



METROPOLITAN  
TRANSPORTATION  
COMMISSION

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## *Memorandum*

TO: Programming and Delivery Working Group

DATE: December 15, 2008

FR: Kenneth Kao

RE: CMIA and Proposition 1B Bond Program Accountability Update

Caltrans and CTC released the first quarter FY 2008-09 Proposition 1B CMIA and Route 99 Quarterly Update at the December CTC meeting. The region has five projects that are not listed as “green”. They are:

- Alameda / Contra Costa I-80 Integrated Corridor Mobility
  - Scope and schedule variances (red)
- Alameda / Contra Costa SR-24 Caldecott Tunnel Fourth Bore
  - Cost variances (yellow)- Corrective Action Plan has been submitted to HQ/CTC staff
- Marin / Sonoma US-101 Narrows
  - Schedule variance for PA&ED (yellow), due to Biological Opinion from US Fish and Wildlife Service
- Marin I-580/US-101 Connector
  - Schedule variances for Ready-to-List and Start construction (yellow). Amendment to be submitted
- Santa Clara US-101Aux Lanes (Embarcadero to SR-85)
  - Cost variance in PA&ED (yellow), will be backfilled with local funds

The CTC also held a public hearing and considered the adoption of the State-Local Partnership Program Guidelines at the December CTC meeting. MTC submitted comments in advance of the meeting regarding the draft SLPP Guidelines, asking CTC to grant more flexibility in the programming and use of these funds. The CTC’s revised memo addressing some of the region’s comments as well as the proposed SLPP Guidelines are attached. More information regarding the outcome of the SLPP Guidelines will be available at the PDWG meeting.

Please contact Kenneth Kao at (510) 817-5768 or [kkao@mtc.ca.gov](mailto:kkao@mtc.ca.gov), or Judy Li at (510) 286-6320 or [judy\\_li@dot.ca.gov](mailto:judy_li@dot.ca.gov) with questions or comments.

### Attachments

- A – First Quarter FY 2008-09 Proposition 1B CMIA/Rt 99 Quarterly Update (December CTC)
- B – MTC’s Comment Letter re: State-Local Partnership Program Guidelines, December 4, 2008
- C – State-Local Partnership Program Guidelines and CTC Staff Memo (December CTC)

State of California  
DEPARTMENT OF TRANSPORTATION

Business, Transportation and Housing Agency

TAB 91

# Memorandum

To: CHAIR AND COMMISSIONERS

CTC Meeting: December 10-11, 2008

Reference No.: 3.19 - REVISED  
Action Item

From: CINDY McKIM  
Chief Financial Officer

Prepared by: Ross Chittenden  
Program Manager  
Proposition 1B

Subject: **PROPOSITION 1B - FY 2008-09 1<sup>st</sup> QUARTER REPORT: CORRIDOR MOBILITY  
IMPROVEMENT ACCOUNT AND STATE ROUTE 99 CORRIDOR PROGRAMS**

Attached is a revised version of the Department of Transportation's Fiscal Year 2008-09 1<sup>st</sup> Quarter Report for Proposition 1B Corridor Mobility Improvement Account and State Route 99 Corridor programs. The information contained in this version is substantially the same as what was previously provided to you with your monthly meeting materials. The two main differences are: 1) an appendix for project expenditures has been added to the report (starting on Page 16 of 21), and 2) a new "project number" column has been added to the far left of the reports. In addition, several typographical errors within the text of the report were also corrected. The changes reflected in this version were discussed with the Commission's Executive Committee on December 3, 2008.

Attachment



# **First Quarter FY 2008-09 Bond Program Project Delivery Report**

**Quarterly Report to the  
California Transportation  
Commission**



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## Contents

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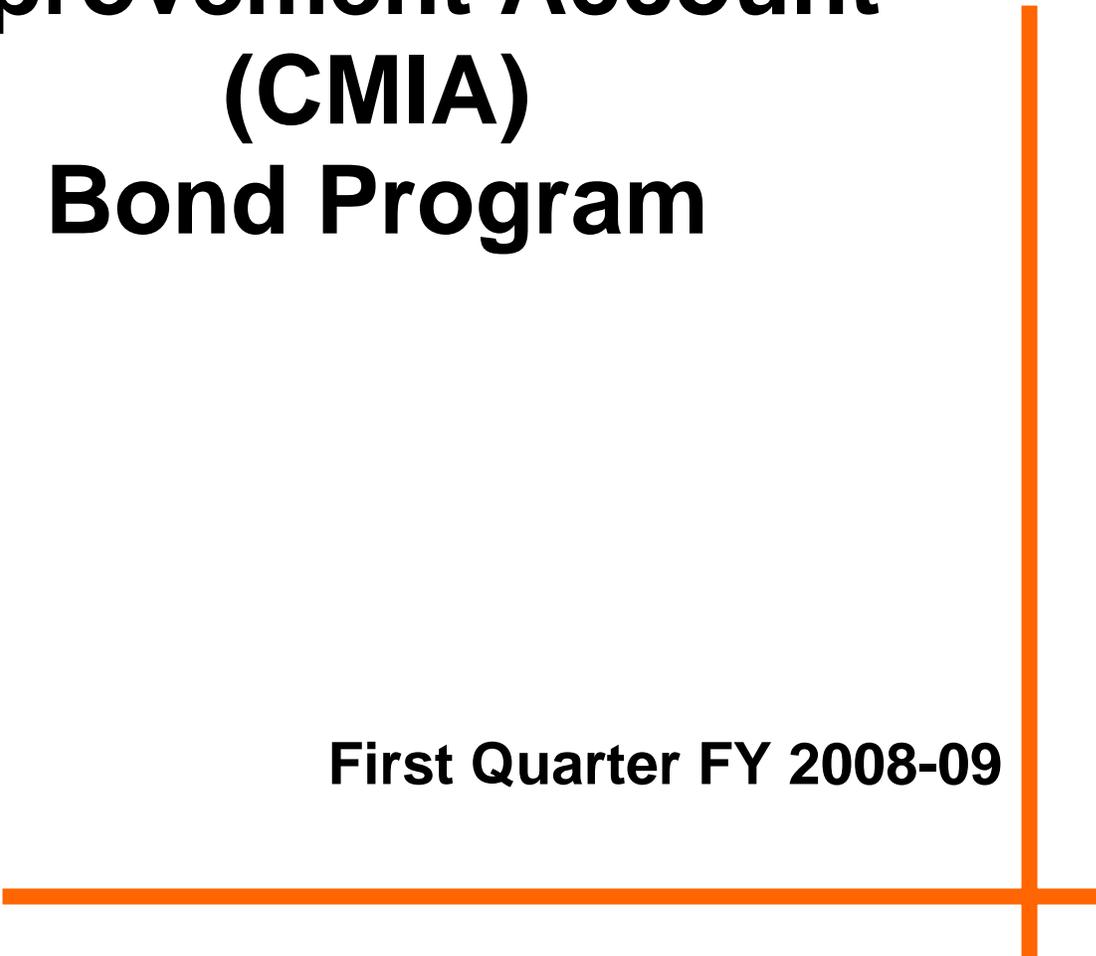
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The Bond Program Project Delivery Report is prepared quarterly in November, February, May, and August. The Department of Transportation (Department) staff prepares this report. The purpose of this report is to monitor and track the progress of project delivery for projects in the bond programs.



**Corridor Management  
Improvement Account  
(CMIA)  
Bond Program**

**First Quarter FY 2008-09**

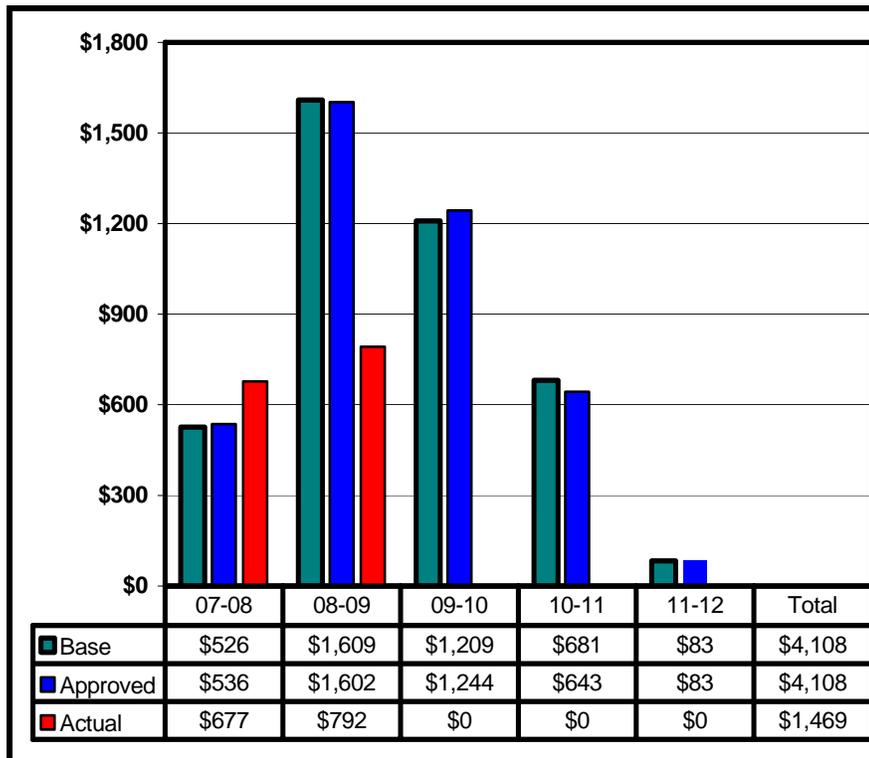


# CMIA Program Status

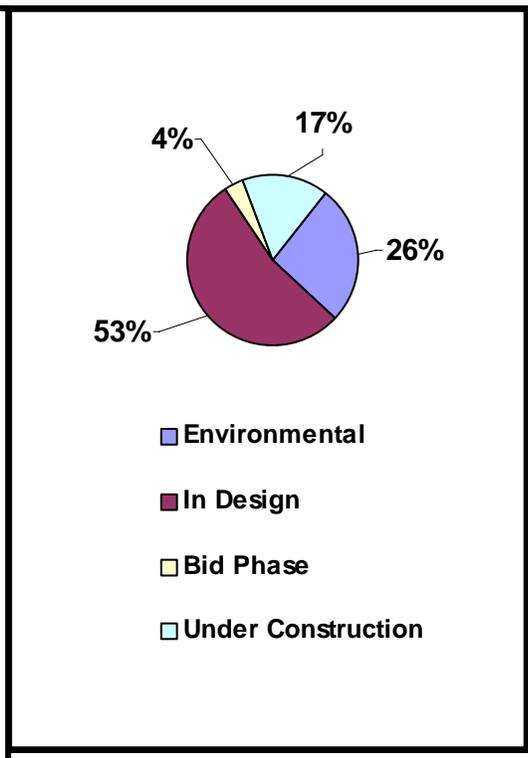
First Quarter FY 2008-09

In the CMIA bond program budget, \$4.108 billion is to be allocated for construction. There is also \$90 million set aside for bond administrative costs and an addition \$11 million that has not been committed. The balance of \$291 million is for non-construction funded project components including right of way capital and engineering support costs. To date, \$1.481 billion has been allocated. The total of \$1.481 billion committed to date utilizes 33 percent of the available program funds.

CMIA Bond Construction Capital Allocations (millions)



Projects by Phase



Corridor projects count in a phase if one or more projects have started that phase.

CMIA Bond Funds Committed (millions)

Component	Available	Allocated	Percent
<b>Construction</b>	\$ 4,108	\$ 1,469	36%
<b>Non-Construction</b>			
RW Capital	1	<1	
Support	290	12	
Subtotal	291	12	4%
Not Committed	11		
Bond Administration	90		
<b>Program Total</b>	\$ 4,500	\$ 1,481	33%

Completed Phases

Phase	Projects	Percent
Environmental	38	70%
Design	10	19%
Bid Phase	5	9%
Construction	0	0%

Corridor projects are completed in a phase when all projects have completed that phase.

# CMIA Program Progress Report

First Quarter FY 2008-09

### CMIA Projects / Delivery Status

Ala 24	Caldecott Tunnel	Design at 95%
Ala 580	SR 84 IC	Design at 90%
Ala 580	EB HOV Lns	Construction at 5%
Ala 580	WB HOV Lns	Environmental 60%
Ala 880	SB HOV Ln	Environmental 35%
Cal 4	Angels Camp	Construction at 5%
CC 4	Widen Sommersville	Design at 55%
CC 80	Integrated Corridor	Environmental 15%
ED 50	HOV El Dorado Hills	Bid Phase
Ker 46	Exp Segment 3	Design at 50%
Kin 198	Exp King / Tulare	Design at 100%
LA 405	HOV I-10 – SR-101	Design at 5%
LA 5	HOV Ora Cty - 605	Design at 30%
LA 5	HOV SR134/SR170	Design at 0%
Mon 1	Salinas Rd IC	Design at 90%
Mrn 101	Sonoma Narrows	Environmental 80%
Mrn 580	WB580–NB101 Con	Design at 90%
Nap 12	Jameson Canyon	Design at 10%
Nev 49	La Barr Meadows	Design at 95%
Ora 22	22/405/605 Conn	Design at 59%
Ora 57	NB Katella - Lincoln	Environmental 72%
Ora 57	NB SR91 - Lambert	Design at 35%
Ora 91	EB SR241 – SR71	Design at 85%
Ora 91	SR55-Weir Canyon	Environmental 15%
Pla 65	Lincoln Bypass	Construction at 5%
Pla 80	Capacity Phase 3A	Design at 95%
Pla 80	Capacity Phase 2	Construction at 10%
Riv 215	Mixed Flow I-15	Environmental 90%
Riv 91	HOV Gap Closure	Design at 40%
Sac 50	HOV Lanes	Design at 90%
Sac Loc	White Rock Widen	Environmental 35%
SBd 10	WB Mixed Flow Lns	Design at 65%
SBd 10	Ramps, Aux Lns	Design at 65%
SBd 210	210/215 Conn	Design at 95%
SBd 215	215 Segment 5	Design at 95%
SBd 215	215 Segment 1&2	Design at 95%
SCI 101	I-280 Yerba Buena	Environmental 95%
SCI 101	SR85 Embarcadero	Environmental 63%
SCI 880	SR237 – SR101	Environmental 54%
SCr 1	Soquel - Morrissey	Environmental 60%
SD 15	Managed Lanes	Construction (varies)
SD 5	North Coast Stg 1A	Construction at 0%
Sha 5	Cottonwood Hills	Design at 20%
SJ 205	Auxiliary Lanes	Environmental 95%
SLO 46	Whitley Impvmts	Design at 50%
SM 101	Embarcadero/Marsh	Design at 0%
Sol 80	HOV 680/Putah Crk	Construction at 20%
Son 101	Wilfred–Santa Rosa	Bid Phase
Son 101	SantaRosa/Windsor	Construction at 0%
Son 101	Railroad-Rohnert	Design at 85%
Sta 219	Phase 1 Exp	Construction at 5%
Sta 219	Phase 2 Exp	Design at 70%
Tuo 108	E. Sonora Bypass	Design at 20%
Ven 101	HOV Lns	Environmental 90%

- Green – No known scope, schedule or budget issues
- Yellow – Potential scope, schedule or budget impact
- Red – Known scope, schedule or budget impact

Projects in bid phase have completed design and allocated.

This report reflects the program delivery status of CMIA Program bond funds for the 54 projects adopted on March 15, 2007 by the California Transportation Commission. The projects adopted into the program have a current approved overall value of \$9.341 billion including CMIA bond funds for \$4.399 billion.

### Overall Program Status

To date, 40 projects have completed the preliminary engineering and environmental evaluation phase, 13 projects have completed the design phase, two projects are currently in the bid phase, and nine projects are under construction. It is anticipated that the first CMIA project will be completed and open to traffic in the summer of 2009.

### FY 2008-09 Accomplishments

Progress continues to be made to deliver and implement the adopted CMIA program.

To date, in FY 2008-09 three construction contracts were awarded, two projects completed the right of way milestone, three projects completed design, and one project completed the environmental document.

