	03/31/2015	9 Months
Begin Closeout	08/01/2014	04/01/2015	8 Months
End Closeout	02/01/2015	09/01/2015	7 Months

RCTC and the City also request an update to the project funding plan. At the time the original baseline agreement was executed, the project was in the preliminary project development phase with an estimated total project cost of \$22,200,000. The associated environmental, design criteria and ROW changes have increased the total project cost \$2.166 million. The updated total project cost is now \$24,366,000, as shown in the following table.

(DOLLARS IN THOUSANDS)									
FUND SOURCE	TOTAL	Totals by Fiscal Year			Totals by Project Phase				
		Prior	10/11	11/12	12/13	PA&ED	PS&E	R/W	CONST
State Bond - Trade Corridor Improvement Funds (TCIF)									
Current Approved	10,000				10,000				10,000
Change	0				0				0
Proposed	10,000				10,000				10,000
Congestion Mitigation and Air Quality (CMAQ)									
Current Approved	10,180	4,862			5,318	2,362		2,500	5,318
Change	0	-2,500			2,500	0		-2,500	2,500
Proposed	10,180	2,362			7,818	2,362		0	7,818
Local Transportation Funds (LTF) – City of Coachella									
Current Approved	1,640	216			1,424	216		0	1,424
Change	1,166	90			1,076	90		2,500	-1,424
Proposed	2,806	306			2,500	306		2,500	0
2009 Annual Appropriation Earmark - Surface Transportation Priorities									
Current Approved	380				380				380
Change	0				0				0
Proposed	380				380				380
Private Funds – Railroad Contribution									
Current Approved	0				0				0
Change	1,000				1,000				1,000
Proposed	1,000				1,000				1,000
TOTAL									
Current Approved	22,200	5,078			17,122	2,578		2,500	17,122
Change	2,166	-2,410			4,576	90		0	2,076
Proposed	24,366	2,668			21,698	2,668		2,500	19,198

RESOLUTION TCIF-P-1112-30

Be it Resolved, that the California Transportation Commission does hereby amend the Trade Corridors Improvement Fund Baseline Agreement for Project 85, Avenue 52 Grade Separation (PPNO 1142), in accordance with the changes described and illustrated above.

Attachment



Metro

Los Angeles County
Metropolitan Transportation Authority

One Gateway Plaza
Los Angeles, CA 90012-2952

213.922.2000 Tel
metro.net

Reference No.: 2.1c.(51)

December 5-6, 2012

Attachment

October 18, 2012

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

Dear Ms. Rhinehart:

The Southern California Consensus Group has discussed and approved the changes requested by our partner agency. It is our understanding that the Riverside County Transportation Commission is requesting approval of an amendment of their Baseline Agreements due to schedule delays.

- Project #85 – Avenue 52 Grade Separation
- Project #48 – Avenue 56 Grade Separation on Yuma Subdivision of URP Mainline
- Project #50 – Clay Street Railroad Grade Crossing
- Project #53 – Grade Separation at Magnolia Avenue Railroad Grade Crossing
- Project #51 – Riverside Avenue Grade Separation
- Project #46 – Sunset Avenue Grade Separation

Please see the attached letter from RCTC 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 Officer

cc: Southern California Consensus Group
Stephen Maller

Memorandum

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: December 5-6, 2012

Reference No.: 2.1c.(5m)
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-1213-31, AMENDING RESOLUTION TCIF-P-1112-40**

RECOMMENDATION:

The Department of Transportation (Department) recommends that the California Transportation Commission (Commission) amend the Trade Corridor Improvement Fund (TCIF) baseline agreement for Project 68 – Segment 1 – SR 11/SR 905 Freeway to Freeway Connectors (PPNO 0999A) in San Diego County.

ISSUE:

The Department proposes to amend the TCIF baseline agreement for TCIF Project 68 – Segment 1 – SR 11/SR 905 Freeway to Freeway Connectors project to revise the post mile limits and project description.

BACKGROUND:

This project will construct the SR 905/SR 11 freeway to freeway connectors in San Diego County. The project is programmed in the TCIF for \$75,000,000 and is the first segment of the overall Route 11/Otay Mesa Port of Entry project that will construct a new four lane highway to the Mexico Border.

The post mile limits have been adjusted as a result of design changes that occurred during the project development of the new Route 11 freeway. The project description has been revised to reflect the new post mile limits. There are no changes to the project scope or cost.

The revisions are shown in the following table:

REVISE: Project 68 – Segment 1 – SR 11/SR905 Freeway to Freeway Connectors (PPNO 0999A)

County	District	PPNO	EA	Element	Const. Year	PM Back	PM Ahead	Route/Corridor					
San Diego	11	0999A	5632	CO	2013-14	0.0 R8.4 R9.9	1.3 1.6 10.1 10.7	11 905					
Implementing Agency: (by component)		PA&ED	Caltrans			PS&E	Caltrans						
		R/W	Caltrans			CON	Caltrans						
RTPA/CTC:		San Diego Association of Governments											
Project Title:		SR 11/SR 905 Freeway to Freeway Connectors											
Location		In San Diego County near San Diego on Route 905 from 0.1 mile west of Britannia Boulevard overcrossing to 1.6 miles east of La Media Road undercrossing. Route 11 from Route 11/905 Separation to Enrico Fermi Drive and on Route 905 from 0.1 mile East of La Media Road Undercrossing to 0.2 mile West of Airway Road Undercrossing.											
Description:		Segment 1 includes construction of SR 905/SR 11 freeway to freeway connectors.											
(DOLLARS IN THOUSANDS)													
FUND	TOTAL	Project Totals by Fiscal Year						Project Totals by Component					
		Prior	12/13	13/14	14/15	15/16	16/17	R/W	CON	PA&ED	PS&E	R/W Supp	CON Supp
State Bond													
Existing	75,000			75,000					65,825				9,175
Change	0			0					0				0
Proposed	75,000			75,000					65,825				9,175
Federal Disc.													
Existing	42,500	41,000		1,500				31,600	1,275		7,300	2,100	225
Change	0	0		0				0	0		0	0	0
Proposed	42,500	41,000		1,500				31,600	1,275		7,300	2,100	225
Total													
Existing	117,500	41,000		76,500				31,600	67,100		7,300	2,100	9,400
Change	0	0		0				0	0		0	0	0
Proposed	117,500	41,000		76,500				31,600	67,100		7,300	2,100	9,400

RESOLUTION TCIF-P-1213-31

Be it Resolved, that the California Transportation Commission does hereby amend the Trade Corridor Improvement Fund baseline agreement for Project 68 – Segment 1 – SR 11/SR 905 Freeway to Freeway Connectors project (PPNO 0999A) in San Diego County, in accordance with the information described above.

Memorandum

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: December 5-6, 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-1213-04, AMENDING RESOLUTION GS1B-P-1112-06**

RECOMMENDATION:

The California Department of Transportation recommends the California Transportation Commission (Commission) approve a baseline agreement amendment for the Nogales Street Grade Separation project (Project), a Proposition 1B Highway Railroad Crossing Safety Account (HRCSA) project, located in the city of Industry.

ISSUE:

Alameda Corridor-East Construction Authority (ACE) is requesting an amendment to the baseline agreement for the Nogales Street Grade Separation HRCSA project to update the schedule and funding plan for the Project.

BACKGROUND:

ACE was awarded \$25,600,000 in HRCSA funds by the Commission at its June 2010 meeting. An allocation for the Project was approved by the Commission at its April 2012 meeting.

Several factors have delayed the Project. First, some property needed to be acquired through the eminent domain process. Next, the Authorization to Proceed was not approved until September 19, 2012, which was later than anticipated. Finally, during Design it was discovered that additional utilities would need to be relocated. Because of this combination of factors, the construction award date will be changed from July 2012 to December 2012.

The total cost of the Project has increased by \$18,739,000, from \$85,708,000 to \$104,447,000. Right of Way costs have increased by \$10,391,000, from \$27,809,000 to \$38,200,000, because of the costs associated with the eminent domain process. There are also increased costs to Design and Construction due to the additional utility relocation. Design has increased by \$1,368,000, from \$3,173,000 to \$4,541,000; Construction has increased by \$6,980,000, from \$54,726,000 to \$61,706,000.

ACE is responsible for the design revisions and utility relocation. To fund the increased project costs \$13,739,000 in Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users funds and \$5,000,000 of Section 190 funds have been added to the Project. There is no change to scope or benefits received.

RESOLUTION GS1B-P-1213-04:

Be it Resolved, that the California Transportation Commission does hereby amend the Proposition 1B HRCSA Program baseline agreement for the Nogales Street Grade Separation project, in accordance with the changes described above and illustrated below.

BASELINE (numbers in thousands)						
Dst	Cnty	Nominator	Project Title	Const Start	Total Proj Cost	HRCSA Aprovd
07	LA	ACE	Nogales Street Grade Separation	June-12	85,708	25,600
07	LA	ACE	Nogales Street Grade Separation	Dec-12	104,447	25,600

Memorandum

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: December 5-6, 2012

Reference No.: 2.1c.(7b)
Action Item

From: NORMA ORTEGA
Chief Financial Officer

Prepared by: William D. Bronte
Chief
Division of Rail

Subject: **HIGHWAY-RAILROAD CROSSING SAFETY ACCOUNT PROJECT BASELINE
AMENDMENT
RESOLUTION GS1B-P-1213-05, AMENDING RESOLUTION GS1B-P-1112-11**

RECOMMENDATION:

The California Department of Transportation recommends the California Transportation Commission (Commission) approve a baseline agreement amendment for the San Clemente Beach Trail Crossings Safety Enhancement project (Project), a Proposition 1B Highway Railroad Crossing Safety Account (HRCSA) project, located in the city of San Clemente.

ISSUE:

The Orange County Transportation Authority (OCTA) is requesting an amendment to the baseline agreement for the San Clemente Beach Trail Crossings Safety Enhancement HRCSA project to update the project schedule.

BACKGROUND:

At its September 2010 meeting, the Commission programmed the San Clemente Beach Trail Crossings Safety Enhancement Project in the Proposition 1B HRCSA 2010 Program. OCTA received an allocation for the Project at the June 2012 Commission meeting.

The Project has been delayed due to litigation between the Burlington Northern Santa Fe North Railway (BNSF) and the Public Utilities Commission (PUC). OCTA anticipates that the litigation will be resolved by the end of December 2012. The Construction start date will be changed from October 2012 to January 2013.

RESOLUTION GS1B-P-1213-05:

Be it Resolved, that the California Transportation Commission does hereby amend the Proposition 1B HRCSA Program baseline agreement for the San Clemente Beach Trail Crossings Safety Enhancement project, in accordance with the changes described above and illustrated below.

BASELINE (dollars in thousands)					
Cnty	Nominator	Project Title	Const Start	Total Proj Cost	HRCSA Aprovd
ORA	OCTA	San Clemente Beach Trail Crossings Safety Enhancements	Oct 12	\$ 4,500	\$ 2,250
ORA	OCTA	San Clemente Beach Trail Crossings Safety Enhancements	Jan 12	\$ 4,500	\$ 2,250

Memorandum

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: December 5-6, 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-12-27

RECOMMENDATION:

The California Department of Transportation (Department) recommends the California Transportation Commission allocate \$2,383,000 for three State Highway Operation and Protection Program (SHOPP) Minor projects.

ISSUE:

The attached vote list describes three SHOPP projects for \$2,383,000. The Department is ready to proceed with these projects and is requesting an allocation at this time.

