Solano Transportation Authority

SUPPLEMENTAL AND SEPARATE ENCLOSURES
STA TAC Meeting of November 18, 2009

Agenda Item#	Description
VI.A	2010 STIP Update – Letter dated 11/17/09 (City of Vacaville) – Request for Reprogramming Request for Jepson Parkway Gateway
VI.B	Staff Report, Proposal for Allocation of Project Cost Savings
VII.A	Attachment A, Draft Caltrans PID Strategic Plan and Streamlining Report
VII.B	Attachment A, 2009 CTP Project List
VII.C	Revised Staff Report – Final Draft 2010 Legislative Priorities and Platform
VIII.A	Attachment B, Draft Coordinated Funding Strategy Policy and Priority Project Funding Strategy Scenarios
VIII.E	Attachment A, Solano Commute Challenge (SCC) Final Results Table

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CITY OF VACAVILLE

650 MERCHANT STREET, VACAVILLE, CALIFORNIA 95688-6908
ESTABLISHED 1850

November 17, 2009

Department of Public Works
Capital Improvement Projects

Daryl Halls
Solano Transportation Authority
One Harbor Center, Suite 130
Suisun City, CA 94585

Attention: Mr. Sam Shelton

SUBJECT: JEPSON PARKWAY GATEWAY ENHANCEMENT RPSTPLE-5094(050)

Dear Mr. Halls:

The City of Vacaville requests reprogramming the construction funding for the Jepson Parkway Gateway Enhancement (RSTPLE-5094(050)) project from FY 2009-10 to FY 2010-11.

On April 13, 2009, the City submitted a funding allocation request to the Metropolitan Transportation Commission for the allocation of $120,000 for the Plans, Specifications & Estimate phase of the subject project. The intent was for the California Transportation Commission (CTC) to allocate the funds at their June 2009 meeting. The City was informed subsequently that, due to budgetary reasons, the CTC was going to defer funding allocation for certain projects, including the Jepson Parkway Gateway Enhancement project, to later meetings. The City would be informed as to when the allocation would take place.

Approximately three weeks ago, the City was notified verbally that the requested $120,000 allocation was actually approved by the CTC at the June 2009 meeting. The City is appreciative that the CTC has approved the requested funding. However, this was the first communication the City received that the requested funding was approved. The City was under the impression that the requested funding was still being deferred. Because of the lengthy process involved with the approval of this project, the Plans, Specifications & Estimate cannot be completed before June 2010 and thus the City will not be able to request allocation for the construction phase by June 2010.

As a result of the circumstances described above, the City requests that the construction funding for the Jepson Parkway Gateway Enhancement (RSTPLE-5094(050)) project be reprogrammed from FY 2009-10 to FY 2010-11. If you have any questions or need further information, please contact me at (707) 449-5179 or e-mail me at rnavarro@cityofvacaville.com. Thank you for your assistance.

Sincerely,

RICK NAVARRO
Associate Civil Engineer

c: Shawn Cunningham, Tawnia Skow, File #807

DATE: November 16, 2009
TO: STA TAC
FROM: Janet Adams, Deputy Executive Director/Director of Projects
RE: Proposal for Allocation of Project Cost Savings

Background:
Due to the economic downturn, the Bay Area has seen significant cost savings. Two specific projects in Solano County have had costs savings, the Vacaville Intermodal Center Phase 1 and the McGary Road Project. Both projects are STA priorities and the project sponsors have proposed utilizing the cost savings on the projects.

Phase 1 of the Vacaville Intermodal Station (VIS) will provide a bus transfer facility along the I-80 Corridor. Ten bus bays will be provided, as well as 200 automobile parking spaces in a surface lot. Phase 2 of this project, envisions a 400 space parking garage as well as retail/commercial space. The VIS will encourage use of transit, carpools, and vanpools versus individuals driving their own personal vehicles. The project site is located south of Interstate 80 and east of Allison Drive, between Nut Tree Parkway and Ulatis Drive. The Phase 1 project is funded with Regional Measure 2 (RM 2), Transportation Development Act (TDA), Eastern Congestion Mitigation and Air Quality Improvement (ECMAQ) and American Recovery & Reinvestment Act (ARRA).