### First Quarter FY 2008-09 Milestones Met

The following projects completed a major project delivery milestone in the last quarter:

Cty	Rte	Project	Milestone
Ala	580	EB Hov Lns ( 2 of 2 )	Award
SD	15	Managed Lane ( 3 of 4 )	Award
Son	101	HOV (Santa Rosa to Windsor)	Award
ED	50	HOV El Dorado Hills	End RW, Design
Son	101	HOV (Wilfred to Santa Rosa)	End RW, Design
Kin	198	Kin/Tul 198 Expwy	End Design
SM	101	Aux Lns (Embarcadero to Marsh)	Environmental

### Program Management

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. Attached is a corrective actions report that identifies actions being taken to manage project changes.

The California Department of Transportation

First Quarter FY 2008-09

CMA Program Delivery Report 54 Planned Deliveries

PROJECT NUMBER		DISTRICT	COUNTY	ROUTE	ESTIMATED CONSTRUCTION CAPITAL VALUE (\$1,000's)	BOND CAPITAL VALUE (\$1,000's)	PROJECT DESCRIPTION	END ENVIRONMENTAL	END DESIGN	END RIGHT OF WAY	AWARD	SCOPE	BUDGET	SCHEDULE	CCA
1	04	Ala	580	\$ 65,428	\$ 26,573	Route 580 Eastbound HOV Lane Project (1 of 2)				02/04/09					12/01/11
				\$ 60,300	\$ 30,401	Route 580 Eastbound HOV Lane Project (2 of 2)			★				✔	✔	✔
2	04	Ala	580	\$ 114,800	\$ 88,435	Route 580 Westbound HOV Lane Project	11/01/09	03/01/11	03/01/11	08/01/11	✔	✔	✔		10/01/13
3	04	Ala	580	\$ 86,000	\$ 51,200	I-580 and Route 84 Interchange				01/01/09	✔	✔	✔		01/01/12
4	04	Ala	880	\$ 83,700	\$ 83,700	I-880 southbound HOV Lane Extension - Hegenberger	11/01/09	09/01/11	09/01/11	03/01/12	✔	✔	✔		04/01/14
5	04	Ala CC	80	\$ 47,100	\$ 47,100	I-80 Integrated Corridor Mobility Project	07/01/09	03/01/10	03/01/10	07/01/10	✘	✔	✘		10/01/11
6	10	Cal	4	\$ 31,965	\$ 4,438	Angels Camp Bypass				★	✔	✔	✔		09/01/10
7	04	CC	4	\$ 300,300	\$ 65,000	SR-4 East Widening from Somersville to SR 160		06/01/10	06/01/10	11/01/10	✔	✔	✔		12/01/14
8	04	Ala CC	24	\$ 345,000	\$ 157,400	Route 24/Caldecott Tunnel Corridor	★	01/02/09	01/01/09	08/03/09	✔	◆	✔		02/01/14
9	03	ED	50	\$ 37,808	\$ 20,000	HOV Lane - El Dorado Hills Blvd to w. of Bass Lake			★	12/01/08	✔	✔	✔		06/01/10
10	06	Ker	46	\$ 67,229	\$ 45,000	Route 46 Expressway - Segment 3		03/19/10	05/01/10	07/01/10	✔	✔	✔		07/26/14
11	06	Kin Tul	198	\$ 95,047	\$ 71,600	Kings/Tulare Rte. 198 Expressway			03/18/09	07/01/09	✔	◆	✔		02/01/12
12	07	LA	405	\$ 792,000	\$ 730,000	Rte 405 Carpool Lane I-10 TO us 101 (Northbound)		6/28/11	4/10/13	Design Build	01/28/09	✔	✔	✔	04/03/13
13	07	LA	5	\$ 575,543	\$ 387,000	Rte 5 Carpool Lane from Orange Co Line to I-605		07/01/10	07/01/10	10/22/10	✔	✔	✔		11/30/16
14	07	LA	5	\$ 92,000	\$ 20,000	Widen HOV Lanes on I-5 from Rte 134 to Rte 170 (1 of 4)	★	12/23/08	12/16/08	03/09/09					12/03/12
				\$ 180,947	\$ -	Widen HOV Lanes on I-5 from Rte 134 to Rte 170 (2 of 4)		11/02/09	10/01/09	04/20/10					12/20/13
				\$ 34,200	\$ 8,000	Widen HOV Lanes on I-5 from Rte 134 to Rte 170 (3 of 4)		01/07/10	10/01/09	02/26/10	✔	◆	✔		11/19/12
				\$ 150,000	\$ 45,000	Widen HOV Lanes on I-5 from Rte 134 to Rte 170 (4 of 4)		04/30/09	04/01/09	10/20/09					05/11/12
15	04	Mm Son	101	\$ 54,420	\$ 44,420	Highway 101 Marin-Sonoma Narrows Project (1 of 3)	01/26/09	07/01/10	07/01/10	12/01/10					12/02/13
				\$ 27,640	\$ 10,433	Highway 101 Marin-Sonoma Narrows Project (2 of 3)	01/26/09	12/01/10	12/01/10	06/01/11	✔	✔	◆		12/02/13
				\$ 31,270	\$ 17,337	Highway 101 Marin-Sonoma Narrows Project (3 of 3)	01/26/09	12/01/10	12/01/10	06/01/11					12/02/13

First Quarter FY 2008-09

Status as of 9/30/08

- Completed
- Awarded
- No known scope, budget or schedule impacts
- Completed ahead of schedule
- Awarded ahead of schedule
- Potential scope, budget or schedule impacts
- Behind schedule
- Award behind schedule
- Known scope, budget or schedule impacts

# The California Department of Transportation

First Quarter FY 2008-09

## CMIA Program Delivery Report 54 Planned Deliveries

PROJECT NUMBER	DISTRICT	COUNTY	ROUTE	ESTIMATED CONSTRUCTION CAPITAL VALUE (\$1,000's)	BOND CAPITAL VALUE (\$1,000's)	PROJECT DESCRIPTION	END ENVIRONMENTAL	END DESIGN	END RIGHT OF WAY	AWARD	SCOPE	BUDGET	SCHEDULE	CCA
16	04	Mtn	580	\$ 13,200	\$ 13,200	WB 580/NB 101 Connector		03/11/09	02/01/09	06/03/09	✔	✔	⬡	07/10/10
17	05	Mon	1	\$ 32,633	\$ 32,633	Salinas Road Interchange		01/01/09	11/14/08	05/01/09	✔	✔	✔	07/01/11
18	04	Nap Sol	12	\$ 96,700	\$ 73,990	Jameson Canyon		04/01/10	04/01/10	09/01/10	✔	✔	✔	08/01/13
19	03	Nev	49	\$ 21,000	\$ 16,098	La Barr Meadows Widening		01/01/09	03/15/09	05/01/09	✔	✔	✔	06/01/12
20	12	Ora	22	\$ 291,000	\$ 200,000	Route 22/405/605 HOV Connector with ITS		04/01/10	03/01/10	08/01/10	✔	✔	⬡	02/01/14
21	12	Ora	57	\$ 106,188	\$ 70,000	Northbound widening, Route 91 to Lambert Road	★	05/01/10	04/01/10	09/01/10	✔	⬡	⬡	09/01/14
22	12	Ora	57	\$ 29,400	\$ 20,086	Northbound widening - Katella Ave to Lincoln Ave	08/01/09	04/01/11	03/01/11	08/01/11	✔	✔	⬡	03/01/15
23	12	Ora	91	\$ 69,800	\$ 22,000	Widening - Route 55 connector to Weir Canyon Rd	07/01/09	05/01/11	05/01/11	10/01/11	✔	✔	✔	12/01/14
24	12	Ora	91	\$ 65,000	\$ 65,000	SR 91 EB Lane - Route 241 to Route 71		03/01/09	03/01/09	08/01/09	✔	✔	✔	09/01/11
25	03	Pla	65	\$ 210,000	\$ 73,715	Lincoln Bypass		★	★	★	✔	⬡	✔	01/01/12
26	03	Pla	80	\$ 64,782	\$ 17,700	I-80 Capacity/Operational Improvments Phase 2		★	★		✔	✔	✔	10/01/10
27	03	Pla	80	\$ 28,000	\$ 28,000	I-80 Capacity/Operational Improvement Phase 3A		12/01/08	03/15/09	05/01/09	⬡	⬡	✔	01/01/11
28	08	Riv	215	\$ 55,100	\$ 38,570	Add mixed-flow lane from Rte 15 to Scott Rd	12/01/08	08/01/10	02/01/10	12/01/10	✔	✔	✔	12/01/13
29	08	Riv	91	\$ 177,146	\$ 142,600	Route 91 HOV Lane Gap closure	★	02/02/11	08/01/10	06/01/11	✔	⬡	✔	06/01/15
30	03	Sac	Loc	\$ 19,100	\$ 19,100	White Rock Rd Widening, Grant Line to Prairie City	07/01/09	12/01/10	12/01/10	05/01/11	✔	✔	✔	11/01/12
31	03	Sac	50	\$ 133,125	\$ 80,000	HOV lanes & Community enhancements	★	04/01/09	06/01/09	09/01/09	✔	✔	✔	01/02/13
32	08	SBd	10	\$ 26,523	\$ 19,233	Widen ramps, aux lanes: Cherry, Citrus & Cedar		08/02/09	06/01/09	01/06/10	✔	✔	✔	12/01/10
33	08	SBd	10	\$ 37,875	\$ 26,500	I-10, Construct Westbound mixed flow lane	★	10/01/09	10/01/09	01/01/10	✔	✔	✔	05/29/11
34	08	SBd	210 215	\$ 79,967	\$ 22,000	State Route 210/215 Connectors		05/15/09	11/01/08	08/17/09	✔	⬡	✔	11/15/13
35	08	SBd	215	\$ 289,482	\$ 49,120	Interstate 215 North Segments 1 & 2		06/30/09	11/14/08	09/14/09	✔	✔	✔	09/13/13
36	08	SBd	215	\$ 59,000	\$ 59,000	Interstate 215 North Segment 5		05/15/09	11/01/08	08/17/09	✔	✔	✔	11/15/13

First Quarter FY 2008-09

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The California Department of Transportation

First Quarter FY 2008-09

CMIA Program Delivery Report 54 Planned Deliveries

PROJECT NUMBER	DISTRICT	COUNTY	ROUTE	ESTIMATED CONSTRUCTION CAPITAL VALUE (\$1,000's)	BOND CAPITAL VALUE (\$1,000's)	PROJECT DESCRIPTION	END ENVIRONMENTAL	END DESIGN	END RIGHT OF WAY	AWARD	SCOPE	BUDGET	SCHEDULE	CCA			
37	11	SD	5	\$ 43,038	\$ 24,500	Route 5/805 North Coast Corridor - (1 of 2)	★		★	★				10/30/09			
				\$ 77,000	\$ 52,500	Route 5/805 North Coast Corridor - (2 of 2)	03/30/09	10/01/09	09/29/09	12/29/09	✔	◆	✔		06/30/12		
38	11	SD	15	\$ 85,000	\$ 85,000	Managed Lanes (No/So Stages) South Segment (1 of 4)		★	★	★				01/26/11			
		SD		\$ 125,000	\$ 125,000	Managed Lanes (No/So Stages) South Segment (2 of 4)		★						04/08/12			
		SD		\$ 90,000	\$ 90,000	Managed Lanes (No/So Stages) South Segment (3 of 4)		★	★	★	✔	✔	✔	01/07/11			
		SD		\$ 28,859	\$ -	Managed Lanes (No/So Stages) South Segment (4 of 4)	01/23/09	10/16/10	06/18/10	03/04/11				03/03/13			
39	10	SJ	205	\$ 40,653	\$ 25,000	I-205 auxiliary lanes-Tracy						✔	◆	✔	03/01/13		
40	05	SLO	46	\$ 80,000	\$ 67,742	Route 46 Corridor Improvements (Whitley 1)						✔	✔	✔	07/08/13		
41	04	SM	101	\$ 81,731	\$ 49,473	SR101 Auxiliary Lanes - Embarcadero Rd to Marsh Rd						✔	✔	✔	11/01/13		
42	04	SCI	101	\$ 44,465	\$ 23,310	US 101 Improvements (I-280 to Yerba Buena Rd)	03/30/09	11/30/09	11/30/09	03/01/10	✔	✔	✔	12/01/12			
43	04	SCI	101	\$ 73,850	\$ 73,850	US 101 Aux Lanes - SR 85 to Embarcadero Rd	07/31/09	02/28/11	11/30/10	06/01/11	✔	◆	✔	08/01/13			
44	04	SCI	880	\$ 65,390	\$ 61,790	I-880 Widening ( SR 237 to US 101)	06/30/09	02/28/11	02/28/11	05/15/11	✔	✔	✔	07/01/13			
45	05	SCr	1	\$ 15,640	\$ 15,640	Route 1 Soquel to Morrissey Auxiliary Lanes	06/01/09	04/01/10	03/01/10	09/01/10	✘	◆	✔	09/01/12			
46	02	Sha	5	\$ 20,802	\$ 20,802	Cottonwood Hills Truck Climbing Lane	★						✔	✔	03/01/11		
47	04	Sol	80	\$ 53,210	\$ 37,833	I-80 HOV Lanes, I-80/I-680/12 to Putah Creek (1 of 3)								12/01/09			
				\$ 6,907	\$ 6,907	I-80 HOV Lanes, I-80/I-680/12 to Putah Creek (2 of 3)								✔	✔	✔	12/01/10
				\$ 3,400	\$ 3,400	I-80 HOV Lanes, I-80/I-680/12 to Putah Creek (3 of 3)										12/01/10	
48	04	Son	101	\$ 63,270	\$ 41,700	US 101 HOV Lanes - Wilfred Ave to Santa Rosa Ave							✔	✔	✔	12/01/11	
49	04	Son	101	\$ 83,800	\$ 38,548	US101 HOV Lanes - Railroad Ave to Rohnert Park Exp	★						✔	✔	✔	12/01/11	
50	04	Son	101	\$ 91,200	\$ 61,360	US 101 HOV Lanes between Santa Rosa - Windsor							✔	✔	✔	01/01/11	

First Quarter FY 2008-09 Status as of 9/30/08

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The California Department of Transportation

First Quarter FY 2008-09

CMIA Program Delivery Report 54 Planned Deliveries

PROJECT NUMBER	DISTRICT	COUNTY	ROUTE	ESTIMATED CONSTRUCTION CAPITAL VALUE (\$1,000's)	BOND CAPITAL VALUE (\$1,000's)	PROJECT DESCRIPTION	END ENVIRONMENTAL	END DESIGN	END RIGHT OF WAY	AWARD	SCOPE	BUDGET	SCHEDULE	CCA
51	10	Sta	219	\$ 26,000	\$ 18,813	SR 219 Expressway, Phase 2		04/01/09	06/30/09	10/01/09	✔	⬡	✔	12/01/11
52	10	Sta	219	\$ 12,760	\$ 12,760	Route 219 Expressway Phase 1			★		✔	⬡	✔	12/15/09
53	10	Tuo	108	\$ 33,800	\$ 13,858	E. Sonora Bypass Stage II		11/01/09	07/01/09	03/18/10	✔	✔	✔	04/01/12
54	07	Ven SB	101	\$ 116,300	\$ 116,300	HOV Lanes, Mussel Shoals to Casitas Pass Road	11/28/08	05/31/10	04/30/10	01/18/11	✔	✔	✔	07/31/15

First Quarter FY 2008-09

Status as of 9/30/08

**Legend**

-  Completed
-  Awarded
-  No known scope, budget or schedule impacts
-  Completed ahead of schedule
-  Awarded ahead of schedule
-  Potential scope, budget or schedule impacts
-  Behind schedule
-  Award behind schedule
-  Known scope, budget or schedule impacts