FINANCIAL RESOLUTION:

Resolved, that \$2,383,000 be allocated from the Budget Act of 2012, Budget Act Item 2660-302-0042 for three 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-12-27		
1 \$650,000 Nevada 03-Nev-49 31.3/R32.6	Near North San Juan, from 1.3 miles south of the Middle Yuba River Bridge to the Middle Yuba River Bridge. <u>Outcome/Outputs:</u> Reconstruct embankment at four locations, install new and upgraded drainage facilities, stabilize a severely eroded culvert and install downdrain to prevent further slumping of the embankment due to water infiltration. Additional work includes pavement digouts and shoulder widening. (This is a substitute project for EA 03-4E5404)	SHOPP 0300020557 1F6204	2012-13 302-0042 SHA 20.20.201.150	\$650,000
2 \$783,000 Riverside 08-Riv-10 R135.0	Near Blythe at Wiley's Well Safety Roadside Rest Area. <u>Outcome/Outputs:</u> Replace mechanical, electrical, plumbing fixtures, floor, windows, wall tiles and roof. Additional work includes upgrading the restrooms, sidewalks, curb ramps, drinking fountains, picnic tables, benches and parking areas to comply with ADA. (This is a substitute project for EA 08-0L5904)	SHOPP 0800000129 0F3604	2012-13 302-0042 SHA 20.20.201.250	\$783,000
3 \$950,000 Orange 12-Ora-405 6.4/7.4	In Irvine, from San Diego Creek to Von Karman Avenue Overcrossing. <u>Outcome/Outputs:</u> Construct maintenance vehicle pullout and access road for the maintenance workers; install irrigation system and plant trees, shrubs and groundcover. The City of Irvine is contributing \$90,000 to the project. (Project will be funded from projected savings in the Minor A program)	SHOPP 1200020272 0F5504	2012-13 302-0042 SHA 20.20.201.210	\$950,000

Memorandum

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: December 5-6, 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-12-28

RECOMMENDATION:

The California Department of Transportation (Department) recommends the California Transportation Commission allocate \$15,855,000 for seven projects programmed in the 2012 State Highway Operation and Protection Program (SHOPP) and \$49,201,000 for four additional projects amended into the SHOPP by Department action.

ISSUE:

The attached vote list describes 11 SHOPP projects totaling \$65,056,000. The Department is ready to proceed with these projects and is requesting an allocation at this time.

FINANCIAL RESOLUTION:

Resolved, that \$65,056,000 be allocated from the Budget Act of 2011, Budget Act Items 2660-302-0042 and 2660-302-0890 for 11 State Highway Operation and Protection Program projects described on the attached vote list.

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

Attachment

2.5 Highway Financial Matters

Project # Allocation Amount County Dist-Co-Rte Postmile	Location Project Description	PPNO Program/Year Prgm'd Amount Project ID Adv Phase EA	Budget Year Item # Fund Type Program Code	Amount by Fund Type
2.5b.(1) SHOPP Projects				
Resolution FP-12-28				
1 \$5,997,000 Del Norte 01-DN-101 R4.0	Near Klamath, at the Klamath River Bridge #01-0028. <u>Outcome/Output:</u> Remove and replace three failing bridge hinges at spans 2, 8, and 11 to prevent complete hinge failure and bridge closure.	01-1039 SHOPP/12-13 \$6,700,000 0100000353 4 476904	2012-13 302-0042 SHA 302-0890 FTF 20.20.201.110	\$120,000 \$5,877,000
2 \$1,617,000 Solano 04-Sol-80 R24.8/R25.2	In Vacaville, west of Alamo Creek Bridge to Alamo west-bound on-ramp. <u>Outcome/Output:</u> Lengthen acceleration lane of west-bound Alamo Creek on-ramp to allow for sufficient traffic merge distance and improve traffic safety.	04-5302C SHOPP/12-13 \$2,500,000 0400001133 4 0A0904	2012-13 302-0042 SHA 302-0890 FTF 20.20.201.310	\$32,000 \$1,585,000
3 \$1,900,000 Los Angeles 07-LA-5 Var	In the city of Los Angeles, at various locations. <u>Outcome/Output:</u> Provide erosion control measures including abutment slope regrading, concrete slope paving, channel lining and other drainage element repairs to treat 2.5 acres for soil stabilization.	07-3866 SHOPP/12-13 \$2,600,000 0700020195 4 258804	2012-13 302-0042 SHA 302-0890 FTF 20.20.201.335	\$38,000 \$1,862,000
4 \$350,000 Los Angeles 07-LA-47 0.8	In the city of Los Angeles (San Pedro), at Harbor Boulevard. <u>Outcome/Output:</u> Rebuild storm damaged slope and drainage system at one location.	07-4417 SHOPP/12-13 \$450,000 0700021097 4 3X1804	2012-13 302-0042 SHA 302-0890 FTF 20.20.201.131	\$40,000 \$310,000
5 \$176,000 San Bernardino 08-SBd-15 43.2	In Victorville, at D Street. <u>Outcome/Output:</u> Replace damaged overhead sign structure.	08-0175U SHOPP/12-13 \$176,000 0800020562 4 0Q8604	2012-13 302-0042 SHA 20.20.201.131	\$176,000
6 \$4,118,000 Imperial 11-Imp-98 21.8/31.3	Near Calexico, from west of West Main Canal Bridge to Kloke Road. <u>Outcome/Output:</u> Grind and overlay 19.0 lane miles of pavement to improve safety and ride quality.	11-0552 SHOPP/12-13 \$5,440,000 1100020349 4 275204	2012-13 302-0042 SHA 302-0890 FTF 20.20.201.120	\$82,000 \$4,036,000
7 \$1,697,000 San Diego 11-SD-8 17.4/R18.7	In El Cajon, from Second Street to Greenfield Drive. <u>Outcome/Output:</u> Required landscaping and irrigation system mitigation covering 18 acres for parent roadway widening project (EA 063804, PPNO 0187P).	11-0187Y SHOPP/12-13 \$1,697,000 1100000026 4 063814	2012-13 302-0042 SHA 302-0890 FTF 20.20.201.310	\$34,000 \$1,663,000

Project # Allocation Amount County Dist-Co-Rte Postmile	Location Project Description	PPNO Program/Year Prgm'd Amount Project ID Adv Phase EA	Budget Year Item # Fund Type Program Code	Amount by Fund Type
2.5b.(1) Projects Amended into the SHOPP by Department Action				
Resolution FP-12-28				
8 \$9,900,000 Butte 03-But-99 28.1/29.6	Near Chico, from Estates Drive to 0.4 mile north of Butte Creek Bridge #12-0126R. <u>Outcome/Output:</u> Remove and replace bridge due to severe channel scour and continued deck deterioration. Project includes reconstruction of existing approach shoulders, and temporary median cross-over for stage construction and traffic handling.	03-2421 SHOPP/12-13 \$10,807,000 0300000509 4 3E6204	2012-13 302-0042 SHA 302-0890 FTF 20.20.201.111	\$198,000 \$9,702,000

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-12-28		
9 \$4,735,000 El Dorado 03-ED-50 78.9	In South Lake Tahoe, from Herbert Avenue to Takela Drive. <u>Outcome/Output:</u> Replace drainage systems and install Best Management Practices (BMP) treatment for storm water runoff including sediment vaults and a force main to collect and treat storm water from Highway 50 in the city of South Lake Tahoe. This is a financial contribution only (FCO) to the City of South Lake Tahoe.	03-3296 SHOPP/12-13 \$4,735,000 0312000208 4 1F1104	2012-13 302-0042 SHA 302-0890 FTF 20.20.201.335	\$95,000 \$4,640,000
10 \$34,200,000 Los Angeles 07-LA-10 33.2/37.2	In Baldwin Park and West Covina, from 0.1 mile west of Puente Avenue to 0.2 mile east of Hollenbeck Street. <u>Outcome/Output:</u> Replace 8.0 lane miles of existing asphalt pavement with concrete, and replace median barriers, signs, lighting, ramp meters and improve drainage.	07-0309N SHOPP/12-13 \$34,200,000 0700000085 4 1170U4	2012-13 302-0042 SHA 302-0890 FTF 20.20.201.121	\$684,000 \$33,516,000
11 \$366,000 Ventura 07-Ven-1 10.7/18.9	In and near Oxnard and Ventura, on Routes 1, 33, 101, and 126 at various locations. <u>Outcome/Output:</u> Construct 15 new curb ramps to comply with Americans with Disabilities Act (ADA) standards.	07-4182 SHOPP/12-13 \$499,000 0700000526 4 276704	2012-13 302-0042 SHA 20.20.201.361	\$366,000

Memorandum

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: December 5-6, 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-12-29**

RECOMMENDATION:

The California Department of Transportation (Department) recommends the California Transportation Commission allocate \$4,300,000 for the State administered State Transportation Improvement Program (STIP) Estrella River Bridge Replacement (PPNO 0226E) project in San Luis Obispo County, on the State Highway System.

ISSUE:

The attached vote list describes one State administered STIP project on the State Highway System totaling \$4,300,000. The Department is ready to proceed with this project and is requesting an allocation at this time.

FINANCIAL RESOLUTION:

Resolved, that \$4,300,000 be allocated from the Budget Act of 2011, Budget Act Items 2660-301-0042 and 2660-301-0890 for one State administered STIP project described on the attached vote list.

Attachment

Memorandum

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: December 5-6, 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-12-30**

RECOMMENDATION:

The California Department of Transportation recommends the California Transportation Commission allocate \$1,341,000 for 11 locally administered State Transportation Improvement Program (STIP) projects off the State Highway System, as follows:

- o \$145,000 for two STIP projects; and
- o \$1,134,000 for seven STIP Transportation Enhancement projects; and
- o \$62,000 for two STIP Programming, Planning, and Monitoring projects.

ISSUE:

The attached vote list describes 11 locally administered STIP projects off the State Highway System totaling \$1,341,000, plus \$101,000 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 \$1,341,000 be allocated from the Budget Acts of 2011 and 2012, Budget Act Items 2660-101-0042 and 2660-101-0890 for 11 locally administered STIP projects described on the attached vote list.

Attachment

2.5 Highway Financial Matters

Project # Allocation Amount Recipient RTPA/CTC District-County	Project Title Location Project Description	PPNO Program/Year Phase Prgm'd Amount Project ID	Budget Year Item # Fund Type Program Code	Amount by Fund Type
2.5c.(3) Locally Administered STIP Projects off the State Highway System				Resolution FP-12-30
1 \$65,000 Tehama County Tehama CTC 02-Tehama	Seismic Bridge Replacement. Near Red Bluff, on Evergreen Road at Cottonwood Creek (Bridge # 8C-008). Replace bridge. (HBP Match). (Concurrent Future Consideration of Funding – Resolution E-E-12-71; December 2012.) (An 18-month time extension for FY 10-11 funds programmed for PS&E was approved and expires on December 31, 2012.) <u>Outcome/Output:</u> This project will replace a seismically deficient, functionally obsolete structure with one that meets current standards.	02-2379 RIP / 10-11 PS&E \$65,000 0200000352	2012-13 101-0042 SHA 20.30.600.620	1 \$65,000 Tehama County Tehama CTC 02-Tehama
2 \$80,000 Trinity County Trinity CTC 02-Trinity	Wildwood Road Reconstruction, Segment 1. Near Hayfork, on Wildwood Road north of Route 36. Realign and widen roadway. <u>Outcome/Output:</u> Improve driver safety, decrease wear and tear on automobiles and reduce road maintenance costs.	02-2421 RIP / 12-13 PA&ED \$80,000 0200000419	2011-12 101-0890 FTF 20.30.600.620	2 \$80,000 Trinity County Trinity CTC 02-Trinity

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-12-30
3 \$197,000 City of American Canyon MTC 04-Napa 04-Solano	Napa Junction Elementary School Pedestrian Improvement. In the city of American Canyon. Construct 1,500 foot sidewalk along Napa Junction Road, from Napa Junction Elementary School to Highway 29. (A six-month time extension for CONST was approved and expires on December 31, 2012.) <u>Outcome/Output:</u> This project will eliminate conditions that force students and pedestrians to walk along unpaved shoulders. In addition, there will be adequate drainage and protection of the structural section, along with ADA compliant curb ramps.	04-2130G RIP TE / 11-12 CONST \$14,000 (Napa) RIP TE / 11-12 CONST \$183,000 (Solano) 0400021135	2011-12 101-0890 FTF 20.30.600.731	\$197,000
4 \$86,000 City of Yountville MTC 04-Napa	Bike Route, Sidewalk Extension, Enhancements. In the cities of Yountville and Calistoga. Construct bike lane and sidewalk on Madison Street, Lincoln Avenue, Monroe Street, and Young Street to Yountville Cross Road. (A six-month time extension for CONST was approved and expires on December 31, 2012.) <u>Outcome/Output:</u> This project will improve safety for pedestrians and bike riders along the Napa Valley Vine Trail and Bay Area Ridge Trail.	04-2130H RIP TE/ 11-12 CONST \$162,000 \$86,000 0400020975	2011-12 101-0890 FTF 20.30.600.731	\$86,000
5 \$112,000 Town of Windsor MTC 04-Sonoma	Old Redwood Highway Pedestrian and Bicycle Enhancements. In Windsor, between Windsor River Road and Fourth Street. Construct a series of interrelated pedestrian, bicycle, roadway, intersection, ADA access, and aesthetic improvements along Old Redwood Highway. <u>Outcome/Output:</u> This project is designed to improve safety for pedestrians and bicyclists through the construction of 400 linear feet of sidewalk, 13 ADA curb ramps, 7 high visibility crosswalks, 12 accessible pedestrian signals, 12 countdown pedestrian heads, and 2,360 linear feet of Class II bike lanes.	04-5156M RIP TE/ 12-13 PS&E \$112,000 0413000090	2011-12 101-0890 FTF 20.30.600.731	\$112,000