McGary Road is a frontage road that parallels Interstate 80 and serves the region by providing a link for bikes, pedestrians, and cars between the cities of Vallejo and Fairfield. The road is part of the Solano County Bikeway and is currently closed due to road hazards caused by the Red Top Slide. The McGary Road Project would rehabilitate the road and include a Class II Bike lane construction. This Project is in the City of Fairfield, from Lynch Road to Red Top Road (Approximately 9100 ft). This road also connects to the bike path at Hiddenbrook in the City of American Canyon and also connects to Lynch Road, which leads to Lynch Canyon and the City of Vallejo. Because of the current closure, there is no direct route for bikes and pedestrians to travel between the cities. Once opened, it is planned City of Fairfield will deannex this section of the road to the County. The Project is funded with American Recovery & Reinvestment Act (ARRA) Safety Funding, State Transportation Improvement Program (STIP)-Transportation Enhancements (TE), Transportation Development Act (TDA) Article 3 (Bike/Ped), STA Transportation For Clean Air (TFCA) Program Manager, and a Bay Ridge Trail Grant.

Discussion:
The Vacaville Intermodal Station Phase 1 bids were, 30% below the Engineer's Estimate of $5.5 million. The funds savings will be RM 2 funds. The City is proposing to keep the RM 2 funds in the Phase 2 project and begin the design work. The project is environmentally cleared and requires no right-of-way. The Phase 2 400 space garage is

anticipated to be required by 2012. This project has been submitted for federal Appropriations and Authorization earmarks. City of Vacaville and STA staff is recommending the RM 2 savings stay with the project to advance the design.

The McGary Road bids were 35% below the Engineer's Estimate of $2.19 million. Prior to biding out the project, the City of Fairfield had worked with the County to reduce the scope of the project due to the engineer's estimate being above the available funding. With the bid savings, the City is proposing to now complete the work that was removed from the scope. This includes landscaping, paving McGary Road through the Lynch Canyon intersection, providing entrance signage. STA staff supports this approach.

Fiscal Impact:
None, as the proposal is to keep the funds currently programmed ith these two projects on the projects.

Recommendation:
Forward a recommendation to the STA Board to support retaining cost savings to the projects as listed in Attachment A.

Attachment:

A. Project Cost Savings Proposal

Attachment A

Project Cost Savings Proposal

Vacaville Intermodal Station Phase 1 Cost Savings:
$2.5 million Regional Measure 2 (RM 2)

Recommendation:
Apply cost savings to Vacaville Intermodal Station Phase 2

McGary Road Cost Savings:
$300,000 Federal Funds

Recommendation:
Apply cost savings to landscaping, paving McGary Road through the Lynch Canyon intersection and providing entrance signage

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None, as the proposal is to keep the funds currently programmed ith these two projects on the projects.

Recommendation:
Forward a recommendation to the STA Board to support retaining cost savings to the projects as listed in Attachment A.

Attachment:

A. Project Cost Savings Proposal

Attachment A

Project Cost Savings Proposal

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$2.5 million Regional Measure 2 (RM 2)

Recommendation:
Apply cost savings to Vacaville Intermodal Station Phase 2

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$300,000 Federal Funds

Recommendation:
Apply cost savings to landscaping, paving McGary Road through the Lynch Canyon intersection and providing entrance signage

DRAFT 10/27/09

PID STRATEGIC PLAN & STREAMLINING

RECOMMENDATIONS FOR
A THREE-YEAR PLAN FOR
PROJECT INITIATION DOCUMENTS
AND
FOR STREAMLINING THE PID PROCESS

CALIFORNIA DEPARTMENT OF TRANSPORTATION
DIVISION OF TRANSPORTATION PLANNING
OCTOBER 27, 2009

DRAFT 10/27/09

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~ EXECUTIVE SUMMARY ~

The goal of the Project Initiation Document (PID) Strategic Plan is to communicate a consistent, transparent, statewide process for translating needs identified in long-range plans into PIDs for the development of projects.