# CMIA Bond Program Corrective Action Report

First Quarter FY 2008-09

#	D	Co	Rte	Project Title	ID	Approved Bond Funding (\$1,000's)	Approved Total Project Cost (\$1,000's)	Triggered Variance	Proposed Corrective Actions	
									PAED-Ship Des Date RW Date Award Scope (add, split)	Letter submitted last quarter by implementing agency regarding status. Corrective action plan being prepared. Plan shows combining this project with a similar project and delivering the revised project as six contracts, including two procurement contracts, three traffic systems management contracts, and a ramp metering contract.
<b>(1) Potential Projects to Watch</b>										
5	04	CC	80	I-80 Integrated Corridor Mobility Project	3A770	55,300	63,400		None	Letter submitted last quarter by implementing agency regarding status. Corrective action plan being prepared. Plan shows combining this project with a similar project and delivering the revised project as six contracts, including two procurement contracts, three traffic systems management contracts, and a ramp metering contract.
35	08	SBD	215	Interstate 215 North Segments 1 & 2	0071V	49,120	424,085		None	A CMIA Program Amendment was approved on June 26, 2008 which shifted a significant amount of funds from construction to right of way (Transfer of \$25 million). This reduced the construction budget by more than ten percent. While recent bid prices may support such a reduction, this project is to be monitored to ensure that when the project is delivered sufficient funds need to be available to fund the estimated cost at time of planned allocation.
45	05	SCR	1	Route 1 Soquel to Morrissey Auxiliary Lanes	0F650	15,640	15,640		Scope Con Cap	Letter submitted to request a change in project scope. Letter proposes three things - to add bicycle and pedestrian improvements to the La Fonda Overcrossing to improve access across Highway 1, to defer bicycle and pedestrian access improvements at the Morrissey IC to a future Route 1 HOV lanes project and use the cost savings to cover increased costs to replace the La Fonda Overcrossing and keep the overall project cost within budget.
<b>(2) Program Amendments requiring Commission action</b>										
<b>(2A) Program Amendments approved by the Commission during the past quarter</b>										
14	07	LA	5	Widen HOV Lanes on I-5 from Rte 134 to Rte 170	12181 12182 12183 12184	73,000	120,930 248,627 50,844 189,138		PAED-Ship Des Date RW Date Award Scope (add, split)	CMIA Program Amendment was approved on July 24, 2008. Project is in development as four stages. Changes include adding Empire Avenue Interchange, closing 1-mile gap of HOV lanes, cost from \$357 million to \$610 million, and construction completion date from 2013 to 2014.
13	07	LA	5	Rte 5 Carpool Lane from Orange Co Line to I-605	2159A	387,000	1,240,524		PAED-Ship Des Date RW Date Award Scope (add, split)	CMIA Program Amendment was approved on July 24, 2008 to increase STIP funding for all support components.
12	07	LA	405	Route 405 Carpool Lane I-10 to US 101 (Northbound)	12030	730,000	950,000		PAED-Ship Des Date RW Date Award Scope (add, split)	CMIA Program Amendment was approved on September 25, 2008 which transfers money between support components to deal with reported budget variances. Schedule variances are related to how dates were planned and defined as a design build type contract.
<b>(2B) Project changes that will require Commission action - plan has been submitted for preparation of program amendment</b>										
8	04	ALA	24	Route 24/Caldesott Tunnel Corridor	29490	175,000	420,000		Des Sup RW Sup	Corrective action plan proposes to eliminate landscaping portion of work (and local funds for it) to maintain schedule. It also proposes to split the contract into four segments, within the cost and schedule of the approved bond project. The proposed splits are operational improvements incidental to corridor operations. Support variances are corrected by transferring funds from construction contingency balance.

# CMIA Bond Program Corrective Action Report

First Quarter FY 2008-09

#	D	Co	Rte	Project Title	ID	Approved Bond Funding (\$1,000's)	Approved Total Project Cost (\$1,000's)	Triggered Variance	Proposed Corrective Actions
20	12	ORA	22	Route 22/406/605 HOV Connector with ITS	07163	200,000	400,000	End Des End RW Award End Con	Begin design date was delayed 5 months pending FHWA authorization for local funds. Corrective action plan submitted proposes a project splits and additional milestone delays (design, construction, right of way dates).
21	12	ORA	57	Northbound widening, Route 91 to Lamber Road	0F030	70,000	140,000	End Des End RW Award End Con RW Sup RW Cap	Begin design date was delayed 3 months to bring consultant on board for design work. Corrective action plan proposes splitting project in two and delays in design and construction dates. Delay due to delayed start of design, additional right of way parcels needed for temporary construction easements. There is also a \$2.75 million increase in rw costs which will be funded with local funds.
22	12	ORA	57	Northbound widening - Katiella Ave to Lincoln Ave	0F040	20,086	41,086	End Des End RW Award	Corrective action plan submitted discusses delay in Begin dates for several milestones. These were due to delay in selecting PAED consultant until budget was approved, and this has impacted subsequent milestone dates.
25	03	PLA	65	Lincoln Bypass	3338U	73,715	323,460	Des Sup RW Sup RW Cap Con Sup	There are significant project savings as a result of the bids received and the amount committed when the project was awarded. Corrective action plan proposes to transfer savings to cover cost components that are higher than approved in the baseline agreement, and transfer remaining savings into reserve for future use in the corridor.
27	03	PLA	80	I-80 Capacity/Operational Improvement Phase 3A	36763	31,300	34,000	Des Sup RW Sup RW Cap Con Sup Con Cap Scope (lead work)	Corrective action plan proposes to transfer savings from Phase 2 to this project Phase 3A. Because of the value of available savings, the plan also proposes to increase the scope of the Phase 3A project to add Phase 3B which was nominated for CMIA funds. The overall plan would be fully funded utilizing existing programmed funds, bid savings and local funds.
<b>(2C) Project changes that will require Commission action - preparation of a plan has just started and will be submitted at a later date</b>									
11	06	Kin Tul	198	Kings/Tulare Rte. 198 Expressway	3568U	71,600	124,507	Des Sup RW Sup RW Cap	Corrective action plan was prepared and submitted to transfer STIP and TCRP savings from some components to cover overruns in other components, and proposes to split out a follow up landscape mitigation project. The overall project costs remains within available funds, and there are no scope or schedule changes.
16	04	MRN	580	WB 580/NB 101 Connector	4A140	20,000	20,000	Des Date RW Date Award	Corrective action plan being prepared to address slip in project delivery. The delay is due to the need to revise the project plans and eliminate some work to keep the project within budget.
36	08	SBD	215	I-215 North Segment 5	00719	59,000	66,676	None	Plan is being proposed to combine these two projects for construction. One project has savings that can offset the cost overruns on the other project. It is anticipated that any variances identified to date will be eliminated when the projects are combined.
34			210 215	Slate Route 210/215 Connectors	44407	22,000	96,204	Des Sup Con Sup	
52	10	STA	219	Route 219 Expressway Phase 1	0A870	14,760	50,496	Des Sup RW Sup	A corrective action plan will be submitted next quarter. It is expected that between the two projects, funds will be transferred between components and projects to keep both projects within available funds.
51	10	STA	219	SR 219 Expressway, Phase 2	0A872	18,813	50,500	Des Sup	
<b>(3) Project changes approvable by the project team</b>									
<b>(3A) Project changes approved by the project team during the past quarter</b>									
40	05	SLO	46	Route 46 Corridor Improvements (Whitley 1)	33072	67,742	105,000	RW Sup	Corrective action plan submitted transfers \$600,000 Federal Demo funds reducing PSE costs to \$6,400,000 and increasing RW Support costs to \$1,200,000.

# CMIA Bond Program Corrective Action Report

First Quarter FY 2008-09

#	D	Co	Rte	Project Title	ID	Approved Bond Funding (\$1,000's)	Approved Total Project Cost (\$1,000's)	Triggered Variance	Proposed Corrective Actions
24	12	ORA	91	SR 91 EB Lane - Route 241 to Route 71	0G040	71,440	80,500	RW Sup RW Cap	Corrective action plan submitted increases local funds (Measure M) on the following components: RW capital from \$600,000 to \$924,000; RW support from \$60,000 to \$400,000 and PAED support from \$1,700,000 to \$1,944,000. These changes are also being reflected in a revised cooperative agreement.
<b>(3B) Project changes identified this quarter - change likely to be documented and approved by the project team in conjunction with funding partners</b>									
15	05	MIn	101	Highway 101 Marin-Sonoma Narrows Project	26406 26407 26408	82,400	77,310 67,440 58,049	PAED Date	PAED milestone has been delayed slightly pending final approval of Biological Opinion from USFWS to complete the environmental document and subsequent project approvals.
14	07	LA	5	Widen HOV Lanes on I-5 from Rte 134 to Rte 170	12181 12182 12183 12184	73,000	120,930 248,627 50,844 189,183	Des Sup	Design support expenditures have exceeded the available budget (in three of four split projects). Variance is new, and it is expected that the district will work with MTA to develop a corrective plan and submit next quarter.
29	08	RIV	91	Route 91 HOV Lane Gap closure	44840	157,198	240,277	RW Cap	Right of way capital variance triggered by identified utility conflicts. Plan has been developed to address costs as follows (a) finalize utility conflicts, costs (b) minimize cost impacts and conflicts, and (c) if necessary secure additional local funds to cover final costs.
43	04	SCL	101	US 101 Aux Lanes - SR 85 to Embarcadero Rd	44330	84,930	102,258	PAED Sup	Plan is being developed and will be submitted next quarter to transfer savings between other projects on the same corridor. It is anticipated that there will be sufficient PAED savings from another project to cover PAED costs on this project.
37	11	SD	5 805	Route 5/805 North Coast Corridor - Stage 1A	2T040	57,500	102,000	PAED Sup Des Sup RW Sup	Corrective action plan submitted indicates variances can be handled by applying savings from right of way cost savings to cover other components.
39	10	SJ	205	I-205 auxiliary lanes-Tracy	00270	25,000	51,600	Can Sup	Plan is being developed and will be submitted next quarter to transfer local funds between components. It is anticipated that there will be sufficient right of way savings to cover construction support costs.

# **State Route 99 (SR99) Bond Program Report**

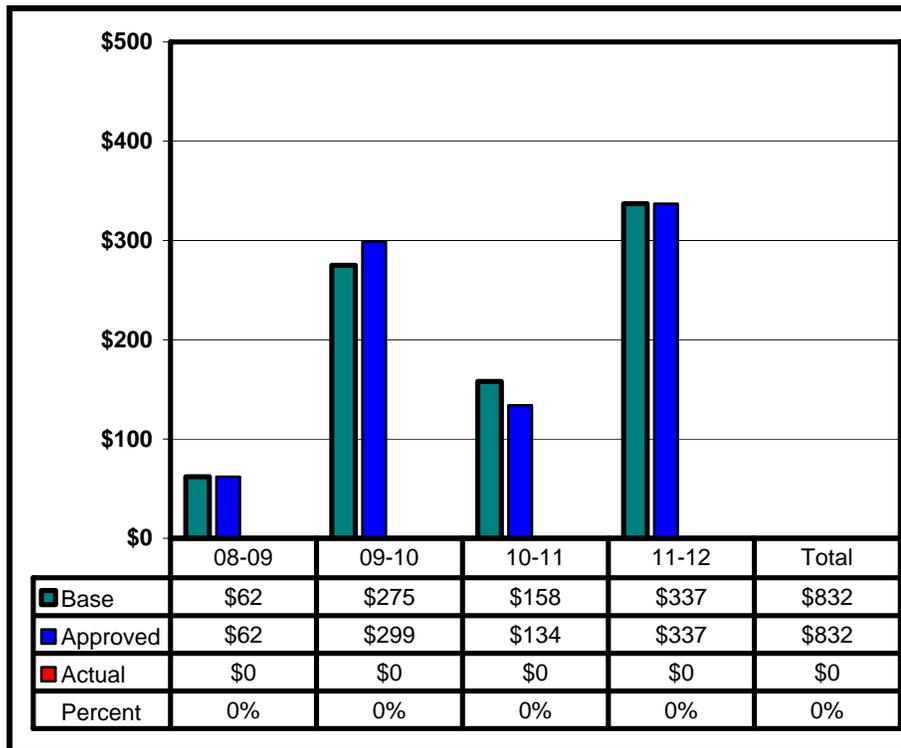
**First Quarter FY 2008-09**

# State Route 99 Corridor Program Status

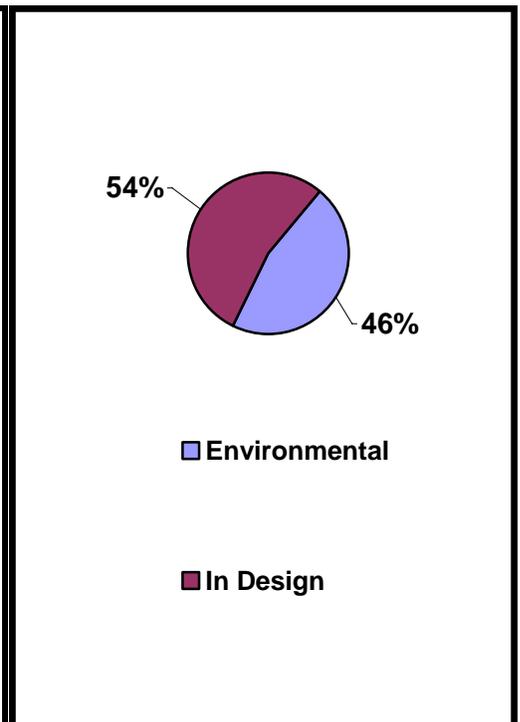
First Quarter FY 2008-09

In the State Route 99 Corridor bond program budget, \$832 million is to be allocated for construction. There is also \$20 million set aside for bond administrative costs. The balance of \$148 million is for non-construction funded project components including right of way capital and engineering support costs. To date, \$10 million has been allocated for support and right of way. The total of \$10 million committed to date utilizes one percent of the available program funds.

**SR99 Bond Construction Capital Allocations (millions)**



**Projects by Phase**



**SR99 Bond Funds Committed (millions)**

Component	Available	Allocated	Percent
<b>Construction</b>	\$ 832	\$ 0	0%
<b>Non-Construction</b>			
RW Capital	54	5	
Support	94	5	
<u>Subtotal</u>	<u>148</u>	<u>10</u>	<u>7%</u>
Bond Administration	20		
<b>Program Total</b>	<b>\$ 1,000</b>	<b>\$ 10</b>	<b>1%</b>

**Completed Phases**

Phase	Projects	Percent
Environmental	7	54%
Design	0	0%
Bid Phase	0	0%
Construction	0	0%

# State Route 99 Corridor Progress Report

First Quarter FY 2008-09

This report reflects the program delivery status of State Route 99 Corridor bond funds for the 13 projects adopted on March 15, 2007 by the California Transportation Commission. The projects adopted into the program have a current approved overall value of \$1.333 billion including SR99 bond funds for \$980 million.

## Overall Program Status

To date, seven projects have completed the preliminary engineering and environmental evaluation phase, and are currently being designed to prepare plans for construction. It is anticipated that the first SR99 Corridor project will go to construction in August, 2009.

## FY 2008-09 Accomplishments

Progress continues to be made to deliver and implement the adopted SR99 Corridor program.

To date, in FY 2008-09 one project has completed the preliminary engineering and environmental phase.

## First Quarter FY 2008-09 Milestones Met

The following projects completed a major project delivery milestone in the last quarter:

Cty	Rte	Project	Milestone
SJ	99	South Stockton Widening	Environmental

## Program Management

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. Attached is a corrective actions report that identifies actions being taken to manage project changes.