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-12-30				
6 \$195,000 San Luis Obispo Council of Governments SLOCOG 05-San Luis Obispo	Safe Routes to School Safety Program. At various locations within K-12 schools, provide Safe Routes to School Programs including safety assemblies, encouragement activities, educational materials, incentives, parent surveys, walk and bike assessments, maps, and volunteer support. <u>Outcome/Output:</u> To educate, encourage, evaluate, and enforce safe bike and pedestrian use at K-12 schools throughout San Luis Obispo County over a period of 36 months. This project will raise awareness of biking and walking as an alternative to riding or driving a motor vehicle and provide safety education to promote biking and walking.	05-2370 RIP TE/ 12-13 CON \$195,000 0512000191	2011-12 101-0890 FTF 20.30.600.731	\$195,000
7 \$99,000 City of Los Angeles LACMTA 07-Los Angeles	Figueroa Corridor Bike Station & Cycling. Provide membership-based safe and secure bicycle parking, free bicycle-rack parking, bicycle-valet parking, bike rentals and information, as well as way finding signage for cyclists and pedestrians. (A six-month time extension for PS&E was approved and expires on December 31, 2012.) (Contributions from other sources: \$41,000.) <u>Outcome/Output:</u> Secure bike parking for users and promote cycling, safety, transit connections for the general public.	07-4300A RIP TE/ 11-12 PS&E \$99,000 0712000398	2011-12 101-0890 FTF 20.30.600.731	\$99,000
8 \$400,000 City of Camarillo VCTC 07-Los Angeles	Ponderosa Drive Corridor Enhancement. On Ponderosa Drive from Lantana Street to 200 feet east of Carmen Drive. Replace and upgrade landscaping, paver, trees, irrigation, and concrete improvements. (Allocation funded from 2012-13 TE Reserve PPNO 07-3565.) (Contributions from other sources: \$60,000.) <u>Outcome/Output:</u> This project is to enhance the aesthetic resources along the Ponderosa Drive corridor and beautify the transportation system with landscaping elements.	07-3565L RIP TE/ 12-13 CON \$400,000 0712000418	2011-12 101-0890 FTF 20.30.600.731	\$400,000
9 \$45,000 Calaveras County Calaveras COG 10-Calaveras	Arnold Rim Trail Cedar Center Bikeway Connection. Near Arnold, from Oak Circle to Pine Drive. Construct bicycle trail. (Concurrent Consideration of Funding – Resolution E-12-73; December 2012.) <u>Outcome/Output:</u> This project will improve mobility within the community of Arnold and improve connectivity with the existing Arnold Rim Trail. It is needed to provide a safer walking environment for the pedestrians of Arnold.	10-0016D RIP TE/ 12-13 PS&E \$45,000 1000020195	2012-13 101-0042 SHA 101-0890 FTF 20.30.600.731	\$5,162 \$39,838

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-12-30				
10 \$34,000 Del Norte Local Transportation Commission Del Norte LTC 01-Del Norte	Planning, Programming and Monitoring	01-1032 RIP / 12-13 CONST \$34,000 0113000033	2012-13 101-0042 SHA 20.30.600.670	\$34,000

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-12-30		
11	\$28,000	Sierra County Local Transportation Commission Sierra County LTC 03-Sierra	Planning, Programming and Monitoring	03-0L04 RIP / 12-13 CONST \$28,000 0313000061	2012-13 101-0042 SHA 20.30.600.670	\$28,000

Memorandum

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: December 5-6, 2012

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

From: NORMA ORTEGA
Chief Financial Officer

Prepared by: Steven Keck
Division Chief
Transportation Programming

Subject: **FINANCIAL ALLOCATION FOR LOCALLY ADMINISTERED CORRIDOR MOBILITY IMPROVEMENT ACCOUNT PROJECTS ON THE STATE HIGHWAY SYSTEM RESOLUTION CMIA-A-1213-04**

RECOMMENDATION:

The California Department of Transportation (Department) recommends the California Transportation Commission (Commission) allocate \$26,100,000 in Proposition 1B Corridor Mobility Improvement Account (CMIA) Program for the locally administered I-405 Carpool Lane I-10 to US 101(Northbound) (PPNO 0851G) project in Los Angeles County, on the State Highway System.

ISSUE:

The attached vote list describes one locally administered CMIA project totaling \$26,100,000. The Department is ready to proceed with this project and is requesting an allocation at this time.

FINANCIAL RESOLUTION:

Resolved, that \$26,100,000 be allocated from the Budget Act of 2011, Budget Act Item 2660-304-6055 for one locally Administered Proposition 1B Corridor Mobility Improvement Account project described on the attached vote list.

Be it further resolved that as a condition of allocation of these funds and to perform its administrative role established by Senate Bill 88, the Commission requests that the Department perform the functions necessary to ensure proper accountability measures are employed and reporting requirements are met for the Proposition 1B Corridor Mobility Improvement Account Program.

Attachment

2.5 Highway Financial Matters

Project # Allocation Amount Recipient RTPA/CTC Dist-Co-Rte Postmile	Project Title Location Project Description Project Funding	PPNO Program/Year Phase Prgm'd Amount Project ID Adv Phase EA	Budget Year Item # Fund Type Program Code	Amount by Fund Type
2.5g.(1p) Supplemental Funds - Proposition 1B – Locally Administered CMIA Project on the State Highway System			Resolution CMIA-A-1213-04	
1 \$26,100,000 Los Angeles County Metropolitan Transportation Authority LACMTA 07-LA-405 28.8/39.0	I-405 Carpool Lane I-10 to US 101(Northbound). In Los Angeles from I-10 to US 101. Construct one HOV Lane Northbound on Interstate 405 from I-10 to US 101. (TCRP #39) Final Project Development: N/A Final Right of Way : N/A (Future Consideration of Funding – Resolution E-08-07; June 2008.) (Concurrent CMIA Program Amendment and Baseline Agreement under CMIA-P-1213-03 & Resolution CMIA-PA-1213-14; December 2012.) <u>Outcome/Output:</u> This project will add 10.2 miles of HOV lane on Route 405 northbound.	07-0851G CMIA/12-13 CONST \$26,100,000 0700000107 4CONL 120304	2011-12 304-6055 CMIA 20.20.721.000	\$26,100,000

Memorandum

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: December 5-6, 2012

Reference No.: 2.1c.(2h)/2.5g.(2h)
Action Item

From: NORMA ORTEGA
Chief Financial Officer

Prepared by: Rachel Falsetti
Division Chief
Transportation Programming

Subject: **ALLOCATION OF ADDITIONAL FUNDS FOR PREVIOUSLY VOTED PROJECT AND SR 99 CORRIDOR BOND PROGRAM PROJECT BASELINE AMENDMENT RESOLUTION R99-A-1213-03 RESOLUTION R99-PA-1213-09, AMENDING RESOLUTION R99-PA-1112-011**

RECOMMENDATION:

The Department of Transportation (Department) recommends that the California Transportation Commission (Commission) allocate an additional \$1,402,000 in Proposition 1B State Route (SR) 99 Corridor Bond Program funds and amend the SR 99 Corridor Bond Program baseline agreement for the Avenue 12 Interchange project (PPNO 5346) in Madera County.

ISSUE:

Additional funds are needed from the SR 99 Corridor Bond Program Reserve Fund for one previously voted project in order to award the construction contract.

PROJECT DESCRIPTION:

This project will reconstruct Route 99/Avenue 12 Interchange in the city of Madera to improve the operational characteristics of the interchange.

BACKGROUND AND FUNDING STATUS:

At its June 2012 meeting, the Commission approved Resolution R99-A-1112-009 allocating \$41,600,000 in Proposition 1B SR 99 Corridor Bond Program Funds for construction capital for the Avenue 12 Interchange project. The construction funding plan also included \$6,400,000 in local funds.

The project was advertised in July 2012. When bids were opened on October 24, 2012, the lowest bid came 3.24 percent over the Engineer's Estimate. This resulted in a funding shortfall of \$1,402,000; this increase is spread over a long list of both roadway and structure bid items.

At its October 2012 meeting, the Commission approved Resolution R99-P-1213-01 that established the Proposition 1B SR 99 Corridor Program Reserve (Reserve) in the amount of \$69,000,000. The Department is requesting an allocation of \$1,402,000 from this Reserve to cover the current funding

shortfall. After this request and a concurrent request for the Tulare to Goshen 6-Lane North Segment project (PPNO 6400A) are approved by the Commission, the Reserve balance will stand at \$64,098,000.

RESOLUTION R99-A-1213-03:

Resolved, that \$1,402,000 in Proposition 1B State Route 99 Bond funds be allocated from the Budget Act of 2011, Budget Act Item 2660-304-6072, to provide additional construction capital funds for the Avenue 12 Interchange project (PPNO 5346) in accordance with the vote box below.

Project	Dist-Co-Rte	Funds	Original Allocated Amount	Current Allocation	Allocation Adjustment	Revised Allocation	% Increase Above Current Allocation
1	06-Mad-99	SR99	\$41,600,000	\$41,600,000	\$1,402,000	\$43,002,000	3.4%
		Local	<u>\$6,400,000</u>	<u>\$6,400,000</u>	<u>\$0</u>	<u>\$6,400,000</u>	<u>0.0%</u>
		Total	\$48,000,000	\$48,000,000	\$1,402,000	\$49,402,000	2.9%

Project # Allocation Amount Recipient <u>RTPA/CTC</u> County Dist-Co-Rte Postmile	Project Title Location Project Description	PPNO Program/Year Phase Prgm'd Amount Project ID Adv Phase EA	Item # Fund Type	Amount by Fund Type
2.5g.(2h)	Supplemental Funds - Proposition 1B –State Administered Route 99 Projects on the State Highway System		Resolution R99-A-1213-03	
1 \$1,402,000 Department of Transportation MCTC Madera 06-Mad-99 R6.9/R8.2	Avenue 12 Interchange. In Madera, from 0.6 mile south of Avenue 12 to 0.7 mile north of Avenue 12. Reconstruct interchange. (This project has received prior allocation of \$41,600,000 in SR 99 Corridor Bond Program funds under Resolution R99-A-1112-009 , June 27, 2012) (Concurrent SR99 Baseline Amendment under Resolution R99-PA-1213-09; December 2012.) (Future Consideration of Funding under Resolution E-09-83; December 2009.) <u>Outcome/Output:</u> Daily Travel Time Savings: 32 hours. Peak Period Time Savings: 2,533 minutes.	06-5346 SR-99/11-12 CONST \$1,402,000 0600000463 4 471004	2011-12 304-6072 SR-99 20.20.722.000	\$1,402,000

REVISE: Avenue 12 Interchange project (PPNO 5346)

County	District	PPNO	EA	Element	Const. Year	PMBack	PM Ahead	Route/Corridor					
Madera	6	5346	47100	CO	2011-12	R6.9	R8.2	99					
Implementing Agency: (by component)		PA&ED	Caltrans			PS&E	Caltrans						
		R/W	Caltrans			CON	Caltrans						
RTPA/CTC:	Madera County Transportation Commission												
Project Title:	Avenue 12 Interchange												
Location	In Madera, from 0.6 mile south of Avenue 12 to 0.7 mile north of Avenue 12.												
Description:	Reconstruct interchange.												
(DOLLARS IN THOUSANDS)													
FUND	TOTAL	Project Totals by Fiscal Year						Project Totals by Component					
		Prior	10/11	11/12	12/13	13/14	14/15	R/W	CON	PA&ED	PS&E	R/W Supp	CON Supp
Regional Improvement Program (RIP)													
Existing	22,823	22,823					15,323		2,000	4,000	1,500		
Change	0	0					0		0	0	0		
Proposed	22,823	22,823					15,323		2,000	4,000	1,500		
State Bond (SR 99)													
Existing	48,400			48,400				41,600				6,800	
Change	1,402			1,402				1,402				0	
Proposed	49,802			49,802				43,002				6,800	
Local Funds (Madera County)													
Existing	3,920			3,920				3,920					
Change	0			0				0					
Proposed	3,920			3,920				3,920					
Local Funds (Madera County Measure)													
Existing	7,657	5,177		2,480			4,677	2,480				500	
Change	0	0					0	0				0	
Proposed	7,657	5,177		2,480			4,677	2,480				500	
Total													
Existing	82,800	28,000		54,800			20,000	48,000	2,000	4,000	2,000	6,800	
Change	1,402	0		1,402			0	1,402	0	0	0	0	
Proposed	84,202	28,000		56,202			20,000	49,402	2,000	4,000	2,000	6,800	

RESOLUTION R99-PA-1213-09:

Be it Resolved, that the California Transportation Commission does hereby amend the State Route 99 Corridor Bond Program baseline agreement for the Avenue 12 Interchange project (PPNO 5346) in Madera County with the information described above.