The increasingly complex and dynamic nature of California's transportation funding environment and the California Legislative Analyst's Office's fiscal year (FY) 2009-10 Budget Analysis Series on Transportation are the catalysts for the development of a strategic and streamlining framework for the California Department of Transportation's (Caltrans) PID program.

Key Recommendations of this report

Strategic Plan

1. Create a three-year Strategic Plan, to be updated annually.
2. The number of PIDs developed is correlated to a likely funding source.
3. Improve the management of those PIDs completed, but unprogrammed (the "shelf") through annual review, using established removal criteria.

Streamlining

1. Document the purpose and need in the PID Charter with concurrence of Caltrans and project sponsor.
2. Seek approval from the California Transportation Commission (CTC) on a reduced scope of work and associated cost estimates. The project sponsor to accept ownership and ramifications of risk associated with a specific project.
3. Vary the scope of work for the PID based upon risk analysis and concurrence of project sponsor.
4. Initiate a Preliminary Environmental Analysis Report (PEAR) pilot program.

The three-year Strategic Plan will improve both the effectiveness and efficiency of the PID Program and will include specific projects clearly linked to their potential funding sources and the tactical management of PIDS completed, but not yet programmed, through an annual review process. Projects will include the right mix of small operational improvement projects, and medium and large projects, whose PIDs must be on the shelf in preparation for the unpredictable influx of transportation dollars.

The Strategic Plan identifies an inventory of PIDs for the State Highway Operation and Protection Program (SHOPP) for routine pavement, bridge, mobility, and roadside rehabilitation projects for the next three years. The only additional PIDs necessary for

SHOPP are for emergency, safety, and legal or regulatory, mandated projects. The value of PIDs under development for these programs is estimated at **$6 billion** (capital outlay plus capital outlay support) over the life of this plan (see Appendix A).

This Strategic Plan also identifies an inventory of shelf PIDs for non-SHOPP projects for operational improvements at 92 Projects estimated at **$3.1 billion** (capital and support). PIDs under development for this category are 277 projects estimated at **$19.8 billion** and 228 personnel years (PY), over the three-year period of this Plan. (see Appendix B).

Caltrans and several regional and local partners collaborated to develop a strategic plan framework for PIDs and to streamline the PID process. The Strategic Plan workgroup first convened July 28, 2009, and the Streamlining workgroup first met August 18, 2009. The Strategic Plan workgroup developed a framework, which includes a proposed project listing for a three-year program designed to link PID development with potential transportation funding. The five subgroups are:

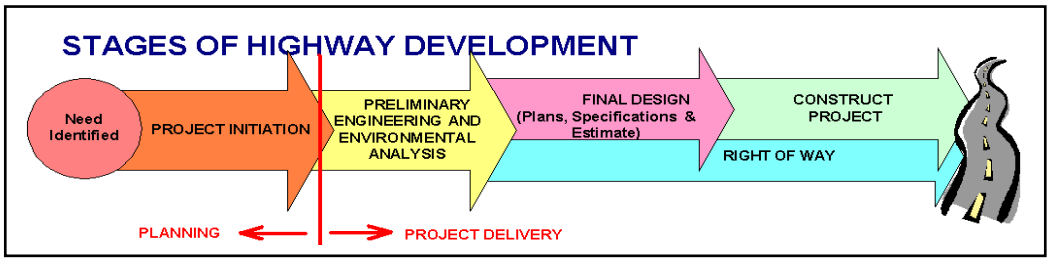
- PEAR
- Scope of Work
- Cost Sharing/Reimbursement
- Stormwater
- Risk Management

The framework also includes PID "shelf" management and performance measures to determine the effectiveness of both the Strategic Plan and the streamlining effort. The Streamlining workgroup identified streamlining options, and five subgroups were tasked with recommending improvement for the PID program. Caltrans' finding and recommendations will be reported to the Joint Legislative Budget Committee no later than March 1, 2010.