### SR99 Projects / Delivery Status

But 99	Chico Aux Lns	● Design at 65%
Fre 99	Island Park	● Environmental at 75%
Mad 99	Ave 12 IC	● Environmental at 75%
Mer 99	Arboleda Freeway	● Design at 75%
Mer 99	Fwy Plainsburg IC	● Design at 30%
Sac 99	Calvine – Mack Rd	● Environmental at 80%
Sac 99	Elverta Rd IC	● Environmental at 80%
SJ 99	Stockton Widen	■ Design at 5%
SJ 99	Manteca Widen	● Environmental at 45%
Sut 99	Feather River Br	● Design at 90%
Sut 99	Riego Rd IC	● Design at 20%
Teh 99	Los Molinos	● Environmental at 15%
Tul 99	Goshen / Kingsburg	● Design at 30%

● Green – No known scope, schedule or budget issues

◆ Yellow – Potential scope, schedule or budget impact

■ Red – Known scope, schedule or budget impact

# The California Department of Transportation

First Quarter FY 2008-09

## SR99 Program Delivery Report 13 Planned Deliveries

Project Number	DISTRICT	COUNTY	ROUTE	ESTIMATED CONSTRUCTION CAPITAL VALUE (\$1,000's)	BOND CAPITAL VALUE (\$1,000's)	PROJECT DESCRIPTION	END ENVIRONMENTAL	END DESIGN	END RIGHT OF WAY	AWARD	SCOPE	COST	SCHEDULE	CCA
1	03	But	99	\$ 33,352	\$ 23,520	Butte SR 99 Chico Auxilliary Lanes - Phase II		01/02/10	03/15/10	05/01/10	✓	✓	✓	09/01/12
2	06	Fre Mad	99	\$ 75,000	\$ 75,000	Island Park 6-Lane	04/01/10	03/01/12	05/01/12	09/01/12	✓	✓	✓	07/01/16
3	06	Mad	99	\$ 50,000	\$ 43,600	Ave 12 Interchange	09/01/09	05/01/12	07/01/12	10/01/12	✓	✓	✓	11/01/15
4	10	Mer	99	\$ 94,700	\$ 94,700	Freeway Upgrade & Plainsburg Road I/C		09/01/10	09/01/10	01/18/11	✓	✓	✓	02/01/14
5	10	Mer	99	\$ 127,000	\$ 127,000	Arboleda Road Freeway		01/02/10	01/02/10	05/18/10	✓	✓	✓	06/01/13
6	03	Sac	99	\$ 24,400	\$ 19,110	SR 99/Elverta Rd. Interchange	07/01/09	12/01/10	12/01/10	05/01/11	✓	✓	✓	01/01/13
7	03	Sac	99	\$ 6,000	\$ 6,000	Calvine Rd to Mack Rd Auxiliary Lanes on SR 99	01/15/09	02/01/10	04/01/10	06/01/10	✓	✓	✓	12/01/11
8	10	SJ	99	\$ 159,000	\$ 106,100	SR 99 (South Stockton) Widening	★	02/01/12	01/15/12	05/15/12	✓	✗	✓	06/01/15
9	10	SJ	99	\$ 212,800	\$ 111,900	SR 99 Widening in Manteca and San Joaquin	06/01/09	10/01/11	09/01/11	03/01/12	✓	✓	✓	07/01/15
10	03	Sut	99	\$ 73,126	\$ 62,000	Feather River Bridge Replacement and widening		04/01/09	06/01/09	08/01/09	✓	✓	✓	05/01/12
11	03	Sut	99	\$ 21,300	\$ 16,110	SR 99/Riego Road Interchange	★	01/01/11	09/01/11	05/01/11	✓	✓	✓	01/01/13
12	02	Teh	99	\$ 4,800	\$ 4,800	Los Molinos	10/01/09	10/15/10	09/15/10	03/01/11	✓	✓	✓	11/01/12
13	06	Tul	99	\$ 150,000	\$ 141,966	Goshen/Kingsburg 6-Lane		02/01/10	03/01/10	07/01/10	✓	✓	✓	08/01/13

First Quarter FY 2008-09

Status as of 9/30/08

-  Completed
-  Completed ahead of schedule
-  Behind schedule
-  Awarded
-  Awarded ahead of schedule
-  Award behind schedule
-  No known scope, budget or schedule impacts
-  Potential scope, budget or schedule impacts
-  Known scope, budget or schedule impacts

# State Route 99 Corridor Bond Program Corrective Action Report

First Quarter FY 2008-09

#	D Co Rte	Project Title	ID	Approved Bond Funding	Approved Total Project Cost	Triggered Variance	Proposed Corrective Actions
<b>(1) Potential Projects to Watch</b>							
8	10 SJ 99	SR 99 (South Stockton) Widening	3A100	153,900,000	250,500,000	PAED Sup	This project is to be monitored because the variance has been known for several quarters without a plan being submitted. The Department in conjunction with the project sponsor is updating and reviewing all remaining project costs as the project is completing the environmental phase. It is anticipated that there will be sufficient savings from the available right of way funds to keep the project overall costs within budget. Once the environmental costs are final and the right of way costs have been updated, a corrective action plan will be prepared to make adjustments to the project budget.
<b>(2) Program Amendments requiring Commission action</b>							
<b>(2A) Program Amendments approved by the Commission during the past quarter</b>							
No projects to report this quarter.							
<b>(2B) Project changes that will require Commission action - plan has been submitted for preparation of program amendment.</b>							
No projects to report this quarter.							
<b>(2C) Project changes that will require Commission action - preparation of a plan has just started and will be submitted at a later date</b>							
No projects to report this quarter.							
<b>(3) Project changes approvable by the project team</b>							
<b>(3A) Project changes approved by the project team during the past quarter</b>							
6	03 SAC 99	SR 99/Elverta Rd. Interchange	37150	19,110,000	29,600,000	PAED Sup	A corrective action has been prepared and submitted to increase the PAED budget by increasing the local contribution from \$400,000 to \$1,000,000 to fully cover the current estimate for PAED.
11	03 SUT 99	SR 99/Riego Road Interchange	40660	19,110,000	30,840,000	PAED Sup	Sutter County, as implementing and lead agency for PAED has supplemented its own budget from \$340,000 to \$520,000 to fully cover the current estimate for PAED.
<b>(3B) Project changes identified this quarter - change likely to be documented and approved by the project team in conjunction with funding partners</b>							
No projects to report this quarter.							

# **Appendix**

## **Project Expenditures**

**(a) CMIA Program**

**(b) SR99 Program**

**First Quarter FY 2008-09**

### CMIA Program Project Expenditures

First Quarter FY 2008-09

<b>Legend</b> <span style="display: inline-block; width: 15px; height: 10px; background-color: #d9ead3; border: 1px solid black; margin-right: 5px;"></span> No known budget impacts <span style="display: inline-block; width: 15px; height: 10px; background-color: #fff2cc; border: 1px solid black; margin-right: 5px;"></span> Potential budget impacts <span style="display: inline-block; width: 15px; height: 10px; background-color: #f4cccc; border: 1px solid black; margin-right: 5px;"></span> Known budget impacts ** Expenditures in accordance STIP guidelines.																					Environmental (PAED) Support (1,000's)			Design Support (1,000's)			Right of Way (1,000's)					Construction (1,000's)				
#	D	CO	RTE	PROJECT DESCRIPTION	Agency	Appd	Exp	Agency	Appd	Exp	Support			Capital		Support			Capital																	
											Agency	Appd	Exp	Appd	Exp	Agency	Appd	Exp	Appd	Exp																
1	04	Ala	580	Route 580 Eastbound HOV Lane Project	1/2	ACMA	6,300	6,300	ACMA	530	530	ACMA	0	0	0	0	0	Caltrans	7,950	0	65,429	0														
					2/2	ACMA	5,700	5,700	ACMA	470	470	ACMA	0	0	0	0	0	Caltrans	7,190	574	60,300	4,054														
2	04	Ala	580	Route 580 Westbound HOV Lane Project	ACMA	10,000	2,500	ACMA	2,000	250	ACMA	500	0	0	2,500	0	Caltrans	15,600	0	114,800	0															
3	04	Ala	580	I-580 and Route 84 Interchange	Livermore	14,300	3,100	Livermore	15,000	9,500	Livermore	0	0	0	20,900	19,500	Caltrans	16,800	0	86,000	0															
4	04	Ala	880	I-880 southbound HOV Lane Extension - Hegenberger	ACMA	4,520	984	ACMA	6,980	266	ACMA	1,900	0	0	0	0	Caltrans	10,900	0	83,700	0															
5	04	Ala	80	I-80 Integrated Corridor Mobility Project	ACMA	1,800	0	ACMA	6,300	0	ACMA	0	0	0	0	0	Caltrans	8,200	0	47,100	0															
6	10	Cal	4	Angels Camp Bypass	Caltrans	1,678	**1,685	Caltrans	3,374	**4,322	Caltrans	2,335	**2,517	18,600	18,168	Caltrans	3,600	2,151	31,965	12,907																
7	04	CC	4	SR-4 East Widening from Somersville to SR 160	CCTA	300	0	CCTA	29,000	11,400	CCTA	0	0	0	66,700	780	Caltrans	48,700	0	300,300	0															
8	04	Ala CC	24	Route 24/Caldecott Tunnel Corridor	Caltrans	20,500	19,882	Caltrans	31,100	22,443	Caltrans	200	249	800	46	Caltrans	22,400	0	345,000	0																
9	03	ED	50	HOV Lane - El Dorado Hills Blvd to w. of Bass Lake	ED Co DOT	0	0	ED Co DOT	3,000	2,300	ED Co DOT	100	0	100	0	ED Co DOT	3,560	0	37,808	0																
10	06	Ker	46	Route 46 Expressway - Segment 3	Caltrans	450	438	Caltrans	4,795	1,985	Caltrans	1,055	629	10,603	55	Caltrans	9,900	0	67,229	0																
11	06	Kin Tul	198	Kings/Tulare Rte. 198 Expressway	Caltrans	2,039	1,982	Caltrans	5,056	5,653	Caltrans	2,537	2,801	12,981	9,419	Caltrans	10,000	0	91,894	0																
12	07	LA	405	Route 405 Carpool Lane I-10 to US 101(Northbound)	Caltrans	22,000	20,845	Caltrans	39,000	5,973	Caltrans	15,000	13	82,000	17	Metro	0	0	792,000	0																
13	07	LA	5	Rte 5 Carpool Lane from Orange Co Line to I-605	Caltrans	19,930	18,944	Caltrans	42,391	2,733	Caltrans	15,523	53	507,073	3	Caltrans	80,064	0	575,543	0																

### CMIA Program Project Expenditures

First Quarter FY 2008-09

Legend																					
<div style="display: flex; justify-content: space-between;"> <div style="width: 25%;"> <p><span style="background-color: #d9ead3; border: 1px solid black; display: inline-block; width: 15px; height: 10px; margin-right: 5px;"></span> No known budget impacts</p> <p><span style="background-color: #fff2cc; border: 1px solid black; display: inline-block; width: 15px; height: 10px; margin-right: 5px;"></span> Potential budget impacts</p> <p><span style="background-color: #f4cccc; border: 1px solid black; display: inline-block; width: 15px; height: 10px; margin-right: 5px;"></span> Known budget impacts</p> <p>** Expenditures in accordance STIP guidelines.</p> </div> <div style="width: 20%;"> <p><b>Environmental (PAED) Support (1,000's)</b></p> </div> <div style="width: 10%;"> <p><b>Design Support (1,000's)</b></p> </div> <div style="width: 15%;"> <p><b>Right of Way (1,000's)</b></p> </div> <div style="width: 20%;"> <p><b>Construction (1,000's)</b></p> </div> </div>																					
#	D	CO	RTE	PROJECT DESCRIPTION	Environmental (PAED) Support (1,000's)			Design Support (1,000's)			Right of Way (1,000's)					Construction (1,000's)					
					Agency	Appd	Exp	Agency	Appd	Exp	Agency	Appd	Exp	Appd	Exp	Agency	Appd	Exp	Appd	Exp	
14	07	LA	5	Widen HOV Lanes on I-5 from Rte 134 to Rte 170	1/4	Caltrans	780	714	Caltrans	8,300	9,441	Caltrans	850	813	7,000	142	Caltrans	12,000	0	92,000	0
					2/4	Caltrans	1,700	1,579	Caltrans	16,000	16,945	Caltrans	1,980	412	36,500	34	Caltrans	11,500	0	180,947	0
					3/4	Caltrans	350	301	Caltrans	4,700	3,274	Caltrans	570	66	6,000	16	Caltrans	5,024	0	34,200	0
					4/4	Caltrans	1,300	1,165	Caltrans	12,320	11,319	Caltrans	1,800	568	11,000	43	Caltrans	12,718	0	150,000	0
15	04	Mrn	101	Highway 101 Marin-Sonoma Narrows Project Segment A	1/3	Caltrans	7,600	7,400	Caltrans	5,920	161	Caltrans	110	0	1,100	0	Caltrans	8,160	0	54,420	0
					2/3	Caltrans	7,600	7,400	Caltrans	3,760	15	Caltrans	2,210	0	22,080	0	Caltrans	4,150	0	27,640	0
					3/3	Caltrans	7,600	7,400	Caltrans	4,380	10	Caltrans	919	0	9,190	0	Caltrans	4,690	0	31,270	0
16	04	Mrn	580	WB 580/NB 101 Connector	TAM	1,300	1,269	TAM	2,900	1,454	TAM	0	0	500	0	Caltrans	2,100	0	13,200	0	
17	05	Mon	1	Salinas Road Interchange	Caltrans	3,068	2,899	Caltrans	2,950	**3,172	Caltrans	757	471	4,680	44	Caltrans	4,428	0	32,633	0	
18	04	Nap Sol	12	Jameson Canyon	Caltrans	7,300	7,277	STA	7,550	656	Caltrans	2,350	22	16,600	22	Caltrans	10,000	0	95,700	0	
19	03	Nev	49	La Barr Meadows Widening	Caltrans	2,900	2,853	Caltrans	2,600	2,219	Caltrans	1,500	968	9,000	1,075	Caltrans	3,500	0	21,000	0	
20	12	Ora	22	Route 22/405/605 HOV Connector with ITS	OCTA	0	0	OCTA	26,000	12,694	OCTA	0	0	28,500	5,700	Caltrans	54,500	0	291,000	0	
21	12	Ora	57	Northbound widening, Route 91 to Lambert Road	OCTA	1,662	1,190	OCTA	12,240	3,458	Caltrans	200	13	1,350	1	Caltrans	18,360	0	106,188	0	
22	12	Ora	57	Northbound widening - Katella Ave to Lincoln Ave	OCTA	1,176	802	OCTA	3,528	0	Caltrans	150	0	1,540	0	Caltrans	5,292	0	29,400	0	
23	12	Ora	91	Widening - Route 55 connector to Weir Canyon Rd	Caltrans	4,763	2,940	Caltrans	9,050	0	Caltrans	423	0	3,087	0	Caltrans	8,877	0	69,800	0	
24	12	Ora	91	SR 91 EB Lane - Route 241 to Route 71	OCTA	1,944	1,944	Caltrans	6,700	6,300	Caltrans	400	361	924	8	Caltrans	6,440	0	65,000	0	
25	03	Pla	65	Lincoln Bypass	Caltrans	6,000	4,083	Caltrans	13,000	**14,613	Caltrans	3,000	**3,317	70,000	**50,256	Caltrans	22,000	614	210,000	5,705	