Memorandum

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: December 5-6, 2012

Reference No.: 2.1c.(2i)/2.5g.(2i)
Action Item

From: NORMA ORTEGA
Chief Financial Officer

Prepared by: Rachel Falsetti
Division Chief
Transportation Programming

Subject: **ALLOCATION OF ADDITIONAL FUNDS FOR PREVIOUSLY VOTED PROJECT AND SR 99 CORRIDOR BOND PROGRAM PROJECT BASELINE AMENDMENT RESOLUTION R99-A-1213-04 RESOLUTION R99-PA-1213-10, AMENDING RESOLUTION R99-P-1112-001**

RECOMMENDATION:

The Department of Transportation (Department) recommends that the California Transportation Commission (Commission) allocate an additional \$3,500,000 in Proposition 1B State Route (SR) 99 Corridor Bond Program funds and amend the SR 99 Corridor Bond Program baseline agreement for the Tulare to Goshen 6-Lane North Segment project (PPNO 6400A) in Tulare County.

ISSUE:

Additional funds are needed from the SR 99 Corridor Bond Program Reserve Fund for one previously voted project in order to award the construction contract.

PROJECT DESCRIPTION:

This project will widen Route 99 from four to six lanes near Goshen, from 0.9 mile south of West Visalia Overhead to 0.2 mile north of North Goshen Overhead.

BACKGROUND AND FUNDING STATUS

At its June 2012 meeting, the Commission approved Resolution R99-A-1112-009 allocating \$40,000,000 in Proposition 1B SR 99 Corridor Bond Program Funds for construction capital for the Tulare to Goshen 6-Lane North Segment project.

The project was advertised in July 2012, and bids were opened on September 14, 2012. The five lowest bidders were disqualified for various reasons. The sixth lowest bid is 8.75 percent above the approved allocation, resulting in a funding shortfall of \$3,500,000. This increase is spread over a long list of bid items.

At its October 2012 meeting, the Commission approved Resolution R99-P-1213-01 that established the Proposition 1B SR 99 Corridor Program Reserve (Reserve) in the amount of \$69,000,000. The Department is requesting an allocation of \$3,500,000 from this Reserve to cover the current funding

shortfall and allow the construction contract to be awarded. After this request and a concurrent request for the Avenue 12 Interchange project (PPNO 5346) are approved by the Commission, the Reserve balance will stand at \$64,098,000.

RESOLUTION R99-A-1213-04:

Resolved, that \$3,500,000 in Proposition 1B State Route 99 Bond funds be allocated from the Budget Act of 2011, Budget Act Item 2660-304-6072, to provide additional construction capital funds for the Tulare to Goshen 6-Lane North Segment project (PPNO 6400A) in accordance with the vote box below.

Project	Dist-Co-Rte	Funds	Original Allocated Amount	Current Allocation	Allocation Adjustment	Revised Allocation	% Increase Above Current Allocation
1	06-Mad-99	SR99	\$40,000,000	\$40,000,000	\$3,500,000	\$43,500,000	8.8%

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.(2i) Supplemental Funds - Proposition 1B –State Administered Route 99 Projects on the State Highway System				
1 \$3,500,000 Department of Transportation TCAG Tulare 06-Tul-99 37.3/41.3	Tulare to Goshen 6-Lane North Segment. Near Goshen, from 0.9 mile south of West Visalia Overhead to 0.2 mile north of North Goshen Overhead. Convert to 6-lane freeway. Final Project Development – RIP: Support Estimate: \$ 2,344,000 Programmed Amount: \$ 2,000,000 Adjustment: \$ 0 (< 20%) Final Project Development – IIP: Support Estimate: \$ 2,344,000 Programmed Amount: \$ 2,000,000 Adjustment: \$ 0 (< 20%) Final Right of Way – RIP: Support Estimate: \$ 890,000 Programmed Amount: \$ 1,150,000 Adjustment: \$ 260,000 (Credit) Final Right of Way – IIP: Support Estimate: \$ 890,000 Programmed Amount: \$ 1,150,000 Adjustment: \$ 260,000 (Credit) (Concurrent SR 99 project baseline amendment under Resolution R99-PA-1213-10; December 2012.) (This project has received a prior allocation of \$40,000,000 in SR 99 Corridor Bond Program funds under Resolution R99-A-1112-009, June 27, 2012.) (Future Consideration of Funding under Resolution E-09-67; September 2009.) <u>Outcome/Output:</u> Daily vehicle hours of delay saved: 3,250.	06-6400A SR-99/11-12 CONST \$3,500,000 0600020408 4 360214	2011-12 304-6072 SR-99 20.20.722.000	\$3,500,000

REVISE: Tulare to Goshen 6-Lane North Segment project (PPNO 6400A)

County	District	PPNO	EA	Element	Const. Year	PMBack	PM Ahead	Route/Corridor				
Tulare	6	6400A	36021	CO	2011-12	37.3	41.3	99				
Implementing Agency: (by component)	PA&ED	Caltrans				PS&E	Caltrans					
	R/W	Caltrans				CON	Caltrans					
RTPA/CTC:	Tulare County Association of Governments											
Project Title:	Tulare to Goshen 6-Lane North Segment											
Location	Near Goshen, from 0.9 mile south of West Visalia Overhead to 0.2 mile north of North Goshen Overhead.											
Description:	Convert to 6-lane freeway.											
(DOLLARS IN THOUSANDS)												
FUND	TOTAL	Project Totals by Fiscal Year					Project Totals by Component					
		Prior	12/13	13/14	14/15	15/16	16/17	R/W	CON	PA&ED	PS&E	R/W Supp
RIP												
Existing	2,890	2,000	890				806			2,000	84	
Change	0	0	0				0			0	0	
Proposed	2,890	2,000	890				806			2,000	84	
IIP												
Existing	2,890	2,000	890				806			2,000	84	
Change	0	0	0				0			0	0	
Proposed	2,890	2,000	890				806			2,000	84	
State Bond												
Existing	46,600	46,600						40,000				6,600
Change	3,500	3,500						3,500				0
Proposed	50,100	50,100						43,500				6,600
Total												
Existing	52,380	50,600	1,780				1,612	40,000		4,000	168	6,600
Change	3,500	3,500	0				0	3,500		0	0	0
Proposed	55,880	54,100	1,780				1,612	43,500		4,000	168	6,600

RESOLUTION R99-PA-1213-10:

Be it Resolved, that the California Transportation Commission does hereby amend the State Route 99 Corridor Bond Program baseline agreement for the Tulare to Goshen 6-Lane North Segment project (PPNO 6400A) in Tulare County with the information described above.

Memorandum

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: December 5-6, 2012

Reference No.: 2.5g.(4)
Action Item

From: NORMA ORTEGA
Chief Financial Officer

Prepared by: Denix Anbiah
Division Chief
Local Assistance

Subject: **FINANCIAL ALLOCATION FOR LOCAL BRIDGE SEISMIC RETROFIT BOND FUNDS**
RESOLUTION LSB1B-A-1213-01

RECOMMENDATION:

The Department of Transportation (Department) recommends the California Transportation Commission (Commission) approve the Resolution LSB1B-A-1213-01, allocating \$4,040,741 in Fiscal Year (FY) 2012-13 Local Bridge Seismic Retrofit Proposition 1B (Prop 1B) funds.

ISSUE:

The Department is requesting authority to sub-allocate \$4,040,741 of Local Bridge Seismic Retrofit Prop 1B funds as match for the projects identified on the attached list.

BACKGROUND:

On November 7, 2006, the voters of the State of California passed Prop 1B, which created a Local Bridge Seismic Retrofit Account (LBSRA). Upon appropriation by the Legislature, Prop 1B funds will be available to provide the 11.5 percent match for federal highway bridge funds. The Department requested allocation of \$13.5 million for FY 2007-08, \$21.5 million for FY 2008-09, \$12.2 million for FY 2009-10, and \$5.2 million for FY 2011-12. A Prop 1B funds allocation was not requested for FY 2010-11.

The Department is requesting lump sum allocation of \$4,040,741 for FY 2012-13 to administer the LBSRA under the authority of the Commission.

Attached is a list of projects that have requested to be programmed in Federal FY 2012-13 totaling \$4.0 million of bond match needs. If this allocation request is approved, the Department will sub-allocate \$4,040,741 of seismic Prop 1B match. The Department intends to sub-allocate funds to ready projects on a first-come, first-serve basis, including projects programmed outside the Federal FY 2012-13.

RESOLUTION:

Resolved, that \$4,040,741 be allocated from the 2012 Budget Act, Local Assistance Item 2660-104-6062.

ALLOCATION OF FUNDS FOR LOCAL ASSISTANCE 2012-13 FISCAL YEAR

(Dollars in Thousands)

<u>2660-104-6062</u>	State	Federal	Total
Bond Fund - Local Bridge Seismic Retrofit Account	<u>\$4,041</u>	-	<u>\$4,041</u>
Total Local Programs	<u>\$4,041</u>	-	<u>\$4,041</u>

Attachment

Local Bridge Seismic Retrofit Program
 Projects Programmed for
 Proposition 1B Local Bridge Seismic Retrofit Bond Match
 Fiscal Year 2012-13

Reference No : 2.5g.(4)
 December 5-6, 2012
 Attachment

District	Agency	Bridge Number	Discription	Bond 2011/12	
1	Mendocino County	10C0048	Moore Street over West Brunch Russian River	Right of Way	\$1,721
1	Mendocino County	10C0084	School Way over West Brunch Russian River	Construction	\$445,070
3	Nevada County	17C0045	Hirschdale Road, over Truckee River, at Hinton.	Right of Way	\$40,145
4	San Francisco County Transportation Authority	01CA0002	On the westbound I-80 on-ramp, 250' from entrance to SFOBB, on the west side of Yerba Buena Island.	Right of Way	\$63,085
4	San Francisco County Transportation Authority	01CA0003	On the East-bound off ramp from I-80, 650' West of SFOBB toward the end of the off-ramp connecting to Treasure Island Rd.	Right of Way	\$34,410
4	San Francisco County Transportation Authority	YBI1	On east side of the Yerba Buena Island Tunnel at SFOBB; Reconstruct ramps on and off of I-80,	Right of Way	\$295,352
4	Union City	33C0111	Decoto Road over Alameda Creek	Construction	\$625,115
4	Vallejo	23C0152	Sacramento Street over Navy Railroad	Right of Way	\$22,940
5	Monterey County	44C0009	Nacimiento Lake Drive over San Antonio River	Right of Way	\$14,510
5	Monterey County	44C0151	Peach Tree Road over, Rancho Rico Creek	Construction	\$219,651
10	Tracy	29C0126	Eleventh Street over, United Pacific Railroad	Construction	\$2,278,742
			Total		\$4,040,741

Memorandum

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: December 5-6, 2012

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

From: NORMA ORTEGA
Chief Financial Officer

Prepared by: Steven Keck
Division Chief
Budgets

Subject: **FINANCIAL ALLOCATION FOR LOCALLY ADMINISTERED TRADE CORRIDOR
IMPROVEMENT FUND PROJECTS OFF THE STATE HIGHWAY SYSTEM
RESOLUTION TCIF-A-1213-03**

RECOMMENDATION:

The California Department of Transportation (Department) recommends the California Transportation Commission (Commission) allocate \$12,705,000 for TCIF Project 87, the locally administered Proposition 1B Trade Corridor Improvement Fund (TCIF) Program Cargo Transportation Improvements - Emission Reduction Program – Phase 1 (PPNO TC87A) project in Los Angeles County, off the State Highway System.