~ BACKGROUND ~

Current Planning Process

The planning process is the initial stage of highway project development. As shown in the figure below, the planning process begins with the identification of infrastructure needs conceived in long-range plans and concludes with the completion of a PID. Effective project initiation sets the stage for successful project delivery and ultimately successful project implementation.



Both federal[1] and State[2] laws require Caltrans and its regional transportation planning agencies (RTPAs) to develop regional transportation plans (RTP) and programs through a continuing, comprehensive, and cooperative process. The goal in each instance is to develop and maintain a system that provides safe, reliable transportation and mobility for people, goods, and services in the State.

Extensive planning involving the State, RTPAs, Native American tribal governments, environmental resource agencies, permitting agencies, and public transit operators is performed before projects are developed on the State Highway System (SHS).

These various planning processes identify structural or operating deficiencies in the transportation system and generally recommend consideration of a range of projects to address these deficiencies in an RTP. Once a project to address a deficiency is identified in an RTP, Caltrans and local agencies use a PID[3] as the vehicle for determining the type and scope of project that will be developed to address the targeted deficiency. When that PID has been developed, the project is sufficiently defined for an agency, either the State or a local transportation planning agency, to compete for funds for that project.

This Strategic Plan is being developed to provide a standardized statewide process for selecting candidate projects for PID development. Currently, each of Caltrans' 12 Districts works with its RTPAs or metropolitan planning agencies (MPOs) to set priorities for PID development. It is a goal of this document to make that process predictable, efficient, and transparent.

Uses of PIDs

The most important function of a PID is to establish a project as a viable candidate for federal, State, regional, and local funds. Without inclusion in an RTP and completion of a PID, most capital projects would be ineligible for programming, which is the commitment of funds.

[1] Title 23 United States Code §135
[2] California Government Code § 65080
[3] A Project Study Report, a type of PID, is required for all projects included in a Regional Transportation Improvement Program (RTIP) and the Interregional Transportation Improvement Program (ITIP) by Government Code §§ 14526(b) and 14527(f).

The PID program supports the engineering analysis necessary to identify a set of alternatives that are technically, financially and environmentally feasible for project programming. A Feasibility Study is an example product resulting from this analysis.

A completed PID, which establishes the parameters for project programming and delivery, also supports important local and interagency planning activities that are adopted into local plans and programs (e.g., General Plans, Circulation Elements and Capital Improvement Programs, Regional Impact Mitigation Fee Programs.) When incorporated into the local planning process, the PID allows for the preservation of right-of-way and provides baseline figures for calculating fair share contributions (development mitigation fees) that generate revenue for the improvements.

A PID should accomplish several objectives:

- Define purpose and need clearly enough to start an environmental document.
- Lay out an initial project scope, usable to derive estimates of delivery schedule and cost.
- Lay out alternatives that need to be looked at, and eliminate some or many of those based on purpose and need.
- Consider whether and how the project might be broken down into more easily fundable stages.
- Consider what significant risks the project may face, and in a few cases assess those risks in more detail.
- Plan the type of environmental document needed, determine studies that will probably be needed, identify permits that probably will be necessary, and estimate the time to complete the environmental phase.
- Provide programming agencies with enough information to assess whether, how, and when they may be able to program and fund a project, or stages of a project.
- Provide local agencies with signals that somebody wants and intends to build a project in the near or medium future so agencies can plan accordingly.

Thoughtful consideration and consultation matter at the PID phase, and quality and completeness of thinking mean more than engineering detail. The PID team needs information about current conditions, including traffic and future growth expectations, and some work may have to be done if that information is lacking.

~ FUNDING SOURCES ~

Of the various funding sources available for transportation projects in California, the largest is the ½ percent sales tax fund collected in the 19 Self-Help counties. In the Self-Help counties, residents have voted to levy a sales tax on all purchases with the funds to be used for transportation projects. They have, therefore, voted to tax themselves beyond existing State and federal fuel and sales

taxes. These 19 counties are a minority of the State's 58 counties, but they include 83 percent[4] of the State's population.