### CMIA Program Project Expenditures

First Quarter FY 2008-09

Legend				Environmental (PAED) Support (1,000's)	Design Support (1,000's)			Right of Way (1,000's)						Construction (1,000's)													
								Support			Capital			Support			Capital										
<div style="display: flex; justify-content: space-between;"> <div style="width: 30%;"> <span style="background-color: #d9ead3; border: 1px solid black; display: inline-block; width: 15px; height: 10px; margin-right: 5px;"></span> No known budget impacts  <span style="background-color: #fff2cc; border: 1px solid black; display: inline-block; width: 15px; height: 10px; margin-right: 5px;"></span> Potential budget impacts  <span style="background-color: #f4cccc; border: 1px solid black; display: inline-block; width: 15px; height: 10px; margin-right: 5px;"></span> Known budget impacts                      ** Expenditures in accordance STIP guidelines.                 </div> </div>				#	D	CO	RTE	PROJECT DESCRIPTION				Agency	Appd	Exp	Agency	Appd	Exp	Agency	Appd	Exp	Appd	Exp	Agency	Appd	Exp	Appd	Exp
26	03	Pla	80	I-80 Capacity/Operational Improvements Phase 2				Caltrans	1,900	**2,067	Caltrans	5,000	**6,314	Caltrans	400	267	650	89	Caltrans	7,500	659	64,782	928				
27	03	Pla	80	I-80 Capacity/Operational Improvement Phase 3A				Caltrans	0	0	Caltrans	2,500	2,172	Caltrans	100	37	100	9	Caltrans	3,300	0	28,000	0				
28	08	Riv	215	Add mixed-flow lane from Rte 15 to Scott Rd				RCTC	3,623	2,634	RCTC	3,548	0	RCTC	0	0	50	0	RCTC	0	0	55,100	0				
29	08	Riv	91	Route 91 HOV Lane Gap closure				RCTC	2,681	2,681	Caltrans	13,070	5,545	RCTC	1,100	1,120	31,682	1,472	Caltrans	14,598	0	177,146	0				
30	03	Sac	Loc	White Rock Rd Widening, Grant Line to Prairie City				Sac Co DOT	1,500	491	Sac Co DOT	2,000	0	Sac Co DOT	0	0	4,000	0	Sac Co DOT	0	0	19,100	0				
31	03	Sac	50	HOV lanes & Community enhancements				Caltrans	5,000	4,601	Caltrans	9,000	4,539	Caltrans	1,800	800	3,400	115	Caltrans	14,000	0	131,800	0				
32	08	SBd	10	Widen ramps, aux lanes: Cherry, Citrus & Cedar				Caltrans	1,200	647	Caltrans	1,900	619	Caltrans	440	0	130	0	Caltrans	2,500	0	26,523	0				
33	08	SBd	10	I-10, Construct Westbound mixed flow lane				SANBAG	0	0	SANBAG	5,000	857	SANBAG	20	0	291	0	SANBAG	0	0	37,875	0				
34	08	SBd	210	State Route 210/215 Connectors				SANBAG	1,800	1,800	SANBAG	4,000	4,400	Caltrans	2,000	506	8,437	576	SANBAG	0	0	79,967	0				
35	08	SBd	215	Interstate 215 North Segments 1 & 2				Caltrans	816	782	SANBAG	26,792	23,047	Caltrans	10,090	8,072	96,905	23,452	SANBAG	0	0	289,482	0				
36	08	SBd	215	Interstate 215 North Segment 5				Caltrans	0	0	SANBAG	4,541	4,541	Caltrans	585	121	2,550	250	SANBAG	0	0	59,000	0				
37	11	SD	15	Managed Lanes (No/So Stages) South Segment				1/4	Caltrans	0	0	Caltrans	19,606	9,144	Caltrans	100	43	25	3	Caltrans	14,025	2,289	85,000	5,630			
								2/4	Caltrans	0	0	Caltrans	15,523	10,780	Caltrans	1,000	323	3,448	56	Caltrans	21,236	602	125,000	9,119			
								3/4	Caltrans	0	0	Caltrans	15,760	9,859	Caltrans	685	239	1,022	40	Caltrans	14,739	3,031	90,000	18,690			
								4/4	Caltrans	2,970	1,768	Caltrans	5,740	0	Caltrans	1,929	75	11,100	1	Caltrans	6,200	0	28,859	0			
38	11	SD	5/8	Route 5/805 North Coast Corridor - (1 of 2)				1/2	Caltrans	1,626	1,312	Caltrans	2,000	2,000	Caltrans	0	0	0	0	Caltrans	6,000	3,995	43,038	29,408			
								2/2	Caltrans	1,000	1,441	Caltrans	4,800	2,951	Caltrans	900	145	8,000	5	Caltrans	10,300	0	77,000	0			

### CMIA Program Project Expenditures

First Quarter FY 2008-09

Legend																								
No known budget impacts					Environmental (PAED) Support (1,000's)					Design Support (1,000's)					Right of Way (1,000's)					Construction (1,000's)				
Potential budget impacts															Support		Capital			Support			Capital	
Known budget impacts																								
** Expenditures in accordance STIP guidelines.																								
#	D	CO	RTE	PROJECT DESCRIPTION	Agency	Appd	Exp	Agency	Appd	Exp	Agency	Appd	Exp	Agency	Appd	Exp	Agency	Appd	Exp					
39	10	SJ	205	I-205 auxiliary lanes-Tracy	SJCOG	1,169	1,000	SJCOG	4,830	0	SJCOG	100	0	1,150	0	0	Caltrans	3,758	0	40,653	0			
40	05	SLO	46	Route 46 Corridor Improvements (Whitley 1)	Caltrans	0	0	Caltrans	6,400	3,135	Caltrans	1,200	633	10,400	29	0	Caltrans	7,000	0	80,000	0			
41	04	SM	101	SR101 Auxiliary Lanes - Embarcadero Rd to Marsh Rd	Caltrans	5,200	3,755	Caltrans	8,525	0	Caltrans	496	71	4,910	0	0	Caltrans	10,527	0	81,731	0			
42	04	SCI	101	US 101 Improvements (I-280 to Yerba Buena Rd)	SCVTA	3,320	3,300	SCVTA	6,550	3,070	SCVTA	0	0	1,850	0	0	Caltrans	6,690	0	44,565	0			
43	04	SCI	101	US 101 Aux Lanes - SR 85 to Embarcadero Rd	SCVTA	3,534	2,443	SCVTA	7,182	0	SCVTA	0	0	6,612	0	0	Caltrans	11,080	0	73,850	0			
44	04	SCI	880	I-880 Widening ( SR 237 to US 101)	SCVTA	5,500	2,079	SCVTA	6,200	395	SCVTA	0	0	8,100	0	0	Caltrans	9,810	0	65,390	0			
45	05	SCr	1	Route 1 Soquel to Morrissey Auxiliary Lanes	SCCRTC	1,900	1,148	SCCRTC	1,261	0	Caltrans	205	0	352	0	0	Caltrans	2,700	0	15,640	0			
46	02	Sha	5	Cottonwood Hills Truck Climbing Lane	Caltrans	1,470	305	Caltrans	1,920	445	Caltrans	966	2	185	0	0	Caltrans	2,100	0	20,802	0			
47	04	Sol	80	I-80 HOV Lanes, I-80/I-680/12 to Putah Creek	1/3	STA	4,475	4,475	STA	2,725	1,440	STA	0	0	0	0	0	Caltrans	6,351	782	53,210	5,708		
					2/3	STA	300	0	STA	1,500	354	STA	0	0	0	0	0	0	Caltrans	1,319	0	6,907	0	
					3/3	STA	0	0	STA	0	0	STA	0	0	0	0	0	0	Caltrans	400	0	3,400	0	
48	04	Son	101	US 101 HOV Lanes - Wilfred Ave to Santa Rosa Ave	Caltrans	5,018	4,981	Caltrans	6,757	6,477	Caltrans	840	726	7,230	2,506	0	Caltrans	6,600	0	63,270	0			
49	04	Son	101	US101 HOV Lanes - Railroad Ave to Rohnert Park Exp	SCTA	3,500	3,475	SCTA	10,000	6,972	Caltrans	750	317	9,700	2,751	0	Caltrans	10,500	0	83,800	0			
50	04	Son	101	US 101 HOV Lanes between Santa Rosa - Windsor	SCTA	3,500	3,322	Caltrans	6,000	2,196	Caltrans	500	195	7,060	15	0	Caltrans	12,000	0	91,200	0			
51	10	Sta	219	SR 219 Expressway, Phase 2	Caltrans	0	0	Caltrans	2,000	1,523	Caltrans	2,000	455	17,000	42	0	Caltrans	3,500	0	26,000	0			
52	10	Sta	219	Route 219 Expressway Phase 1	Caltrans	1,648	1,621	Caltrans	2,828	2,909	Caltrans	3,260	3,224	28,000	14,053	0	Caltrans	2,000	203	12,760	48			
53	10	Tuo	108	E. Sonora Bypass Stage II	Caltrans	120	111	Caltrans	3,800	1,829	Caltrans	4,000	1,829	19,200	5,132	0	Caltrans	5,000	0	33,800	0			

### CMIA Program Project Expenditures

First Quarter FY 2008-09

Legend					Environmental (PAED) Support (1,000's)			Design Support (1,000's)			Right of Way (1,000's)					Construction (1,000's)				
<div style="display: flex; justify-content: space-between; font-size: small;"> <span><span style="display: inline-block; width: 10px; height: 10px; background-color: #d9ead3; border: 1px solid #000; margin-right: 5px;"></span> No known budget impacts</span> <span><span style="display: inline-block; width: 10px; height: 10px; background-color: #fff2cc; border: 1px solid #000; margin-right: 5px;"></span> Potential budget impacts</span> <span><span style="display: inline-block; width: 10px; height: 10px; background-color: #f4cccc; border: 1px solid #000; margin-right: 5px;"></span> Known budget impacts</span> </div> ** Expenditures in accordance STIP guidelines.											Support			Capital		Support			Capital	
#	D	CO	RTE	PROJECT DESCRIPTION	Agency	Appd	Exp	Agency	Appd	Exp	Agency	Appd	Exp	Appd	Exp	Agency	Appd	Exp	Appd	Exp
54	07	Ven	101	HOV Lanes, Mussel Shoals to Casitas Pass Road	Caltrans	4,400	3,529	Caltrans	14,800	0	Caltrans	441	0	229	2	Caltrans	15,300	0	116,300	0

## SR99 Program Project Expenditures

First Quarter FY 2008-09

Legend <span style="background-color: #d4edda; border: 1px solid #c3e6cb; display: inline-block; width: 15px; height: 10px; margin-right: 5px;"></span> No known budget impacts <span style="background-color: #fff3cd; border: 1px solid #ffeeba; display: inline-block; width: 15px; height: 10px; margin-right: 5px;"></span> Potential budget impacts <span style="background-color: #f8d7da; border: 1px solid #f5c6cb; display: inline-block; width: 15px; height: 10px; margin-right: 5px;"></span> Known budget impacts ** Expenditures in accordance STIP guidelines.					Environmental (PAED) Support (1,000's)			Design Support (1,000's)			Right of Way (1,000's)						Construction (1,000's)			
											Support			Capital			Support			Capital
#	D	CO	RTE	PROJECT DESCRIPTION	Agency	Appd	Exp	Agency	Appd	Exp	Agency	Appd	Exp	Appd	Exp	Agency	Appd	Exp	Appd	Exp
1	03	But	99	Butte SR 99 Chico Auxilliary Lanes - Phase II	BCAG	0	0	BCAG	4,515	1,077	Caltrans	0	0	1,653	0	Caltrans	0	0	33,352	0
2	06	Fre	99	Island Park 6-Lane	Caltrans	2,300	2,066	Caltrans	5,800	0	Caltrans	700	0	1,600	0	Caltrans	7,600	0	75,000	0
3	06	Mad	99	Ave 12 Interchange	Caltrans	1,300	973	Caltrans	4,700	0	Caltrans	500	0	6,700	1	Caltrans	4,800	0	50,000	0
4	10	Mer	99	Freeway Upgrade & Plainsburg Road I/C	Caltrans	3,243	2,578	Caltrans	5,300	2,326	Caltrans	700	154	6,477	12	Caltrans	8,300	0	94,700	0
5	10	Mer	99	Arboleda Road Freeway	Caltrans	4,917	4,104	Caltrans	6,400	2,823	Caltrans	1,570	381	24,900	28	Caltrans	12,000	0	127,000	0
6	03	Sac	99	SR 99/Elverta Rd. Interchange	Sac Co	1,000	525	Sac Co	1,800	0	Sac Co	0	0	3,000	0	Sac Co	0	0	24,400	0
7	03	SAC	99	Calvine Rd to Mack Rd Auxiliary Lanes on SR 99	Caltrans	500	111	Caltrans	800	0	Caltrans	100	0	350	0	Caltrans	750	0	6,000	0
8	10	SJ	99	SR 99 (South Stockton) Widening	Caltrans	3,081	5,715	Caltrans	3,319	32	Caltrans	2,600	969	72,000	104	Caltrans	10,500	0	159,000	0
9	10	SJ	99	SR 99 Widening in Manteca and San Joaquin	SJCOG	3,600	2,400	SJCOG	8,000	0	Caltrans	2,700	0	12,500	0	Caltrans	10,400	0	212,800	0
10	03	Sut	99	Feather River Bridge Replacement and widening	Caltrans	0	0	Caltrans	3,600	1,332	Caltrans	750	224	4,250	6	Caltrans	7,000	0	73,126	0
11	03	Sut	99	SR 99/Riego Road Interchange	Sut Co	520	520	Caltrans	2,500	174	Caltrans	500	3	3,200	0	Caltrans	3,000	0	21,300	0
12	02	The	99	Los Molinos	Caltrans	350	49	Caltrans	430	0	Caltrans	35	0	100	0	Caltrans	685	0	4,800	0
13	06	Tul	99	Goshen/Kingsburg 6-Lane	Caltrans	2,390	2,389	Caltrans	8,000	1,934	Caltrans	600	149	1,834	7	Caltrans	10,000	0	150,000	0



METROPOLITAN  
TRANSPORTATION  
COMMISSION

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December 4, 2008

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Napa County and Cities

*Scott Haggerty, Vice Chair*  
Alameda County

*Tom Anniano*  
City and County of San Francisco

*Tom Azumbrado*  
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*Dave Cortese*  
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*Dorene M. Giacomini*  
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*Ann Flemer*  
Deputy Executive Director, Operations

*Andrew B. Fremier*  
Deputy Executive Director,  
Bay Area Toll Authority

*Therese W. McMillan*  
Deputy Executive Director, Policy

John Barna  
Executive Director  
California Transportation Commission  
1120 N Street, Room 2221 – MS 52  
Sacramento, CA 95814

Dear Mr. Barna:

Thank you for the opportunity to provide comments on the Draft Proposition 1B State Local Partnership Program (SLPP) guidelines. MTC looks forward to working with the CTC to deliver needed transportation investments through the SLPP.

### **Multi-year Investments in Large Scale Ready-to-Go Infrastructure Projects**

MTC and partner agencies throughout the Bay Area are proposing to invest SLPP funds into infrastructure projects with construction periods spanning three to five years. SLPP funds will be used to deliver projects such as the BART Extension from Fremont to Warm Springs (a key component of the BART to Silicon Valley project), the Doyle Drive replacement project, and the rebuilding of the Transbay Terminal in San Francisco. MTC requests that the guidelines clarify that project sponsors are allowed to submit to CTC a project funding plan that includes future year SLPP funding, and can receive annual allocations based on that plan. The annual allocations would be subject to adjustments to the distribution formula and the project sponsor will assume responsibility for closing the funding gap if future SLPP funds are not appropriated by the legislature or are lower than expected. To accomplish this, MTC suggests adding the following to the end of Section 2 (and reference in Section 4) of the draft November 25, 2008 guidelines:

*For the purposes of demonstrating a full funding plan, sponsors may include estimates of future year SLPP contributions.*

Further, in order to address additional cash flow issues related to project delivery and availability of SLPP funding, MTC requests that pre-award spending authority, a Letter of No Prejudice, or a similar mechanism is available to sponsors to allow commitment of the multi-year SLPP funds once work commences for a specific phase.

Without such provisions, key projects could be delayed and needed state funds could sit idle until several years funding is amassed for allocation.

Page 2 of 2  
SLPP  
Letter to John Barna

**Source of Dollar for Dollar Match**

As mentioned above, SLPP recipients in the Bay Area intend to use funds for multi-year projects. In some cases, significant investments of qualifying revenues have already been made to projects or cash flow challenges or availability of other funding sources make it difficult to match SLPP funds with qualifying revenues for each allocation. To facilitate project delivery and meet the legislative intent of the SLPP, MTC suggests the following revisions to Section 2 of the guidelines:

The source of the dollar-for-dollar match will include only revenues from the transportation tax or fee that qualifies the applicant for SLPP funding. ~~and only funds to be expended after the Commission allocation of SLPP funds.~~ *Qualifying revenues expended on earlier phases can be used to meet this requirement.*

The Bay Area region looks forward to working closely with the CTC and our partner agencies to deliver the State Local Partnership Program. Please feel free to contact me at (510) 817-5850, or Ross McKeown of my staff at (510) 817-5842, if you need further information about our comments.