ISSUE:

The attached vote list describes one locally administered TCIF Rail project totaling \$12,705,000, plus \$13,990,000 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 \$12,705,000 be allocated from the Budget Act of 2011, Budget Act Item 2660-304-6056 for one locally 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 Location Project Description	PPNO Program/Year Phase Prgm'd Amount Project ID	Budget Year Item # Fund Type Program Code	Amount by Fund Type
2.5g.(5) Proposition 1B – Locally Administered Rail TCIF Projects		Resolution TCIF-A-1213-03		
1 \$12,705,000 Port of Los Angeles LACMTA 07-Los Angeles	<p>TCIF Project 87.1 - Cargo Transportation Improvements - Emission Reduction Program – Phase 1. West of Pier A Street and south of Water Street in the city of Wilmington, within the TRAPAC container terminal at Berths 144-145. Project consists of 21 of backland improvements, including grading, paving, storm drain, sump, rail, reefer racks, telecommunications, electrical, lighting and fire protection systems, utility relocations, fencing, gates and striping.</p> <p>(Original programming under Resolution TCIF-P-1112-017; February 2012.)</p> <p>(Baseline Agreement Resolution – TCIF-P-1213-04B – August 2012)</p> <p>(Future Consideration of Funding - Resolution E-11-41; June 2011.)</p> <p>(Project TCIF funding is broken down as \$11,550,000 for CONST and \$1,155,000 for CON ENG.)</p> <p>(Contributions from other sources: \$13,990,000.)</p> <p><u>Outcome/Output:</u> The project will allow use of electrically-powered automatic stacking cranes, resulting in zero emissions when in operation, which will reduce greenhouse gases by up to 2,550 metric tons per year by 2038; increased efficiency; improved safety.</p>	07-TC87A TCIF/12-13 CONST \$12,705,000 0013000057	2011-12 304-6056 TCIF 30.20.723.000	\$12,705,000

Memorandum

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: December 5-6, 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-1213-10**

RECOMMENDATION:

The California Department of Transportation (Department) recommends the California Transportation Commission (Commission) allocate \$6,612,000 for nine locally administered State-Local Partnership Program (SLPP) projects, off the State Highway System.

ISSUE:

The attached vote list describes nine locally administered SLPP projects totaling \$6,612,000 plus \$6,844,000 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 \$6,612,000 be allocated from the Budget Act of 2011, Budget Act Item 2660-104-6060 for nine locally administered Proposition 1B State-Local Partnership Program projects described in the attached vote list.

Be it further resolved, that as a condition of allocation of these funds and to perform its administrative role established by Senate Bill 88, the Commission requests that the Department perform the functions necessary to ensure proper accountability measures are employed and reporting requirements are met for the Proposition 1B SLPP.

Attachment

2.5 Highway Financial Matters

Project # Allocation Amount Recipient RTPA/CTC District-County	Project Title Location Project Description	Program/Year Phase Prgm'd Amount Project ID	Budget Year Item # Fund Type Program Code	Amount by Fund Type
2.5g.(10a) Proposition 1B – Locally Administered State-Local Partnership Program (SLPP) Projects off the State Highway			Resolution SLP1B-A-1213-10	
1 \$2,876,000 City of Santa Maria SBCAG 05-Santa Barbara	Union Valley Parkway Phase III. In the cities of Santa Maria and Orcutt, project will connect the Santa Maria Airport and the Community of Orcutt with US 101 at the new interchange. Project includes excavation, grading drainage, pavement and striping and signage. (CEQA – CE, 03/18/2009.) (Contributions from other sources: \$2,876,000.) <u>Outcome/Output:</u> The project will improve local traffic circulation, reduce congestion at adjacent interchanges, support existing and planned development and promote economic vitality of the region.	SLPP/12-13 CONST \$2,876,000 0513000053	2011-12 104-6060 SLPP 20.30.210.200	\$2,876,000
2 \$574,000 City of Mission Viejo OCTA 12-Orange	Jeronimo Road Resurfacing Road Rehabilitation. In the city of Mission Viejo, on Jeronimo Road from Los Alisos Boulevard to Marguerite Parkway. Replace curb, gutter, sidewalk, curb ramps, and adjust utilities to grade. (CEQA – CE, 08/30/2012.) (Contributions from other sources: \$806,000.) <u>Outcome/Output:</u> This project will resurface the existing four-lane roadway and increase the useful life of 2.3 miles of roadway.	SLPP/12-13 CONST \$574,000 1200020145	2011-12 104-6060 SLPP 20.30.210.200	\$574,000
3 \$835,000 City of Anaheim OCTA 12-Orange	Sunkist Street Improvements Road Rehabilitation. In the city of Anaheim, on Sunkist Street from Cerritos Avenue to 100 feet south of Tyron Avenue. Replace curb, gutter, sidewalk, curb ramps, traffic signs, and adjust utilities to grade. (CEQA – CE, 07/23/2012.) (Contributions from other sources: \$835,000.) <u>Outcome/Output:</u> This project will rehabilitate the existing four-lane roadway and increase the useful life of 0.9 mile of roadway.	SLPP/12-13 CONST \$835,000 1213000041	2011-12 104-6060 SLPP 20.30.210.200	\$835,000
4 \$174,000 City of Anaheim OCTA 12-Orange	Orange Avenue Improvements Road Rehabilitation. In the city of Anaheim, on Orange Avenue from Knott Avenue to Western Avenue. Replace curb, gutter, driveways, curb ramps, traffic signs, and adjust utilities to grade. (CEQA – CE, 07/18/2012.) (Contributions from other sources: \$174,000.) <u>Outcome/Output:</u> This project will rehabilitate the existing four-lane roadway and increase the useful life of 0.5 mile of roadway.	SLPP/12-13 CONST \$174,000 1213000042	2011-12 104-6060 SLPP 20.30.210.200	\$174,000
5 \$224,000 City of Anaheim OCTA 12-Orange	Knott Avenue Improvements Road Rehabilitation. In the city of Anaheim, on Knott Avenue from Orange Avenue to Lincoln Avenue. Replace curb, gutter, sidewalk, driveways, curb ramps, traffic signs, and adjust utilities to grade. (CEQA – CE, 07/18/2012.) (Contributions from other sources: \$224,000.) <u>Outcome/Output:</u> This project will rehabilitate the existing four-lane with center turn lane roadway and increase the useful life of 0.5 mile of roadway.	SLPP/12-13 CONST \$224,000 1213000043	2011-12 104-6060 SLPP 20.30.210.200	\$224,000

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	Budget Year Item # Fund Type Program Code	Amount by Fund Type
2.5g.(10a) Proposition 1B – Locally Administered State-Local Partnership Program (SLPP)			Resolution SLP1B-A-1213-10	
Projects off the State Highway				
6 \$277,000 City of Anaheim OCTA 12-Orange	Tustin Avenue and Riverdale Avenue Improvements Road Rehabilitation. In the city of Anaheim, on Tustin Avenue from Santa Ana Canyon Road to the Santa Ana River and on Riverdale Avenue from the west city limits to the State Route 91 overpass. Replace curb, gutter, driveways, curb ramps, traffic signs, and adjust utilities to grade. (CEQA – CE, 07/11/2012.) (Contributions from other sources: \$277,000.) <u>Outcome/Output:</u> This project will rehabilitate the existing four-lane with center turn lane roadways and increase the useful life of 0.6 mile of roadway	SLPP/12-13 CONST \$277,000 1213000044	2011-12 104-6060 SLPP 20.30.210.200	\$277,000
7 \$187,000 City of Anaheim OCTA 12-Orange	Broadway Improvements Road Rehabilitation. In the city of Anaheim, on Broadway from Dale Avenue to Magnolia Avenue. Replace curb, gutter, sidewalk, driveways, curb ramps, traffic signs, and adjust utilities to grade. (CEQA – CE, 07/18/2012.) (Contributions from other sources: \$187,000.) <u>Outcome/Output:</u> This project will rehabilitate the existing four-lane roadway and increase the useful life of 0.5 mile of roadway	SLPP/12-13 CONST \$187,000 1213000045	2011-12 104-6060 SLPP 20.30.210.200	\$187,000
8 \$332,000 City of Anaheim OCTA 12-Orange	Anaheim Boulevard Improvements Road Rehabilitation. In the city of Anaheim, on Anaheim Boulevard from Interstate 5 to Ball Road. Replace curb, gutter, sidewalk, driveways, curb ramps, traffic signs, and adjust utilities to grade. (CEQA – CE, 07/11/2012.) (Contributions from other sources: \$332,000.) <u>Outcome/Output:</u> This project will rehabilitate the existing six-lane roadway and increase the useful life of 0.5 mile of roadway	SLPP/12-13 CONST \$332,000 1213000046	2011-12 104-6060 SLPP 20.30.210.200	\$332,000
9 \$1,133,000 City of Huntington Beach OCTA 12-Orange	Goldenwest and Garfield Road Rehabilitation. In the city of Huntington Beach, on Goldenwest Street from the Pacific Coast Highway to Yorktown Avenue and on Garfield Avenue from Magnolia Street to Bushard Street. Replace curb, gutter, sidewalk, driveways, curb ramps, traffic signs, and adjust utilities and survey monuments to grade (CEQA – CE, 08/08/2012.) (Contributions from other sources: \$1,133,000.) <u>Outcome/Output:</u> This project will rehabilitate the existing four- and six-lane roadways and increase the useful life of 1.5 miles of roadway	SLPP/12-13 CONST \$1,133,000 1213000057	2011-12 104-6060 SLPP 20.30.210.200	\$1,133,000

Memorandum

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: December 5-6, 2012

Reference No.: 2.5g.(10b)
Action Item

From: NORMA ORTEGA
Chief Financial Officer

Prepared by: Steven Keck
Division Chief
Budgets

Subject: **FINANCIAL ALLOCATION FOR LOCALLY ADMINISTERED STATE-LOCAL PARTNERSHIP PROGRAM TRANSIT PROJECT OFF THE STATE HIGHWAY SYSTEM RESOLUTION SLP1B-A-1213-11**

RECOMMENDATION:

The California Department of Transportation (Department) recommends the California Transportation Commission (Commission) allocate \$5,505,000 for one locally administered State-Local Partnership Program (SLPP) Transit project, off the State Highway System.

ISSUE:

The attached vote list describes one locally administered SLPP project totaling \$5,505,000 plus \$7,750,000 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 \$5,505,000 be allocated from the Budget Act 2012, Budget Act Item 2660-104-6060 for one locally administered Proposition 1B State-Local Partnership Program Transit 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 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.(10b) Proposition 1B – Locally Administered State-Local Partnership Program (SLPP) Transit Projects			Resolution SLP1B-A-1213-11	
1 \$5,505,000 San Mateo County Transit District MTC 04-San Mateo	Replacement of 1998 Gillig Buses. Procurement of 62 hybrid and diesel replacement buses. (Contributions from other sources: \$7,750,000.) (Concurrent Programming Amendment under Resolution SLP1B-P-1213-07; December 2012.) <u>Outcome/Output:</u> Ensure public transit service is reliable by reducing breakdowns and cost-effective due to reduced repair costs. In addition, new vehicles will reduce air emissions.	SLPP/12-13 CONST \$5,505,000 0413000130 S T320GA	2012-13 104-6060 SLPP 30.10.724.000	\$5,505,000

Memorandum

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: December 5-6, 2012

Reference No.: 2.5g.(10c)
Action Item

From: NORMA ORTEGA
Chief Financial Officer

Prepared by: Steven Keck
Division Chief
Budgets

Subject: **FINANCIAL ALLOCATION FOR LOCALLY ADMINISTERED STATE-LOCAL PARTNERSHIP PROGRAM FUND PROJECTS ON THE STATE HIGHWAY SYSTEM RESOLUTION SLP1B-A-1213-12**

RECOMMENDATION:

The California Department of Transportation (Department) recommends the California Transportation Commission (Commission) allocate \$1,000,000 for one locally administered State-Local Partnership Program (SLPP) Silva Valley Parkway / US 50 Interchange (PPNO 3302) project in El Dorado County, on the State Highway System.

ISSUE:

The attached vote list describes one locally administered SLPP project totaling \$1,000,000 plus \$35,000,000 from other sources. The local agency is ready to proceed with this project and is requesting an allocation at this time.

FINANCIAL RESOLUTION:

Resolved, that \$1,000,000 be allocated from the Budget Act of 2012, Budget Act Item 2660-304-6060 for one locally administered Proposition 1B State-Local Partnership Program project described in the attached vote list.

Be it further resolved, that as a condition of allocation of these funds and to perform its administrative role established by Senate Bill 88, the Commission requests that the Department perform the functions necessary to ensure proper accountability measures are employed and reporting requirements are met for the Proposition 1B SLPP.

Attachment

2.5 Highway Financial Matters

Project # Allocation Amount Recipient RTPA/CTC County Dist-Co-Rte Postmile	Project Title Location Project Description	PPNO Program/Year Prgm'd Amount Project ID Adv Phase EA	Budget Year Item # Fund Type Program Code	Amount by Fund Type
2.5g.(10c) Proposition 1B – Locally Administered State-Local Partnership Program (SLPP) Projects on the State Highway System			Resolution SLP1B-A-1213-12	
1 \$1,000,000 El Dorado County <u>El Dorado LTC</u> El Dorado 03-ED-50 1.07/R2.40	Silva Valley Parkway / US 50 Interchange. In El Dorado County at the Silva Valley Parkway. Construct overpass, on and off ramps, signalized intersection, bicycle and pedestrian facilities. Final Project Development: N/A Final Right of Way: N/A (Future Consideration of Funding – Resolution E-12-13, March, 2012.) (A 12-month time extension for CON was approved and expires on June 30, 2013.) (Contributions from local sources: \$35,000,000) <u>Outcome/Output:</u> Construct one new interchange.	03-3302 SLPP/11-12 CON \$1,000,000 0300000258 4CONL 1E2904	2012-13 304-6060 SLPP 20.20.724.000	\$1,000,000

Memorandum

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: December 5-6, 2012

Reference No.: 2.5g.(10d)
Action Item

From: NORMA ORTEGA
Chief Financial Officer

Prepared by: Steven Keck
Division Chief
Budgets

Subject: **FINANCIAL ALLOCATION FOR LOCALLY ADMINISTERED MULTI-FUNDED
SLPP/STIP PROJECTS ON THE STATE HIGHWAY SYSTEM
RESOLUTION SLP1B-A-1213-13
RESOLUTION FP-12-31**

RECOMMENDATION:

The California Department of Transportation (Department) recommends the California Transportation Commission (Commission) allocate \$18,191,000 for the locally administered multi-funded Proposition 1B State-Local Partnership Program (SLPP)/State Transportation Improvement Program (STIP) I-5 / Cosumnes River Boulevard Interchange (PPNO 3L42) project in Sacramento County, on the State Highway System.

ISSUE:

The attached vote list describes one locally administered SLPP/STIP project totaling \$18,191,000, plus \$64,255,000 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 \$18,191,000 be allocated from the Budget Acts of 2011 and 2012, Budget Act Items 2660-304-6060 and 2660-301-0890, for one locally administered Proposition 1B State-Local Partnership Program/State Transportation Improvement Program project described on the attached vote list.

Be it further resolved, that as a condition of allocation of these funds and to perform its administrative role established by Senate Bill 88, the Commission requests that the Department perform the functions necessary to ensure proper accountability measures are employed and reporting requirements are met for the Proposition 1B State-Local Partnership Program.

Attachment

2.5 Highway Financial Matters

Project # Allocation Amount Recipient RTPA/CTC County Dist-Co-Rte Postmile	Project Title Project Description Project Funding	PPNO Program/Year Phase Prgm'd Amount Project ID Adv Phase EA	Budget Year Item # Fund Type Program Code	Amount by Fund Type
2.5g.(10d) Proposition 1B – Locally Administered Multi-Funded SLPP/STIP Project on the State Highway System			Resolution SLP1B-A-1213-13 Resolution FP-12-31	
1 \$18,191,000 City of Sacramento SACOG Sacramento 03-Sac-5 14.3/15.2	I-5 / Cosumnes River Boulevard Interchange. In the city of Sacramento, between the Meadowview Road and Laguna Boulevard Interchanges on Route 5. Construct interchange and roadway extension. Final Project Development: N/A Final Right of Way: N/A (Future Consideration of Funding under Resolution E-09-14; March 2009.) (Contributions from other sources: \$64,255,000.) <u>Outcome/Output:</u> Construct one new interchange.	03-3L42 RIP / 12-13 CONST \$10,500,000 SLPP / 12-13 CONST \$7,691,000 0300000240 4CONL 1C5204	2011-12 301-0890 FTF 20.20.075.600 2012-13 304-6060 SLPP 20.20.724.000	\$10,500,000 \$7,691,000

Memorandum

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: December 5-6, 2012

Reference No.: 2.6a.
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-12-04**

RECOMMENDATION:

The California Department of Transportation recommends the California Transportation Commission allocate \$108,768,000 for three locally administered State Transportation Improvement Program (STIP) Transit projects.

ISSUE:

The attached vote list describes three locally administered STIP Transit projects totaling \$108,768,000, plus \$259,416,152 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 \$108,768,000 be allocated from the Budget Acts of 2011 and 2012, Budget Act Items 2660-101-0046 and 2660-101-0890 for 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. Locally Administered STIP Transit Projects Resolution MFP-12-04				
1 \$50,440,000 Santa Clara Valley Transportation Authority San Francisco Bay Area Rapid Transit District MTC 04-Santa Clara	Warm Springs to Berryessa Extension. Extend BART from Warm Springs Station to future Berryessa Station in San Jose, including expanded capacity for maintenance and warehouse activities for the future BART fleet. (Future Consideration of Funding - Resolution E-11-58; August 2011) (Contributions from other sources: \$64,260,000.) <u>Outcome/Output:</u> Construct BART extension for expanded service and provide expanded capacity for maintenance and warehouse activities for the future BART fleet.	04-2147D RIP/12-13 CONST \$50,440,000 0412000568 S R312TA	2012-13 101-0890 FTF 30.10.070.625	\$50,440,000
2 \$5,350,000 Santa Cruz County Regional Transportation Commission SCCRTC 05-Santa Cruz	Santa Cruz Branch Line Improvements. In Santa Cruz County, from Davenport to Watsonville Junction. Improve the Santa Cruz Branch Line to continue existing freight and recreational rail service and facilitate implementation of new recreational rail passenger service. (Future Consideration of Funding - Resolution E-09-105; December 2009.) (An 18-month time extension for allocation of FY 2010-11 funds programmed for CONST was approved and expires December 31, 2012.) (Contributions from other sources: \$500,000.) <u>Outcome/Output:</u> System maintenance including rehabilitation work on the line and components will enhance both goods movement and connectivity.	05-0932 RIP/10-11 CONST \$5,350,000 0513000049 S R127TE	2011-12 101-0046 PTA 30.10.070.625	\$5,350,000
3 \$52,978,000 Riverside County Transportation Commission RCTC 08-Riverside	Perris Valley Line – Commuter Rail Extension. Construct a 24-mile extension of the Metrolink commuter rail system east to Moreno Valley and south to Perris Valley. (Future Consideration of Funding - Resolution E-12-62; October 2012.) (A 20-month time extension for allocation of FY 2010-11 funds programmed for CONST was approved and expires February 28, 2013.) (Contributions from other sources: \$194,656,152.) <u>Outcome/Output:</u> Reduce vehicle miles traveled by approximately 34 million miles per year in the project area as well as, reduce green house gases 146,600 pounds per day. In addition, project will also provide a commuter rail network to major employment centers.	08-1114 RIP/10-11 CONST \$52,978,000 0813000051 S R319TA	2011-12 101-0046 PTA 30.10.070.625	\$52,978,000

Memorandum

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: December 5-6, 2012

Reference No.: 2.8b.(1)
Action Item

From: NORMA ORTEGA
Chief Financial Officer

Prepared by: Rachel Falsetti
Division Chief
Transportation Programming

Subject: **REQUEST TO EXTEND THE PERIOD OF CONTRACT AWARD FOR STATE
ADMINISTERED PROJECTS ON THE STATE HIGHWAY SYSTEM, PER
RESOLUTION G-06-08
WAIVER 12-66**

RECOMMENDATION:

The Department of Transportation (Department) recommends the California Transportation Commission (Commission) approve time extensions for the period indicated for five State Highway Operation and Protection Program (SHOPP) projects described on the attachment.

ISSUE:

The Commission allocated \$1,785,000 for one SHOPP project in April 2012 and \$9,511,000 for three SHOPP projects in May 2012. Additionally, the Department allocated \$8,751,000 for one SHOPP project in July 2012 using its Safety Delegated Authority. In accordance with Resolution G-06-08, the deadline to award contracts for projects allocated in April 2012 is October 31, 2012; for projects allocated in May 2012 is November 30, 2012; and for projects allocated in July 2012 is January 31, 2013. The Department will not be able to meet the deadlines for these projects and is requesting time extensions for the period of contract award. The attachment shows the details of each project and the delays that have resulted in the extension request.

BACKGROUND:

In June 2006, the Commission adopted Resolution G-06-08, making the six-month period to award a permanent requirement under the State Transportation Improvement Program (STIP) Guidelines.

Attachment

2.8b.(1) Time Extension / Waiver - Contract Award Waiver 12-66

Project Number	Dist-PPNO	EA	County-Route	Description	Fund Source	Allocated Amount (x \$1,000)	Allocation Date	Request	
								Months	until end of (month-yr)
1	05-1963	0M970	SCR-1	Near the City of Santa Cruz, from San Lorenzo River Bridge to Laguna Road. Reconstruct Metal Beam Guardrailing.	SHOPP	\$ 1,785	04/25/12	6	Apr-2013
<p>Reason for Delay: The Department revised the specifications based on recommendations by the Division of Design to include a different method for guardrail finish which is less expensive than originally specified. The project was advertised on 9/24/12 and bids were opened on 10/23/12. Four bids were received. This time extension will allow the Department sufficient time to analyze the bids and award the project contract.</p>									
2	04-0425G	0G130	SCL-82	In Mountain View, at Clark Avenue Intersection. Install signal and lighting, upgrade curb ramps.	SHOPP	\$ 615	04/30/12	6	Apr-2013
<p>Reason for Delay: The project was advertised on 7/30/12. Bids were opened on 9/11/12. The award was delayed due to bidder qualifications. The lowest bidder did not meet the "Good Faith Efforts" requirements. A reconsideration meeting will be held in mid-November. Depending on the outcome of this meeting, the Department might have to award the contract to the second lowest bidder. This time extension will allow the Department to analyze the outcome and award the project contract.</p>									
3	02-3291	3C920	SIS-5	Near Yreka, from 0.6 mile south of Shasta River Bridge to 0.2 mile south of Vista Point. Replace Bridge Deck.	SHOPP	\$ 8,200	05/23/12	6	May-2013
<p>Reason for Delay: Bids for this project were opened on 7/31/12. Due to unbalanced bid, the lowest bidder was rejected. The second lowest bidder was disqualified because he did not meet the "Good Faith Efforts" requirements. The third lowest bidder was 17.0% over the Engineer's Estimate which requires additional supplemental funds to award. A concurrent supplemental funds is being requested.</p>									
4	11-0842	28960	IMP-86	Near Salton Sea Beach and Niland. Construct scour mitigation measures to preserve the integrity of two bridges.	SHOPP	\$ 696	05/23/12	3	Feb-2013
<p>Reason for Delay: The project was advertised on 7/2/12. Bids were opened on 7/26/12. The Department rejected all bids, as the site conditions have changed between when the design was completed and the bid opening took place. The site condition change is the placement of three 72-inch culverts by Union Pacific Railroad which are in conflict with the drainage design of this project. This time extension will allow the Department to revise the Plans, Specifications and Estimate and re-advertise the project.</p>									

**2.8b.(1) Time Extension / Waiver - Contract Award
 Waiver 12-66**

Project Number	Dist-PPNO	EA	County-Route	Description	Fund Source	Allocated Amount (x \$1,000)	Allocation Date	Request	
								Months	until end of (month-yr)
5	04-0485K	2A440	SCL-152	Near Gilroy, from Old Lake Road to San Felipe Road. Widen Roadway.	SHOPP	\$ 8,751	07/09/12	6	Jul-2013
<p>Reason for Delay: The award was delayed due to utility relocation. There are four electrical and utility poles that need to be relocated. However, due to environmental issues, the relocation has been delayed to April 2013. This time extension will allow the Department to award the contract upon completion of the utility relocation.</p>									

Memorandum

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: December 5-6, 2012

Reference No.: 2.8b.(2)
Action Item

From: NORMA ORTEGA
Chief Financial Officer

Prepared by: Rachel Falsetti
Division Chief
Transportation Programming

Subject: **REQUEST TO EXTEND THE PERIOD OF CONTRACT AWARD FOR LOCALLY ADMINISTERED STIP TE PROJECTS ON THE STATE HIGHWAY SYSTEM, PER RESOLUTION G-06-08 WAIVER 12-67**

RECOMMENDATION:

The Department of Transportation (Department) recommends the California Transportation Commission (Commission) approve time extensions for the period indicated for three State Transportation Improvement Program (STIP) Transportation Enhancement (TE) projects described on the attachment.