Sincerely,



Alix Bockelman  
Director  
Programming And Allocations

cc: David Brewer, Chief Deputy Director, CTC

# Memorandum

**To:** Chair and Commissioners

**Date:** December 5, 2008

**From:** JOHN F. BARNA, JR.  
Executive Director

**File:** Tab 81  
Action

**Ref.:** Proposition 1B State-Local Partnership Program Guideline Issues

This book item includes the staff recommendation for adoption of the State-Local Partnership Program (SLPP) Guidelines. The recommended guidelines address questions and issues raised at the first hearing in October and in other discussions with regional and local agencies. They represent a broad consensus on most of the issues identified. There are, however, four proposals from regional agencies that we have not recommended.

(1) Reimbursement of prior expenditures. Some agencies have proposed that the guidelines permit SLPP allocations to reimburse prior expenditures. We have not proposed this because the Commission does not have authority to approve grants of state funding to local agencies for prior expenditures without specific legislative authorization. AB 286 did not provide that authorization for the SLPP.

(2) Match credit for prior expenditures. Some agencies have proposed that the guidelines permit prior expenditures to be counted toward the required local match, including funds expended on preconstruction work. We have not proposed this because it would be inconsistent with the commission's policy for match in other Proposition 1B programs and inconsistent with our understanding of legislative intent for requiring a match.

(3) Multiyear commitment of SLPP funds. Some agencies have proposed that the guidelines permit the full funding plan for a current year project allocation to include SLPP funds anticipated in future years. We have not proposed this because the statutes do not establish SLPP funds as a local entitlement and because it would imply a commitment of future state funds that the commission is not in a position to make. Instead, the draft guidelines would have the Commission acknowledge a region's intent to request SLPP funds in a later year to supplement an initial SLPP allocation and would permit an agency to request supplemental SLPP funding to replace local funding initially committed to a project.

(4) Formula shares for cities in Nevada and Mendocino Counties. These two counties have citywide transportation sales taxes and no countywide transportation sales tax. The two regional agencies have proposed that the SLPP formula distribution in the guidelines be modified so that a city's share would be based on its percentage of countywide general sales tax collections rather than on the city's population. The Commission asked staff to explore this further and seek guidance on legislative intent. We did that through legislative staff, and their advice was that any proposal to modify the formula should be addressed in legislation. Although they recognized the lack of clarity regarding cities in AB 286, they agreed that our original interpretation was the appropriate one.

# Memorandum

**To:** Chair and Commissioners

**Date:** November 25, 2008

**From:** JOHN F. BARNA, JR.  
Executive Director

**File:** Item 4.8  
Action

**Ref.:** Adoption of Proposition 1B State-Local Partnership Program Guidelines

## RECOMMENDATION

Staff recommends that the Commission approve the attached resolution to adopt the guidelines for the State-Local Partnership Program and to approve the Program's formula funding shares for 2008-09. The second hearing on the guidelines is on the agenda for December 10, with action on the agenda for December 11.

## ISSUE

On September 30, 2008, the Governor signed AB 268, which implements the State-Local Partnership Program (SLPP). Proposition 1B (2006) established the SLPP to provide \$1 billion over five years to match local funds for transportation improvements. The 2008-09 budget appropriates \$200 million for the first year. AB 268 distributes 95% of program funds on a formula basis to match certain voter-approved taxes and tolls dedicated to transportation and 5% to a discretionary grant program to match uniform developer fees dedicated to transportation. AB 268 calls for the Commission to adopt program guidelines and to begin allocating SLPP funds by April 2009. Prior to adopting the guidelines, the Commission is required to conduct two hearings, one in the north and one in the south. The Commission held the first hearing at the October meeting in Riverside. Before the Commission can make its initial program allocations, regional and local agencies will need time to prepare and submit project nominations, and the Commission will need time to review the nominations and to adopt a program of projects.

## BACKGROUND

Because AB 268 makes the SLPP largely formula-driven and is so explicit in its criteria and procedures, staff found relatively few issues remaining to be addressed through the guidelines. For that reason, staff proposed to move quickly toward program implementation. The first draft of guidelines was distributed by e-mail and posted on the website on October 1, the day after the Governor signed AB 268. The second draft, included with this book item, incorporates changes and clarifications based on comments and questions received since October 1, including issues raised at the first hearing and at a follow-up teleconference with the RTPA group on November 13. Since the first hearing, staff has also consulted with legislative staff regarding our draft guidelines and legislative intent for the program. The attachments to this book item include a summary of changes from the October draft, the full text of the revised guidelines with changes shown in italics and strikeout, the distribution of SLPP formula shares for 2008-09, and the text of statutes relating to the State-Local Partnership Program.

Attachments

**SUMMARY OF CHANGES IN THE DRAFT GUIDELINES  
STATE-LOCAL PARTNERSHIP PROGRAM**

- Specify that the Commission will program and allocate SLPP funding only for construction or equipment acquisition, not for preconstruction work (section 2).
- Specify that eligible match includes only those tax and fee revenues identified in the statutes and only funds expended after the Commission allocation (section 2).
- Clarify the meaning of “full funding” as consistent with the definition used for STIP projects (section 2).
- Include provisions recognizing that some counties may wish to adopt five-year programs of projects, while specifying that the Commission is not making multiyear commitments of SLPP funding (section 2 and 4).
- Specify in greater detail the source of data to be used in formula share calculations (section 3).
- Change language to include all tax measures enacted to date in 2008-09 formula (section 3).
- Specify how and where project nominations are submitted (sections 4 and 6)
- Specify that an applicant may nominate supplemental funding for a project that received an allocation in a prior year. The supplemental could cover only expenditures after the date of allocation (sections 4 and 7).
- Specify that allocations are made subject to project award within 6 months (new section 12).

**CALIFORNIA TRANSPORTATION COMMISSION**  
**Adoption of State-Local Partnership Program (SLPP) Guidelines**

**RESOLUTION SLP1B-G-0809-01**

- 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, authorized \$1 billion to be deposited in the State-Local Partnership Program (SLPP) Account, and
- 1.2 WHEREAS the Bond Act provides that funds in the SLPP Account shall be available to the California Transportation Commission, upon appropriation by the Legislature, for allocation over a five-year period to eligible transportation projects nominated by an applicant transportation agency, and
- 1.3 WHEREAS implementation legislation for the Bond Act enacted in 2007 (SB 88 and AB 193) designated the Commission as the administrative agency for the State-Local Partnership Program Account and mandated that program guidelines provide for audits of expenditures and outcomes, require that project nominations identify a project's useful life and delivery milestones, and require recipient agencies to report on progress made toward project implementation, and
- 1.4 WHEREAS implementing legislation specific to the SLPP was enacted as AB 268 (2008), which mandates that the Commission develop and adopt guidelines for the program, adopt the initial program of projects and make initial allocations to projects at the Commission's meeting in April 2009, and
- 1.5 WHEREAS a draft of proposed SLPP guidelines prepared by Commission staff was made available to the Department and regional agencies on October 1, 2008 and the Commission held its first hearing on the guidelines at its October 29, 2008 meeting in Riverside, and
- 1.6 WHEREAS Commission staff has prepared a revised draft dated November 25, 2008 that responds to questions and comments received at the first hearing and in other communications, including a teleconference with the regional transportation planning agencies on November 13, 2008, and
- 1.7 WHEREAS the Commission held its second hearing on the guidelines at its December 10, 2008 in Oakland, and
- 1.8 WHEREAS Government Code Section 8879.71 requires the Commission to distribute the funds from each annual appropriation to the SLPP Account between the Voter-Approved Taxes and Fees Subaccount (95%) and the Uniform Developer Fees Subaccount (5%), and
- 1.9 WHEREAS Government Code Section 8879.72 requires the Commission to establish funding shares for each eligible applicant for funding from the Voter-Approved Taxes and Fees Subaccount prior to the commencement of each annual funding cycle, and
- 1.10 WHEREAS Commission staff, in accordance with Sections 8879.71 and 8879.72, has prepared a calculation of 2008-09 SLPP funding shares and distributed it for review with the draft guidelines,

- 2.1 NOW THEREFORE BE IT RESOLVED that the Commission adopts the SLPP guidelines, as presented by staff on December 11, 2008, and
- 2.2 BE IT FURTHER RESOLVED that the purpose of these guidelines is to identify the Commission's policy and expectations for the SLPP and thus to provide guidance to eligible applicants and implementing agencies in carrying out their responsibilities under the program, and
- 2.3 BE IT FURTHER RESOLVED that these guidelines do not preclude any project nomination or any project selection that is consistent with the Bond Act and the implementing legislation in Chapter 12.491 (commencing with Section 8879.50) of Division 1 of Title 2 of the Government Code, and
- 2.4 BE IT FURTHER RESOLVED that the Commission approves the distribution of funds and the establishment of SLPP formula funding shares for 2008-09 as presented by staff on December 11, 2008, and
- 2.5 BE IT FURTHER RESOLVED that the Commission directs staff to post these guidelines and the 2008-09 funding distribution and formula funding shares on the Commission's website and requests that the Department assist Commission staff in making copies available to eligible applicants and implementing agencies.

November 25, 2008

# DRAFT

## State-Local Partnership Program Guidelines

### General Program Policy

1. Authority and purpose of guidelines. The Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2006, approved by the voters as Proposition 1B on November 7, 2006, authorized \$1 billion to be deposited in the State-Local Partnership Program (SLPP) Account to be available, upon appropriation by the Legislature, for allocation by the California Transportation Commission over a five-year period to eligible transportation projects nominated by an applicant transportation agency. The Bond Act required a dollar for dollar match of local funds for an applicant agency to receive state funds under the program.

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. Article 11 defines the purpose and intent of the program, defines the eligibility of applicants, projects, and matching funds, and provides that 95% of program funds will be distributed by formula to match voter-approved transportation taxes and fees and that the remaining 5% will be available for a competitive grant application program to match uniform developer fees. Section 8879.74 requires the Commission to adopt an annual program of projects for the program and to develop and adopt guidelines to implement the program, consistent with Article 11. Initial project allocations are to be made by April 2009.

Earlier legislation to implement the Bond Act (SB 88, 2007) designated the Commission as the administrative agency for the SLPP and mandated that various administrative and reporting requirements be incorporated in the guidelines for all programs established by Proposition 1B.

2. Program of Projects. The Commission will adopt an annual program of projects for the SLPP, by April 2009 for 2008-09 and by October for each fiscal year thereafter. The program will consist of projects nominated by eligible applicants for the formula program and projects selected by the Commission under the competitive grant program to match uniform developer fees. *SLPP project funding will match eligible local funding for project construction or equipment acquisition, consistent with Section 8879.70. The Commission will not program or allocate SLPP funding to match local funding for preconstruction work.*

The program of projects for each fiscal year will include, for each project, the amount to be funded from the SLPP, the source of the dollar-for-dollar match of SLPP funding, and the estimated total cost of *project construction or equipment acquisition*, including any additional supplementary funding. *The source of the dollar-for-dollar match will include*

*only revenues from the transportation tax or fee that qualifies the applicant for SLPP funding and only funds to be expended after the Commission allocation of SLPP funds.*

The Commission will program and allocate funding to projects in whole thousands of dollars and will include a project only if it is fully funded *from a combination of SLPP and other committed funding. The Commission will regard funds as committed when they are programmed by the Commission or when the agency with discretionary authority over the funds has made its commitment to the project by ordinance or resolution. For federal formula funds, including RSTP, CMAQ, and federal formula transit funds, the commitment may be by federal TIP adoption. For federal discretionary funds, the commitment may be by federal approval of a full funding grant agreement or by grant approval.*

*The Commission's annual SLPP program of projects will also include multiyear programs of projects for SLPP funding that eligible applicants may elect to adopt and submit to the Commission. The Commission will include these multiyear programs for informational purposes, acknowledging the future plans and intent of the eligible applicants. The inclusion of an applicant multiyear program, however, will not constitute a programming commitment by the Commission for future year funding.*

### **Formula Program for Voter-Approved Taxes and Fees**

3. Annual Funding Shares. The Commission will adopt the annual funding share for each eligible applicant for the Voter-Approved Taxes and Fees Subaccount with the adoption of these guidelines for 2008-09 and prior to the beginning of each subsequent fiscal year. These shares will be determined in accordance with Government Code Section 8879.72 and rounded to the nearest whole thousand dollars. In establishing funding shares, the Commission will use the following:
  - ~~For toll revenues, the most recent annual toll revenue data for the voter-approved tolls (Regional Measures 1 and 2) reported in audited financial statements from the Bay Area Toll Authority.~~
  - *For toll revenues, the sum of revenues from Regional Measures 1 and 2 for the second prior fiscal year (e.g., 2006-07 data for 2008-09 funding shares), as reported in audited financial statements from the Bay Area Toll Authority.*
  - ~~For parcel and property tax revenues, the annual revenue data included in the most recent State Controller's report of financial transactions for special districts.~~
  - *For parcel and property tax revenues, the revenues for the second prior fiscal year (e.g., 2006-07 data for 2008-09 funding shares), as reported to the State Controller pursuant to Government Code Section 53891.*
  - For local sales tax revenues, the sum of gross revenues for the most recent four quarters as reported for each local tax by the Board of Equalization.
  - For population, the annual population estimate for cities and counties issued by the Department of Finance in May prior to the beginning of each fiscal year.

The Commission will determine a funding share for each eligible applicant with a voter-approved tax or ~~fee in effect as of July 1, the first day of the fiscal year~~ *toll that was approved prior to the adoption of the funding shares and will be collected during the fiscal year.* Where a city has a voter-approved local sales tax and is located within a county without a countywide sales tax, the Commission will adopt a funding share for the city based on the city's population. Where there are multiple eligible applicants with a voter-approved local sales tax within ~~the same~~ *a county with a countywide sales tax*, the Commission will adopt a single countywide funding share based on the population for the county.

The Commission will set aside up to 2 percent of the total amount appropriated each year for the program as a reserve for bond administrative expenses. In the absence of an enacted state budget, the Commission may establish the funding shares based on its best estimate of the amount that the Legislature will appropriate to the SLPP Account, subject to adjustment based on the final appropriation in the Budget Act.

4. Project nominations. The Commission will include in the annual program of projects each project nominated by an eligible applicant for a formula funding share provided that the Commission finds that the nomination meets the requirements of statute and that the project has a commitment of the required match and any supplementary funding needed for full funding. Each applicant should submit its nomination by February 17, 2009 for 2008-09 and by August 15 for each fiscal year thereafter. The Commission's program of projects will not include a project nomination that exceeds the applicant's formula funding share. *A nomination will include the signature of the Chief Executive Officer or other officer authorized by the applicant's governing board. Where the project is to be implemented by an agency other than the applicant, the nomination will also include the signature of the Chief Executive Officer or other authorized officer of the implementing agency. The Commission requests that applicants for funding from a formula share submit three hard copies of each nomination. The nominations should be addressed or delivered to:*

*John Barna, Executive Director  
California Transportation Commission  
Mail Station 52, Room 2231  
1120 N Street  
Sacramento, CA 95814*

*A project nomination may be for supplemental funding of a project that was allocated SLPP funding in a prior year, provided that the supplemental SLPP funding and the match for that supplemental funding will not be expended until after the allocation of the supplemental funding. The supplemental SLPP funding may be to replace local funding already committed to the project, subject to the required one-to-one match.*

For each nominated project, the applicant should submit project information using the Project Programming Request form in use for STIP projects. The nomination should

identify the implementing agency, which may be different from the applicant agency. As specified in statute, the nomination shall include:

- A description of the nominated project, including its cost and scope and the specific improvements and benefits it is anticipated to serve. The description should identify the project's useful life.
- A description of the project's current status, including the current phase of delivery, and the schedule for the completion of construction or acquisition.
- A description of how the project would support transportation and land use planning goals within the region.
- The amount and source of matching funds.
- The amount of SLPP funds requested.

*An eligible applicant may adopt and submit a multiyear program for SLPP funding, either in addition to or in lieu of project nominations for the program year. As described in section 2, the Commission's acknowledgement of an applicant's multiyear program will not constitute a Commission programming commitment of future year SLPP funding.*

5. Balance of funding share. If the program of projects adopted by the Commission does not program the full amount of an applicant's formula funding share, the balance will remain available for later program amendments supported by eligible project nominations. A balance not programmed in one fiscal year will carry over and be available in the following fiscal year.