ISSUE:

In May, 2012, the Commission allocated \$800,000 for one locally administered STIP TE project. In June, 2012, the Commission allocated \$2,743,000 for two locally administered STIP TE projects. In accordance with G-06-08, the deadline to award contracts for projects allocated in May 2012 is November 30, 2012 and for projects allocated in June 2012 is December 31, 2012. The local agencies administering these projects will not be able to meet the deadlines and are requesting time extensions for the period of contract award. The attachment shows the details of each project and the delays that have resulted in the extension request.

BACKGROUND:

In June 2006, the Commission adopted Resolution G-06-08, making the six-month period to award a permanent requirement under the State Transportation Improvement Program (STIP) Guidelines.

2.8b.(2) Time Extension / Waiver - Contract Award Waiver 12-67

Project Number	Dist-PPNO	Implementing Agency	County-Route	Description	Fund Source	Allocated Amount (x \$1,000)	Allocation Date	Request	
								Months	until end of (month-yr)
1	01-0302M	City of Arcata	Hum-255	In the city of Arcata on Samoa Boulevard Landscape and irrigation, construct sidewalk.	STIP TE	\$ 243	06/27/12	6	Jun-2013
<p>Reason for Delay: This project is experiencing longer than expected delays associated with the determination of landscaping (tree/plant species, etc.) associated with permitting. These delays can be attributed to the California Coastal Commission's Coastal Development Permit requirement for all-native species to be used in the project.</p>									
2	06-6553	City of Arvin	Ker-223	In Arvin, from Comanche Road to Derby Street. Streetscape improvements.	STIP TE	\$ 800	05/23/12	6	May-2013
<p>Reason for Delay: The project experienced delays in the area of the Americans with Disabilities Act, stormwater and other minor items that needed to be addressed prior to the Department approval of plans, specifications and issuance of encroachment permits.</p>									
3	08-4434K	San Bernardino Associated Governments	SBd-210	In San Bernardino from 0.3 mile west of State Street to 0.1 mile east of Route 210/215 Junction. Planting, irrigation, and inert groundcover.	STIP TE	\$ 2,500	06/27/12	6	Jun-2013
<p>Reason for Delay: The project has been delayed pending approval of Amendment #1 to the 2013 Federal Transportation Improvement Program which is scheduled to be adopted in January 2013 by Southern California Association of Governments. Additionally, more time was needed to coordinate the irrigation and water zone as the Department begins design of the State Route 210/215 Interchange Landscape project adjacent to the State Route 210 Segment 11 project.</p>									

Memorandum

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: December 5-6, 2012

Reference No.: 2.8b.(3)
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 12-68**

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 \$22,635,000 for the construction of 12 locally-administered State Transportation Improvement Program (STIP) projects identified on the attachment. The responsible agencies have been unable to award the contracts within six months of allocation. The attachment describes the details of the projects and the explanations for the delays. The respective agencies request extensions, and the planning agencies concur.

BACKGROUND:

In June 2006, the Commission adopted Resolution G-06-08, which requires the agency implementing a project to request a time extension if the project will not be awarded within six months of the allocation. STIP Guidelines stipulate that the Commission may approve a waiver to the contract award deadline one time only for up to 20 months in accordance with Section 14529.8 of the Government Code.

Attachment

Time Extension/Waiver – Project Contract Award Deadline
 Local Streets and Roads Projects

Project #	Applicant County PPNO Project Description Reason for Project Delay	Extension Amount <i>Construction Only</i>	Allocation Date Resolution Number Number of Months Requested Extended Deadline CT Recommendation
1	Shasta County Shasta County PPNO 02-2490 East Redding Bike Lane-Phase II	\$2,294,000	5/24/2012 FP-11-54 3 months 2/28/2013 Support
<p>The County of Shasta (County) is requesting a three-month extension to the period of contract award for the East Redding Bike Lane-Phase II project. The County has experienced delays in finalizing Right of Way agreements and obtaining approval of the Authorization to Proceed with Construction (E-76).</p> <p>The County is currently working with the Bella Vista Water District (BVWD) and the Bureau of Reclamation (Bureau) on an agreement that will allow the relocation of the Bureau's water main located along the Old Oregon Trail. Due to miscommunication as to who actually owns the water main, substantial time was lost in starting the federal environmental review process with the Bureau. The Bureau owns the water main, and BVWD maintains and operates it. Coordinating the effort with the BVWD and the Bureau on Right of Way issues, finalizing construction plans, environmental document reviews, and easement details has delayed the project approximately two months. The County received approval from the Bureau and is finalizing the construction contract.</p> <p>Because the approval of the E-76 was delayed and it resulted in the submittal to Federal Highway Administration (FHWA) after the end of the fiscal year and due to the end of fiscal year shut down and start up procedures, FHWA approval is taking approximately one month from submittal. The delays in the processing of the E-76 and FHWA's end of fiscal year procedures delayed the project approximately six weeks. The County anticipates obtaining approval from FHWA on October 12, 2012, advertising on October 17, 2012, and awarding in December 2012. Therefore, the County is requesting a three-month extension to February 28, 2013.</p>			
2	City of Hercules Contra Costa County PPNO 04-2011F Intercity Rail Station project	\$9,097,000	06/28/2012 FP-11-79 (\$1,097,000 FTF) MFP-11-16 (\$8,000,000 PTA) 9 months 09/30/2013 Support
<p>The City of Hercules (City) is requesting a nine-month extension to the period of contract award for the Intercity Rail Station project. The City has experienced delays in advertising and awarding the contract due to unforeseen complexities developed from the division of the contract into two bid packages and securing necessary easements.</p> <p>The Commission allocated funds in June 2012. Subsequently, the City moved forward with a single bid package for the construction of rail-related improvements and the San Francisco Bay Trail improvements, since both elements of the Intermodal Transit Center Project (ITC) are interrelated. The Federal Transit Administration (FTA) is the lead agency for the ITC (Public Transportation Account Funds) and the Federal Highway Administration (FHWA) is the lead agency for the San Francisco Bay Trail Project (Transportation Enhancement Funds), an element of the ITC. During subsequent discussions with FHWA and the Department, it was determined that the City should split the bid package into two separate bid packages to facilitate administration of project elements subject to FTA and project elements specifically funded by FHWA. Separating the two bid packages created complex construction sequencing issues related to construction of retaining walls, relocation of fuel lines located within the current railroad Right of Way, construction of the trail and the sequence for advertising each construction contract.</p> <p>The East Bay Regional Park District had previously secured an easement for the San Francisco Bay Trail, which does not cover the scope of the rail-related improvements. In 2009, the City initiated the process with Bio-Rad, who owns the property, to secure an easement for relocation of existing fuel lines located within the current railroad Right of Way. Final engineering was required to finalize the Easement Agreement, thus delaying attainment of the easement. Compounding the issue were personnel changes with the owner of the property needed for track preparation (rail component of the train station) causing additional delay. The City anticipates possession of the subsurface easement by July 2013.</p> <p>These complexities have delayed the advertising of the ITC by nine months. The City anticipates both bid packages will be ready for advertisement by July 2013 and award in September 2013. Therefore, the City is requesting a nine-month extension to September 30, 2013.</p>			

Time Extension/Waiver – Project Contract Award Deadline
 Local Streets and Roads Projects

Project #	Applicant County PPNO Project Description Reason for Project Delay	Extension Amount <i>Construction Only</i>	Allocation Date Resolution Number Number of Months Requested Extended Deadline CT Recommendation
3	City of Hercules Contra Costa County PPNO 04-2025E San Francisco Bay Trail behind the Bio-Rad Facility Project	\$862,000	06/28/2012 FP-11-79 9 months 09/30/2013 Support
<p>The City of Hercules (City) is requesting a nine-month extension to the period of contract award for the Intercity Rail Station project. The City has experienced delays in advertising and awarding the contract due to unforeseen complexities developed from the division of the contract into two bid packages and securing necessary easements.</p> <p>The Commission allocated funds in June 2012. Subsequently, the City moved forward with a single bid package for the construction of rail-related improvements and the San Francisco Bay Trail improvements, since both elements of the Intermodal Transit Center Project (ITC) are interrelated. The Federal Transit Administration (FTA) is the lead agency for the ITC (Public Transportation Account Funds) and the Federal Highway Administration (FHWA) is the lead agency for the San Francisco Bay Trail Project (Transportation Enhancement Funds), an element of the ITC. During subsequent discussions with FHWA and the Department, it was determined that the City should split the bid package into two separate bid packages to facilitate administration of project elements subject to FTA and project elements specifically funded by FHWA. Separating the two bid packages created complex construction sequencing issues related to construction of retaining walls, relocation of fuel lines located within the current railroad Right of Way, construction of the trail and the sequence for advertising each construction contract.</p> <p>The East Bay Regional Park District had previously secured an easement for the San Francisco Bay Trail, which does not cover the scope of the rail-related improvements. In 2009, the City initiated the process with Bio-Rad, who owns the property, to secure an easement for relocation of existing fuel lines located within the current railroad Right of Way. Final engineering was required to finalize the Easement Agreement, thus delaying attainment of the easement. Compounding the issue were personnel changes with the owner of the property needed for track preparation (rail component of the train station) causing additional delay. The City anticipates possession of the subsurface easement by July 2013.</p> <p>These complexities have delayed the advertising of the ITC by nine months. The City anticipates both bid packages will be ready for advertisement by July 2013 and award in September 2013. Therefore, the City is requesting a nine-month extension to September 30, 2013.</p>			
4	City of El Cerrito Contra Costa County PPNO 04-2025F Improvements to Moeser and Ashbury Pedestrian Corridors project	\$977,000	04/26/2012 FP-11-50 4 months 02/28/2013 Support
<p>The City of El Cerrito (City) is requesting a four-month extension to the period of contract award for the Improvements to Moeser and Ashbury Pedestrian Corridors project. The City has not been able to proceed with advertising and awarding the project due to delays in obtaining approval of the Authorization to Proceed with Construction (E-76).</p> <p>The City submitted the E-76 request to the Department on February 22, 2012. The E-76 approval was anticipated by June 2012, allowing the project to be awarded as scheduled. Without the E-76 approval, the City was unable to advertise the project for construction bids. The E-76 was not approved until September 13, 2012 and the City was not informed until October 1, 2012. The City anticipated advertising in July and awarding in October 2012. Due to the delay in receiving the E-76, the City anticipates advertising in November 2012 and awarding in February 2013. Therefore the City is requesting a four-month time extension to February 28, 2013.</p>			

Time Extension/Waiver – Project Contract Award Deadline
 Local Streets and Roads Projects