### **Competitive Grant Program to Match Uniform Developer Fees**

6. Project selection. The Commission will select projects from among eligible project nominations for the competitive grant program from the Uniform Developer Fees Subaccount pursuant to Government Code Section 8879.73. No single competitive grant for the SLPP may exceed \$1 million. The Commission will consider approval of a competitive grant only when it finds that the grant request meets the requirements of statute and that the project has a commitment of the required match and any supplementary funding needed for full funding. The selected projects will be included in the Commission's annual program of projects for the SLPP. *The Commission will consider only projects for which five hard copies of a complete nomination are received in the Commission office. Each applicant should submit its nomination by February 17, 2009 for 2008-09 and by August 15 for each fiscal year thereafter. A nomination will include the signature of the Chief Executive Officer or other officer authorized by the applicant's governing board. Where the project is to be implemented by an agency other than the applicant, the nomination will also include the signature of the Chief Executive Officer or other authorized officer of the implementing agency. The nominations should be addressed or delivered to:*

*John Barna, Executive Director  
California Transportation Commission  
Mail Station 52, Room 2231  
1120 N Street  
Sacramento, CA 95814*

7. Project applications. For each project nominated for the competitive grant program, the applicant should submit project information using the Project Programming Request form in use for STIP projects. The nomination should identify the implementing agency, which may be different from the applicant agency. As specified in statute, the nomination shall include:
- A description of the nominated project, including its cost and scope and the specific improvements and benefits it is anticipated to serve. The description should identify the project's useful life.
  - A description of the project's current status, including the current phase of delivery, and the schedule for the completion of construction or acquisition.
  - A description of how the project would support transportation and land use planning goals within the region.
  - The amount and source of matching funds.
  - The amount of SLPP funds requested.

In addition, the grant request should include a copy of the ordinance or resolution adopted by a city, county or city and county that establishes the uniform developer fee to be matched by the grant.

*An agency may apply for supplemental funding of up to \$1 million for a project that was allocated SLPP funding in a prior year or years, provided that the supplemental SLPP funding and the match for that supplemental funding will not be expended until after the allocation of the supplemental funding. The supplemental SLPP funding may be to replace local funding already committed to the project, subject to the required one-to-one match. Prior year funding of a project under the SLPP discretionary grant program is not a selection criterion for funding in a subsequent year. The Commission will evaluate applications competitively in each funding cycle.*

8. Project selection criteria. In approving grants for inclusion in the program of projects, the Commission will give consideration to geographic balance and to demonstrated project cost-effectiveness. The Commission will give higher priority to projects that are more cost-effective, that can commence construction or implementation earlier, that leverage more uniform developer fees per program dollar, and that can demonstrate quantifiable air quality improvements, including a significant reduction in vehicle-miles traveled.
9. Balance of grant program funds. If the program of projects adopted by the Commission does not program the full amount of the share for the competitive grant program, the

balance will remain available for later program amendments supported by eligible project grant requests. A balance not programmed in one fiscal year will carry over and be available for the competitive grant program in the following fiscal year.

### **Project Allocations and Delivery**

10. Amendments to program of projects. The Commission may approve an amendment of the SLPP program of projects at any time. An amendment need only appear on the agenda published 10 days in advance of the Commission meeting. It does not require the 30-day notice that applies to a STIP amendment.
11. Allocations from the SLPP Account. The Commission will consider the allocation of funds from the SLPP Account for a project when it receives an allocation request and recommendation from the Department of Transportation, in the same manner as for the STIP (*see section 64 of the STIP guidelines*). The recommendation will include a determination of the availability of appropriated funding from the SLPP Account and the availability of all identified and committed matching and supplementary funding. The Commission will approve the allocation if the funds are available, the allocation is necessary to implement the project as included in the adopted SLPP program, and the project has the required environmental clearance.
12. Timely Use of Funds. *Under statute, projects receiving an SLPP allocation shall encumber the funds no later than two years after the end of the fiscal year in which the Commission makes the allocation. Commission policy, however, is that SLPP allocations are valid for encumbrance for six months from the date of approval unless the Commission approves an extension. Applicants may submit and the Commission will evaluate extension requests in the same manner as for STIP projects (see section 66 of the STIP guidelines).*
13. Semiannual delivery reports: As a condition of the project allocation, the Commission will require the implementing agency to submit ~~quarterly~~ *semiannual* reports on the activities and progress made toward implementation of the project.

As mandated by Government Code Section 8879.50, the Commission shall forward these reports to the Department of Finance. The purpose of the reports is to ensure that the project is being executed in a timely fashion and is within the scope and budget identified when the decision was made to fund the project. If it is anticipated that project costs will exceed the approved project budget, the implementing agency shall provide a plan to the Commission for achieving the benefits of the project by either downscoping the project to remain within budget or by identifying an alternative funding source to meet the cost increase. The Commission may either approve the corrective plan or direct the implementing agency to modify its plan.

14. Final delivery report. Within six months of the project becoming operable, the implementing agency shall provide a final delivery report to the Commission on the scope of the completed project, its final costs as compared to the approved project

budget, its duration as compared to the project schedule in the project baseline agreement, and performance outcomes derived from the project as compared to those described in the project baseline agreement. The Commission shall forward this report to the Department of Finance as required by Government Code Section 8879.50.

For the purpose of this section, a project becomes operable when the construction contract is accepted or acquired equipment is received.

15. Audit of project expenditures and outcomes. 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. The Commission may also require interim audits at any time during the performance of the project.

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

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

## STATE-LOCAL PARTNERSHIP PROGRAM DRAFT

### TAX/TOLL REVENUES USED TO DETERMINE FUNDING SHARES FOR 2008-09

Voter-Approved Tolls, Parcel/Property Taxes	Annual Revenue	Source
Bay Area Transportation Authority (BATA)	252,594,949	FY 2006-07, BATA Annual Report
Alameda-Contra Costa Transit District	77,524,530	FY 2006-07, Report to State Controller's Office
Bay Area Rapid Transit District	50,188,155	FY 2006-07, Report to State Controller's Office
<b>Total toll/parcel/property tax</b>	<b>380,307,634</b>	

N/S	BOE Code	Voter-Approved Transportation Sales Taxes	Yr end 2nd Q 08	Quarterly Gross Receipts (reported by Bd of Equalization)			
				2nd Q, 2008	1st Q, 2008	4th Q, 2007	3rd Q, 2007
N	002	San Mateo County Transit District	69,347,120.51	17,908,857.86	15,739,977.76	18,414,546.60	17,283,738.29
N	003	Santa Clara County Transit District	164,712,594.15	41,384,693.65	38,836,073.70	43,403,343.55	41,088,483.25
N	004	Santa Cruz Metropolitan Transit District	16,976,900.68	4,297,705.06	3,852,902.67	4,376,776.36	4,449,516.59
S	005	Los Angeles County Transportation Commission	693,475,595.99	175,157,001.49	164,891,342.97	180,432,115.20	172,995,136.33
N	006	Santa Clara County Traffic Authority	20,537.27	493.76	1,169.85	249.36	18,624.30
N	010	Alameda County Transportation Authority	590,532.47	2,971.52	1,192.30	48,237.37	538,131.28
N	012	Fresno County Transportation Authority	59,321,804.17	15,295,021.74	13,678,523.14	15,170,173.28	15,178,086.01
S	013	San Diego County Regional Transportation Commission	244,774,704.26	61,285,587.42	57,429,819.63	63,305,985.66	62,753,311.55
N	018	San Mateo County Transit Authority	69,350,003.54	17,909,825.27	15,740,477.27	18,415,703.72	17,283,997.28
N	023	Sacramento Transportation Authority	101,604,763.78	25,949,786.44	23,255,875.19	26,060,097.55	26,339,004.60
N	024	Contra Costa Transportation Authority	74,196,200.14	18,348,390.01	17,168,037.72	19,796,679.07	18,883,093.34
S	026	Riverside County Transportation Commission	143,958,648.08	35,493,852.28	34,595,479.86	37,658,721.88	36,210,594.06
N	027	San Francisco County Transportation Authority	80,346,317.27	20,059,657.20	18,998,404.24	21,446,588.49	19,841,667.34
S	029	Imperial County Local Transportation Authority	12,545,802.60	3,182,519.28	2,858,234.71	3,448,225.91	3,056,822.70
S	030	Santa Barbara County Local Transportation Authority	32,603,609.13	8,272,920.31	7,481,811.95	8,393,103.07	8,455,773.80
S	031	San Bernardino County Transportation Authority	139,914,132.98	34,847,717.82	32,727,462.12	35,627,920.67	36,711,032.37
N	034	Madera County Transportation Authority	28,439.14	7,199.80	12,477.53	8,304.64	457.17
S	035	Los Angeles County Transportation Commission	693,586,139.54	175,159,366.55	164,981,938.78	180,466,449.15	172,978,385.06
S	037	Orange County Transportation Authority	265,253,490.68	65,412,729.49	61,343,576.21	69,673,299.90	68,823,885.08
N	038	San Joaquin Transportation Authority	45,731,715.20	11,838,750.27	10,496,880.47	11,573,876.16	11,822,208.30
N	068	Town of Truckee Road Maintenance Tax	1,927,723.47	452,324.33	394,054.97	483,184.08	598,160.09
N	079	Alameda County Transportation Improvement Authority	116,589,912.89	29,335,583.77	27,070,662.90	30,356,471.52	29,827,194.70
N	084	City of Willits Road System Tax	801,857.94	210,344.44	184,185.17	201,753.77	205,574.56
N	085	City of Point Arena	44,631.04	12,589.85	9,071.09	10,575.85	12,394.25
N	094	City of Fort Bragg Maintain City Streets	843,081.30	215,786.47	189,290.44	204,570.72	233,433.67
N	102	Transportation Authority Marin County	22,356,530.85	5,553,796.09	5,155,986.82	5,958,080.68	5,688,667.26
N	115	Sonoma County Transportation Authority	19,039,151.73	4,800,018.84	4,257,637.62	5,040,804.65	4,940,690.62
N	123	Santa Clara County Valley Transportation Authority	162,024,603.89	41,030,036.31	37,990,301.75	42,498,458.02	40,505,807.81
N	144	Madera County Transportation Authority, 2006	7,819,931.70	2,078,213.97	1,755,362.27	1,997,507.40	1,988,848.06
N	146	Nevada City Street Improvements Tax	639,129.84	158,439.50	121,428.33	192,087.96	167,174.05
S	162	Tulare County Transportation Authority	25,603,004.03	6,835,852.47	5,981,871.54	6,533,152.49	6,252,127.53
N	174	City of El Cerrito Streets Improvements Tax (eff 7-1-08)	0.00	0.00	0.00	0.00	0.00
<b>Total, Voter-Approved Sales Tax</b>			<b>3,266,028,610.26</b>	<b>822,498,033.26</b>	<b>767,201,510.97</b>	<b>851,197,044.73</b>	<b>825,132,021.30</b>
<b>Voter-Approved Sales Tax, North</b>			<b>1,014,313,482.97</b>	<b>256,850,486.15</b>	<b>234,909,973.20</b>	<b>265,658,070.80</b>	<b>256,894,952.82</b>
<b>Voter-Approved Sales Tax, South</b>			<b>2,251,715,127.29</b>	<b>565,647,547.11</b>	<b>532,291,537.77</b>	<b>585,538,973.93</b>	<b>568,237,068.48</b>

	Distribution Factor	Percentage
<b>Total, voter-approved tolls + taxes</b>	<b>3,646,336,244.26</b>	<b>100.00000%</b>
<b>Tolls + parcel/property tax</b>	<b>380,307,634.00</b>	<b>10.42986%</b>
<b>North sales tax</b>	<b>1,014,313,482.97</b>	<b>27.81733%</b>
<b>South sales tax</b>	<b>2,251,715,127.29</b>	<b>61.75281%</b>

# STATE-LOCAL PARTNERSHIP PROGRAM FUNDING SHARES, 2008-09

(Funding Shares in \$1,000's)

**DRAFT**

Funding Distribution of Appropriation		
Program Categories		Amount
Total Annual Program Appropriation		<b>200,000</b>
Take-off for Bond administration (2%)		4,000
Subtotal		196,000
Discretionary grant program (5%)		9,800
Formula share program (95%)	100.00000%	186,200
Tolls + parcel/property tax	10.42986%	19,420
North sales tax	27.81733%	51,796
South sales tax	61.75281%	114,984

Funding Shares Based on Voter-Approved Tolls & Parcel/Property Taxes		
Applicant Agency	Revenue Factor	Funding Share
Bay Area Transportation Authority	252,594,949	12,898
Alameda-Contra Costa Transit District	77,524,530	3,959
Bay Area Rapid Transit District	50,188,155	2,563
Total	380,307,634	<b>19,420</b>

Funding Shares Based on Voter-Approved Sales Taxes - North		
County/City	Population Factor	Funding Share
Alameda	1,543,000	7,814
Contra Costa	1,051,674	5,326
Fresno	931,098	4,715
Madera	150,887	764
Marin	257,406	1,304
Mendocino - Fort Bragg	6,890	35
Mendocino - Point Arena	493	2
Mendocino - Willits	5,032	25
Nevada - Nevada City	3,074	16
Nevada - Truckee	16,165	82
Sacramento	1,424,415	7,214
San Francisco	824,525	4,176
San Joaquin	685,660	3,472
San Mateo	739,469	3,745
Santa Clara	1,837,075	9,303
Santa Cruz	266,519	1,350
Sonoma	484,470	2,453
Total	10,227,852	<b>51,796</b>

Funding Shares Based on Voter-Approved Sales Taxes - South		
County	Population Factor	Funding Share
Imperial	176,158	929
Los Angeles	10,363,850	54,625
Orange	3,121,251	16,451
Riverside	2,088,322	11,007
San Bernardino	2,055,766	10,836
San Diego	3,146,274	16,583
Santa Barbara	428,655	2,259
Tulare	435,254	2,294
Total	21,815,530	<b>114,984</b>

**STATE-LOCAL PARTNERSHIP PROGRAM ACCOUNT STATUTES**

Article 2. Highway Safety, Traffic Reduction, Air Quality, and Port Security Fund of 2006 and Program

**Allocation of Bond Proceeds to Programs**

*Added: Proposition 1B (2006)*

8879.23. The Highway Safety, Traffic Reduction, Air Quality, and Port Security Fund of 2006 is hereby created in the State Treasury. The Legislature intends that the proceeds of bonds deposited in the fund shall be used to fund the mobility, safety, and air quality improvements described in this article over the course of the next decade. The proceeds of bonds issued and sold pursuant to this chapter for the purposes specified in this chapter shall be allocated in the following manner:

...

(g) One billion dollars (\$1,000,000,000) shall be deposited in the State-Local Partnership Program Account, which is hereby created in the fund. The funds shall be available, upon appropriation by the Legislature and subject to such conditions and criteria as the Legislature may provide by statute, for allocation by the California Transportation Commission over a five-year period to eligible transportation projects nominated by an applicant transportation agency. A dollar for dollar match of local funds shall be required for an applicant transportation agency to receive state funds under this program.

\* \* \* \* \*

CHAPTER 12.491

IMPLEMENTATION OF THE HIGHWAY SAFETY, TRAFFIC REDUCTION, AIR QUALITY, AND PORT SECURITY BOND ACT OF 2006

Article 1. General Provisions

**Definitions**

*Amended: Chapter 179, Statutes of 2008 (SB 1498)*

8879.50 (a) As used in this chapter and in Chapter 12.49 (commencing with Section 8879.20), the following terms have the following meanings:

(1) "Commission" means the California Transportation Commission.

(2) "Department" means the Department of Transportation.

(3) "Administrative agency" means the state agency responsible for programming bond funds made available by Chapter 12.49 (commencing with Section 8879.20), as specified in subdivision (c).

(4) Unless otherwise specified in this chapter, "project" includes equipment purchase, construction, right-of-way acquisition, and project delivery costs.

(5) "Recipient agency" means the recipient of bond funds made available by Chapter 12.49 (commencing with Section 8879.20) that is responsible for implementation of an approved project.

(6) "Fund" shall have the same meaning as in subdivision (c) of Section 8879.20.

(b) Administrative costs, including audit and program oversight costs for agencies, commissions, or departments administering programs funded pursuant to this chapter, recoverable by bond funds shall not exceed 3 percent of the program's cost.

(c) The administrative agency for each bond account is as follows:

(1) The commission is the administrative agency for the Corridor Mobility Improvement Account; the Trade Corridors Improvement Fund; the State Route 99 Account; the State-Local Partnership Program Account; the Local Bridge Seismic Retrofit Account; the Highway-Railroad Crossing Safety Account; and the Highway Safety, Rehabilitation and Preservation Account.

(2) The Office of Homeland Security and the Office of Emergency Services are the administrative agencies for the Port and Maritime Security Account and the Transit System Safety, Security, and Disaster Response Account.

(3) The department is the administrative agency for the Public Transportation Modernization, Improvement, and Service Enhancement Account.

(d) The administrative agency shall not approve project fund allocations for a project until the recipient agency provides a project funding plan that demonstrates that the funds are expected to be reasonably available and sufficient to complete the project. The administrative agency may approve funding for usable project segments only if the benefits associated with each individual segment are sufficient to meet the objectives of the program from which the individual segment is funded.

(e) Guidelines adopted by the administrative agency pursuant to this chapter and Chapter 12.49 (commencing with Section 879.20) are intended to provide internal guidance for the agency and shall be exempt from the Administrative Procedures Act (Chapter 3.5 (commencing with Section 11340) of Part 1 of Division 3), and shall do all of the following:

(1) Provide for the audit of project expenditures and outcomes.

(2) Require that the useful life of the project be identified as part of the project nomination process.

(3) Require that project nominations have project delivery milestones, including, but not limited to, start and completion dates for environmental clearance, land acquisition, design, construction bid award, construction completion, and project closeout, as applicable.

(f)(1) As a condition for allocation of funds to a specific project under Chapter 12.49 (commencing with Section 8879.20), the administrative agency shall require the recipient agency to report, on a semiannual basis, on the activities and progress made toward implementation of the project. The administrative agency shall forward the report to the Department of Finance by means approved by the Department of Finance. The purpose of the report is to ensure that the project is being executed in a timely fashion, and is within the scope and budget identified when the decision was made to fund the project. If it is anticipated that project costs will exceed the approved project budget, the recipient agency shall provide a plan to the administrative agency for achieving the benefits of the project by either downscoping the project to remain within budget or by identifying an alternative funding source to meet the cost increase. The administrative agency may either approve the corrective plan or direct the recipient agency to modify its plan.

(2) Within six months of the project becoming operable, the recipient agency shall provide a report to the administrative agency on the final costs of the project as compared

to the approved project budget, the project duration as compared to the original project schedule as of the date of allocation, and performance outcomes derived from the project compared to those described in the original application for funding. The administrative agency shall forward the report to the Department of Finance by means approved by the Department of Finance.

\* \* \* \* \*

Article 11. State-Local Partnership Program

**Legislative Intent**

*Added: Chapter 756, Statutes of 2008 (AB 268)*

8879.66. (a) It is the intent of the Legislature, pursuant to subdivision (g) of Section 8879.23, to establish criteria and conditions for use of the fund in the State-Local Partnership Program Account in the Highway Safety, Traffic Reduction, Air Quality, and Port Security Fund of 2006. These criteria and conditions shall include, but need not be limited to, eligibility of applicants, eligibility of projects, timely use of funds, and relationship of funds in the account to other funds for transportation purposes.

(b) The purpose of the State-Local Partnership Program is to do both of the following:

(1) Reward "self-help" counties, cities, districts, and regional transportation agencies in which voters have approved fees or taxes solely dedicated to transportation improvements.

(2) Provide funds for a wide variety of capital projects that are typically funded in local or regional voter-approved expenditure plans and that provide mobility, accessibility, system connectivity, safety, or air quality benefits.

(c) It is further the intent of the Legislature that all funds available in the account, pursuant to subdivision (g) of Section 8879.23, shall be made available for allocation by the commission over a period of five years.

**Definitions**

*Added: Chapter 756, Statutes of 2008 (AB 268)*

8879.67. For purposes of this article, the following definitions shall apply:

(a) "Program" means the State-Local Partnership Program established in this article and funded pursuant to subdivision (g) of Section 8879.23.

(b) "Uniform developer fees" means developer fees imposed pursuant to existing statutory authority, including, but not limited to, Chapter 5 (commencing with Section 66000) of Division 1 of Title 7 and Article 5 (commencing with Section 66483) of Chapter 4 of Division 2 of Title 7. The developer fees must be imposed by a local ordinance or resolution adopted by a city, county, or city and county and must be dedicated to transportation purposes to address cumulative transportation impacts. The developer fees must be uniformly applied to new development within a defined area or jurisdiction, except in cases in which fees are waived, such as for affordable housing development. Developer fees imposed to mitigate onsite impacts related to a specific development project do not qualify as uniform developer fees under this subdivision.

**Eligible Applicant**

*Added: Chapter 756, Statutes of 2008 (AB 268)*

8879.68. An eligible applicant under the program shall be a local or regional transportation agency that has responsibility for funding, procuring, or constructing transportation improvements within its jurisdiction, and that does either of the following:

- (a) Has sought and received voter approval for the imposition of taxes or fees solely dedicated to transportation improvements and administers those taxes or fees.
- (b) Has imposed uniform developer fees.

**Eligible Matching Funds**

*Added: Chapter 756, Statutes of 2008 (AB 268)*

8879.69. Eligible local matching funds required to obtain funding under the program shall be obtained from revenues from any voter-approved local or regional tax or fee solely dedicated to transportation improvements, or from uniform developer fees. Tax or fee, for purposes of this section, means a countywide or citywide sales tax, a property or parcel tax in a county or counties or district, and voter-approved bridge tolls or voter-approved fees dedicated to specific transportation improvements.

**Eligible Projects**

*Added: Chapter 756, Statutes of 2008 (AB 268)*

8879.70. (a) Eligible projects shall include all of the following:

(1) Improvements to the state highway system, including, but not limited to, all of the following:

(A) Major rehabilitation of an existing segment that extends the useful life of the segment by at least 15 years.

(B) New construction to increase capacity of a highway segment that improves mobility or reduces congestion on that segment.

(C) Safety or operational improvements on a highway segment that are intended to reduce accidents and fatalities or improve traffic flow on that segment.

(2) Improvements to transit facilities, including guideways, that expand transit services, increase transit ridership, improve transit safety, enhance access or convenience of the traveling public, or otherwise provide or facilitate a viable alternative to driving.

(3) The acquisition, retrofit, or rehabilitation of rolling stock, buses, or other transit equipment, including, but not limited to, maintenance facilities, transit stations, transit guideways, passenger shelters, and fare collection equipment with a useful life of at least 10 years. The acquisition of vans, buses, and other equipment necessary for the provision of transit services for seniors and people with disabilities by transit and other local agencies is an eligible project under this paragraph.

(4) Improvements to the local road system, including, but not limited to, both of the following:

(A) Major roadway rehabilitation, resurfacing, or reconstruction that extends its useful life by at least 15 years.

(B) New construction and facilities to increase capacity, improve mobility, or enhance safety.

(5) Improvements to bicycle or pedestrian safety or mobility with a useful life of at least 15 years.

(6) Improvements to mitigate the environmental impacts of new transportation infrastructure on a locality's or region's air quality or water quality, commonly known as "urban runoff," including, but not limited to, the installation of catch basin screens, filters, and inserts, or other best management practices for capturing or treating urban runoff.

(b) For purposes of the program, a separate phase or stage of construction for an eligible project may include mitigation of the project's environmental impacts, including, but not limited to, soundwalls, landscaping, wetlands or habitat restoration or creation, replacement plantings, and drainage facilities.

**Two Subaccounts: Voter-Approved Taxes and Fees, Uniform Developer Fees**

*Added: Chapter 756, Statutes of 2008 (AB 268)*

8879.71. (a) For purposes of distributing funds annually appropriated by the Legislature to the State-Local Partnership Program Account, the commission shall segregate the funds into two separate subaccounts, which are hereby created in the account, as follows:

(1) Ninety-five percent of the funds shall be deposited into the Voter-Approved Taxes and Fees Subaccount and shall be made available to eligible applicants as defined in subdivision (a) of Section 8879.68 for expenditure on eligible projects, as approved by the commission. Funds in this subaccount shall be distributed by formula, pursuant to Section 8879.72.

(2) Five percent of the funds shall be deposited into the Uniform Developer Fees Subaccount and shall be made available to eligible applicants as defined in subdivision (b) of Section 8879.68 for expenditure on eligible projects, as approved by the commission. Funds in this subaccount shall be distributed through a competitive grant application process to be administered by the commission pursuant to Section 8879.73.

(b) Notwithstanding Section 13340, the money in the subaccounts described in subdivision (a) are hereby appropriated, without regard to fiscal year, to the commission for the purposes described in subdivision (a).

**Voter-Approved Taxes and Fees: Funding Shares**

*Added: Chapter 756, Statutes of 2008 (AB 268)*

8879.72. (a) To establish the funding shares for each eligible applicant described in paragraph (1) of subdivision (a) of Section 8879.71, the commission shall do the following prior to the commencement of a funding cycle:

(1) Determine the total amount of annual revenue generated from voter-approved sales taxes, voter-approved parcel or property taxes, and voter-approved bridge tolls dedicated to transportation improvements according to the most recent available data reported to the State Board of Equalization, the Controller, or the Bay Area Toll Authority.

(2) Establish a northern California and southern California share by attributing the proportional share of revenues from voter-approved sales taxes, voter-approved parcel or property taxes, and voter-approved bridge tolls dedicated to transportation improvements and imposed in counties in northern California to the northern share, and by attributing the proportional share of revenues from voter-approved sales taxes imposed in counties located in southern California to the southern share. The determination of whether a

county is located in northern or southern California shall be based on the definitions set forth in Section 187 of the Streets and Highways Code.

(3) Program funds made available to the southern share, based on the determination in paragraph (2), shall be distributed to the entity responsible for programming and allocating revenues from the sales tax in proportion to the population of the county in which the entity is located compared to the total population of southern California counties with voter-approved sales taxes dedicated to transportation improvements. For the purpose of calculating population, the commission shall use the most recent information available from the Department of Finance.

(4) Program funds made available to the northern share, based on the determination in paragraph (2), shall be distributed as follows:

(A) Program funds generated by voter-approved bridge tolls and voter-approved parcel or property taxes dedicated to transportation improvements shall be distributed to the entity responsible for programming and allocating revenues from the toll or tax based on the proportional share of revenues generated by the toll or tax by that entity in comparison to the total revenues generated by voter-approved sales taxes, voter-approved parcel or property taxes, and voter-approved bridge tolls dedicated to transportation improvements in northern California.

(B) Program funds generated by voter-approved sales taxes dedicated to transportation improvements shall be distributed to the entity responsible for programming and allocating revenues from the sales tax in proportion to the population of the county in which the entity is located compared to the total population of the northern California counties with voter-approved sales taxes dedicated to transportation improvements. For the purposes of calculating population, the commission shall use the most recent information available for the Department of Finance.

(b) Under this section, each fiscal year in which funds are appropriated for the program shall constitute a funding cycle.

(c) Each eligible applicant desiring to participate in the program in any funding cycle under this section shall submit to the commission all of the following:

(1) A description of the eligible project nominated for funding, including a description of the project's cost, scope, and specific improvements and benefits it is anticipated to achieve.

(2) A description of the project's current status, including the phase of delivery the project is in at the time it is nominated for funding and a schedule for the project's completion.

(3) A description of how the project would support transportation and land use planning goals within the region.

(4) The amount of eligible local matching funds the applicant is committing to the project.

(5) The amount of program funds the applicant seeks from the program for the project.

(d) The commission shall review nominated projects under this section and their accompanying documentation to ensure that each nominated project meets the requirements of this article and to confirm that each project has a commitment of the requisite amount of eligible local matching funds as required in this article. Upon

conducting the review of the requirements and determining the proposed projects to be in compliance with this article, the projects shall be deemed eligible.

(e) An eligible applicant that is identified to receive an allocation of funds under this section, but that does not submit a project for funding in a funding cycle, may utilize its funding share in a subsequent funding cycle.

### **Uniform Developer Fees: Competitive Grant Program**

*Added: Chapter 756, Statutes of 2008 (AB 268)*

8879.73. (a) To distribute funds from the Uniform Developer Fees Subaccount to eligible applicants, as defined in paragraph (2) of subdivision (a) of Section 8879.71, the commission shall administer a competitive grant application program pursuant to this section.

(b) Under this section, each fiscal year in which funds are appropriated for the program shall constitute a funding cycle. To ensure that as many eligible applicants as possible may benefit from the competitive portion of the program, no single project shall receive more than one million dollars (\$1,000,000) in a single funding cycle in which program funds are allocated by the commission.

(c) Each eligible applicant desiring to participate in the program in any funding cycle under this section shall submit to the commission all of the following:

(1) A description of the eligible project nominated for funding, including a description of the project's cost, scope, and specific improvements and benefits it is anticipated to achieve.

(2) A description of the project's current status, including the phase of delivery the project is in at the time it is nominated for funding and a schedule for the project's completion.

(3) A description of how the project would support transportation and land use planning goals within the region.

(4) The amount of eligible local matching funds the applicant is committing to the project.

(5) The amount of program funds the applicant seeks from the program for the project.

(d) The commission shall review nominated projects under this section and their accompanying documentation to ensure that each nominated project meets the requirements of this article and to confirm that each project has a commitment of the requisite amount of eligible local matching funds as required in this article. Upon conducting the review of the requirements and determining the proposed projects to be in compliance with this article, the projects shall be deemed eligible.

(e) The commission shall adopt a program of projects under this section that is geographically balanced and provides cost-effective and multimodal, safety, reliability, and environmental benefits. In allocating funds to specific projects, the commission shall give priority to projects that do any of the following:

(1) Can commence construction or implementation of the project in a manner to provide the public benefit at the earliest possible date.

(2) Can enhance the leveragability of bond funds, by utilizing a higher proportion of nonbond funds toward a project's total cost than is otherwise required by this article.

(3) Can demonstrate quantifiable air quality improvements, including, but not limited to, a demonstration that the project can result in a significant reduction in vehicle-miles traveled.

### **Annual Program Cycle, Allocations, Guidelines**

*Added: Chapter 756, Statutes of 2008 (AB 268)*

8879.74. (a) The commission shall adopt a program of projects to receive allocations under this article for each funding cycle, with allocations to projects to be initially made at the commission's meeting in April 2009, and to be made no later than the commission's October meeting for subsequent years.

(b) Projects receiving an allocation under the program shall encumber funds no later than two years after the end of the fiscal year in which an allocation is made by the commission. The commission shall rescind an allocation to a project that fails to comply with these requirements. Rescinded allocations of funds shall, in the case of the program established pursuant to Section 8879.72, be made available for another eligible project proposed by the agency that nominated the original project for funding, and, in the case of the program established in Section 8879.73, be reallocated to other projects during the fiscal year following the year in which the applicable timely use of funds requirement was not met.

(c) The commission shall develop and adopt guidelines to implement this article, and to establish the process for allocating funds to eligible projects under the program, consistent with this article. Prior to adopting the guidelines, the commission shall hold one public hearing in northern California and one public hearing in southern California to review and provide an opportunity for public comment on the proposed guidelines. The commission may incorporate the hearings into its regular meeting schedule.

### **Required Match**

*Added: Chapter 756, Statutes of 2008 (AB 268)*

8879.75. Pursuant to subdivision (g) of Section 8879.23, an eligible project funded pursuant to this article shall require a match of one dollar (\$1) of eligible local matching funds for each dollar of program funds applied for under this article. An applicant may propose to use other funds for the same project, including local, federal, or other state funds, however, those other funds shall not be counted toward the match required by this article.

### **Summary in Annual Report**

*Added: Chapter 756, Statutes of 2008 (AB 268)*

8879.76. The commission shall include in its annual report to the Legislature, required pursuant to Section 14535, a summary of its activities related to the administration of the program. The summary, at a minimum, shall include the description, location, and total cost of each project contained in the program, the amount of bond funds allocated to each project, the status of each project, and a description of the system improvements each project is achieving.