Project #	Applicant County PPNO Project Description Reason for Project Delay	Extension Amount <i>Construction Only</i>	Allocation Date Resolution Number Number of Months Requested Extended Deadline CT Recommendation
5	County of Kern Kern County PPNO 06-6556 Kernville Walkable Community Pedestrian Improvements project	\$775,000	05/24/2012 FP-11-54 3 months 2/28/2013 Support
<p>The County of Kern (County) is requesting a three-month extension to the period of contract award for the Kernville Walkable Community Pedestrian Improvement project. The County has experienced delays due to utility and project coordination efforts with multiple parties, and has been unable to advertise and award the project on schedule.</p> <p>The County has experienced delays due to coordination efforts with the Southern California Edison Utility company, which is providing power service for the street light component of the project. The County must also coordinate with the Parks' Department Federal Emergency Management Agency project that restores flood-damaged riverbank adjacent to the subject project. The coordination efforts have delayed the project approximately two months. The County anticipated advertising and awarding the project by mid-November 2012. The County is currently working on preparing the project for advertisement and anticipates awarding the contract on January 8, 2013. The County is requesting an additional month to allow for any unforeseen issues. Therefore, the County requests a three-month time extension to February 28, 2013.</p>			
6	Culver City Los Angeles County PPNO 07-4090 Pedestrian Improvements at Various Intersections project	\$634,000	06/28/2012 FP-11-71 9 months 9/30/2013 Support
<p>The City of Culver City (City) is requesting a nine-month extension to the period of contract award for the Pedestrian Improvements at Various Intersections project. The City has not been able to proceed with the project advertisement and award due to delays in obtaining local matching funds.</p> <p>The local matching funds were originally programmed from the City's Redevelopment Agency bond proceeds. Due to the passing of Assembly Bill (AB)1484 of 2012 which is a bill issued by California Supreme Court to dissolve the Community Redevelopment Agencies, the City's successor agency cannot obligate the originally planned local match until an audit by the California Department Of Finance has been completed for unencumbered cash, which is anticipated occur at the end of April 2013. Due to this unforeseen circumstance, the passage of AB 1484 of 2012, the City is requesting a of nine-month extension to September 2013, to award the construction contract. This extension would also allow the City to seek other funding sources to use the local match.</p>			
7	Mono County Mono County PPNO 09-2558 Rehabilitation of Local Roads, Lee Vining Streets Rehabilitation project	\$2,047,000	06/28/2012 FP-11-72 6 months 6/30/2013 Support
<p>The County of Mono (County) is requesting a six-month extension to the period of contract award for Lee Vining Streets Rehabilitation project.</p> <p>The current deadline to award the project is December 28, 2012. Unfortunately, the project will have to be shut down immediately due to the inclement winter weather conditions in the Eastern High Sierra. Weather conditions vary from year to year, but normally road construction activities cannot begin before May. The six-month delay between bidding and the start of construction would cause the contractor to have reduced bonding capacity and be exposed to material price fluctuations. This could potentially result in fewer and higher bids. Delaying the bid advertisement to March 2013, and award to May 2013 would reduce the risk of bids higher than the engineer's estimate. The County is requesting an additional month to allow for any unforeseen issues. Therefore, the County requests a six-month time extension to June 30, 2013.</p>			

Time Extension/Waiver – Project Contract Award Deadline
 Local Streets and Roads Projects

Project #	Applicant County PPNO Project Description Reason for Project Delay	Extension Amount <i>Construction Only</i>	Allocation Date Resolution Number Number of Months Requested Extended Deadline CT Recommendation
8	Mono County Mono County PPNO 09-2021 Rehabilitation of Local Roads, Bridgeport Street Rehabilitation project	\$2,119,000	06/28/2012 FP-11-72 6 months 06/30/2013 Support
<p>The County of Mono (County) is requesting a six-month extension to the period of contract award for the Rehabilitation of Local Roads – Bridgeport project.</p> <p>If awarded by the current deadline of December 28, 2012, the project would have to be shut down immediately due to the inclement winter weather conditions in the Eastern High Sierra. Weather conditions vary from year to year, but normally road construction activities cannot begin before May. The six-month delay between bidding and start of construction would cause the contractor to have reduced bonding capacity and be exposed to material price fluctuations. This could result in fewer and higher bids. Delaying bid advertisement to March 2013 and award to May 2013 would reduce the risk of bids higher than the engineer's estimate. Therefore, the County requests a six-month time extension to June 30, 2013.</p>			
9	City of Stockton San Joaquin County PPNO 10-0205 Airport Way Streetscape Beautification project	\$900,000	05/24/2012 FP-11-54 6 months 5/30/2013 Support
<p>The City of Stockton (City) is requesting a six-month extension to the period of contract award for the Airport Way Streetscape Beautification project. The City has not been able to proceed with advertising and awarding the project due to unexpected utility relocation issues, and delays in obtaining approval of Authorization to Proceed with Construction (E-76) and Right of Way Certification.</p> <p>Originally, the City submitted an E-76 package and a Right of Way Certification to the Department which included utility relocation costs. The Department advised the City that utility relocation costs (maintenance-hole lids and fire-hydrants) are non-participating costs, and since the City is unable to bear these costs, the packages were returned to the City unchanged. The City is currently working with the Department to pursue federal funds for the cost of utility relocation work being performed as part of the contract bid items. Because the City did not anticipate the additional Utility Relocation E-76 (UR E-76) submittal, it has experienced subsequent delays to its Right of Way Certification and E-76 approval. The City is currently completing the UR E-76 package for the Department's review and anticipates approval by November 28, 2012. Right of Way Certification is expected by mid-January 2013 and E-76 approval by the end of February 2013. The City anticipates advertising and awarding the project in May 2013. Therefore, the City is requesting a six-month extension to May 2013.</p>			

Time Extension/Waiver – Project Contract Award Deadline
 Local Streets and Roads Projects

Project #	Applicant County PPNO Project Description Reason for Project Delay	Extension Amount <i>Construction Only</i>	Allocation Date Resolution Number Number of Months Requested Extended Deadline CT Recommendation
10	SANDAG San Diego County PPNO 11-7421S Bayshore Bikeway Segments 4 & 5 project	\$995,000	06/28/2012 FP-11-71 20 months 08/31/2014 Support
<p>The San Diego Association of Governments (SANDAG) is requesting a 20-month extension to the period of contract award for the Bayshore Bikeway Segments 4 & 5 project. The SANDAG has not been able to proceed with advertising and awarding the project due to unexpected railroad agreement issues.</p> <p>The project's alignment requires modifications to two existing at-grade railroad crossings, on Harbor Drive and Tidelands Avenue. These crossings require approval from the California Public Utilities Commission (CPUC) for grade crossing modifications and railroad agreements on the Burlington Northern and Santa Fe (BNSF) Railway. SANDAG has encountered significant delays in obtaining CPUC approvals and the required railroad agreements. Discussions with CPUC and BNSF have been underway since April 2012. In April 2012, both BNSF and CPUC met with SANDAG during preliminary discussions and indicated a willingness to obtain the approvals and agreements for the project. In August of 2012, BNSF informed SANDAG that they must obtain CPUC approvals before BNSF could continue working on the railroad agreements. Despite repeated requests, the designated contact with BNSF has not responded to SANDAG's requests for continued project discussions. The CPUC is recommending additional requirements that SANDAG considers costly and unnecessary, but SANDAG anticipates a submittal to the CPUC in early October 2012 with a minimum of four-months needed to obtain CPUC approval for the crossing modifications. Once this is accomplished, SANDAG will enter into discussions with BNSF to obtain the required railroad agreements. SANDAG anticipates Right of Way Certification in June 2014 and advertising and awarding the project in August 2014. Due to the lack of responsiveness of BNSF, SANDAG is unsure of the time required to obtain agreements with BNSF and therefore requests the maximum time extension of 20 months to August 31, 2014.</p>			
11	SANDAG San Diego County PPNO 11-7421Z Coastal Rail Trail – Oceanside 2B project	\$1,517,000	06/28/2012 FP-11-71 3 months 3/31/2013 Support
<p>The San Diego Association of Governments (SANDAG) is requesting a three-month extension to the period of contract award for the Coastal Rail Trail – Oceanside 2B project. SANDAG experienced delays in obtaining approval of the Authorization to Proceed with Construction (E-76), bidding inquiries, and procurement practices.</p> <p>SANDAG submitted the E-76 package to the Department on August 7, 2012. SANDAG anticipated approval of the E-76 by the end of August 2012, allowing the project to be advertised and awarded as scheduled. The E-76 was not approved until September 26, 2012, delaying the project by one month. Due to the delay, SANDAG was unable to advertise the project for construction bids as scheduled. SANDAG advertised the project on October 1, 2012. During the advertisement period SANDAG received bidding inquiries delaying the bid opening by approximately three weeks to mid-November 2012. In addition to the delay in receiving the E-76 approval and bidding inquiries, SANDAG has an extensive procurement process of pre-bid meetings, site walk, bid opening, bid review process, protest allowable period, contractor documents review, contract award documents review, and issuing a notice to proceed, the project is anticipated to award no later than March 2013. Therefore, SANDAG is requesting a three-month time extension to March 31, 2013.</p>			

Time Extension/Waiver – Project Contract Award Deadline
 Local Streets and Roads Projects

Project #	Applicant County PPNO Project Description Reason for Project Delay	Extension Amount <i>Construction Only</i>	Allocation Date Resolution Number Number of Months Requested Extended Deadline CT Recommendation
12	City of Mission Viejo Orange County PPNO 12-2135Y Marguerite Parkway Median Island / Civic Center project	\$418,000	04/26/2012 FP-11-51 2 months 12/31/2012 Support
<p>The City of Mission Viejo (City) is requesting a two-month extension to the period of contract award for the Marguerite Parkway Median Island/ Civic Center project. The City has experienced delays in obtaining approval of the Authorization to Proceed with Construction (E-76).</p> <p>The City submitted the E-76 package to the Department in January 2012. The Department notified the City and Orange County Transportation Agency (OCTA) in July 2012 of the dual California Conservation Corps signature requirement. The City re-submitted the package with the dual signatures and the package was approved in late August 2012. Obtaining approval of the E-76 with the added requirements delayed the project by two months. The City requires two months to complete the construction contract award process. During that period, the City will advertise the project, review bids, and request City Council approval for contract award at its November 19, 2012, meeting. The City is currently proceeding with construction contract award. The City is requesting a two-month extension from October 2012 to December 2012 in the event there are bid protests or the contract award process is delayed.</p>			

Memorandum

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: December 5-6, 2012

Reference No.: 2.8b.(4)
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 12-69**

RECOMMENDATION:

The California Department of Transportation (Department) recommends the California Transportation Commission (Commission) approve the request by the City of Hanford (City) to extend the period of contract award for the Proposition 1B State-Local Partnership Program (SLPP) 10th Avenue Widening and Reconstruction project in Kings County for 15 months from December 31, 2012 to March 31, 2014, per SLPP Guidelines.

ISSUE:

On June 27, 2012, the Commission allocated \$750,000 to the City for construction of the 10th Avenue Widening and Reconstruction project in Kings County. The City will be unable to award the contract by the award deadline of December 31, 2012. The City is requesting a 15-month time extension to March 31, 2014.

BACKGROUND:

The 10th Avenue Widening and Reconstruction project includes widening 10th Avenue between Third Street and Armona Road. The improvements include widening from two to three travel lanes and the installation of a curb, gutter, sidewalk, sanitary sewer, storm drainage system and street lights.

The extension request is needed due to the issues with acquiring the necessary Right of Way which include the relocation of private Southern California Edison (SCE) transmission and distribution poles as it is necessary to relocate SCE transmission and distribution facilities outside the limits of the proposed street improvements. Time was allotted for relocation when the schedule was completed, but SCE officials notified the City on September 20, 2012, that the relocation would not be complete until December 2013. The construction is expected in the spring and summer months, which will delay the contract award, date to March 2014.

In April 2010, the Commission adopted the SLPP Guidelines (Resolution SLP1B-G-0910-002), which require the agency implementing a project to request a time extension if the project will not be awarded within six months of the allocation. The SLPP Guidelines stipulate that the Commission may approve a waiver to the timely use of funds deadline one time only for up to 20 months.