The sales taxes collected in the Self-Help counties have been subject to the economic downturn that is affecting the nation. However, a robust $4.5 billion was collected in FY2007-08 and the counties are expecting to collect $194 billion over the terms of the existing measures.[5]

Additional sources of funds for programming State highway projects include:

- Mitigation fees collected from developers under the California Environmental Quality Act.
- Federal programs funded through periodic authorizations.
- Federal earmarks.
- Special federal programs such as the American Recovery and Reinvestment Act of 2009 (Recovery Act).
- State funds programmed through the State Transportation Improvement Program (STIP) and SHOPP.
- State sales and excise taxes.
- Proposition 1B, and other legislative or voter approved sources.

What all of these fund sources have in common is that they generally require a completed PID before a project qualifies to compete for funds. A few of these funding sources follow a predictable schedule, it is possible to anticipate when a reasonable number of PIDs should be available for programming. However, most of the recent sources of major funding for transportation projects have been single events, such as the bonds and recovery programs. This creates a challenge to the team creating this Plan, to transportation agencies, and to elected officials to establish the "reasonable" level of finished PIDs. If the level is too high, PIDs may sit unused on shelves. Alternatively, if the level is too low, agencies will miss opportunities to secure scarce funding if they do not have a PID already prepared when a funding opportunity arises.

Funding Sources - Definitions

Transportation funding in California originates through several sources, each with unique requirements and timing. Below are the primary programming sources through which PIDs are produced.

The ***STIP*** is a five-year program of projects, which is nominated by Caltrans for funding in either the ***Interregional Transportation Improvement Program (ITIP)*** or by the regions for funding in the ***Regional Transportation Improvement***

[4] The 2008 estimated population of California is 36,756,666. The 2008 estimated population of the Self-Help counties is 30,615,229. Source: http://www.census.gov.
[5] Sources: http://www.selfhelpcounties.org and the 19 county websites.

Program (RTIP). Most of the projects result in transportation improvements that increase system capacity or implement significant operational improvements.

The ***Traffic Congestion Relief Program (TCRP)*** is a $5.3 billion program for a specific group of 200 projects. This was originally funded from sales tax on gasoline until FY 2008-09. TCRP projects typically provide congestion relief, transportation system connectivity, or goods movement.

The ***Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2006 (Proposition 1B)*** created several funding accounts for transportation.

- The ***Corridor Mobility Improvement Account (CMIA)*** added $4.4 billion of bond funding for 55 projects. The CMIA project list was adopted at the February 28, 2007 CTC meeting. The CMIA has its own guidelines, which differ from STIP guidelines in several areas.

- The ***State Route 99 Corridor Account*** added $980 million of bond funding for 13 projects on State Route (SR) 99. The SR 99 Corridor project list was adopted at the February 28, 2007, CTC meeting. The SR 99 Corridor has its own guidelines, which differ from STIP guidelines in several areas.

- The ***STIP Augmentation*** added $2 billion of bond funding to augment existing Regional Improvement Plan and Interregional Improvement Plan funding. The STIP augmentation was adopted at the June 2007 CTC meeting. The STIP Augmentation generally follows the same guidelines as the 2006 STIP, but some guidelines are specific to the augmentation.

- The ***SHOPP Augmentation*** added $750 million for the purpose of funding rehabilitation and reconstruction projects. Two hundred and fifty million dollars of this funding is for traffic light synchronization on either the local road or SHS.

The purpose of the ***SHOPP*** is to rehabilitate and reconstruct the existing transportation assets on the SHS. The SHOPP is a four-year program of projects funded through the State Highway Account (SHA).

In addition, a variety of federal programs can potentially add funding to the transportation system. These include Regional Surface Transportation Program (RSTP), Congestion Mitigation and Air Quality (CMAQ), Highway Bridge Rehabilitation and Reconstruction (HBRR) Program, and Federal Demonstration.

The ***Fund Estimate*** is prepared by Caltrans every two years and estimates all State and federal resources reasonably expected to be available for programming in the subsequent STIP period. Requirements for the Fund Estimate are contained in Sections 14524 (a) and 14525 (a) of the Government Code.

Project Initiation

The project initiation phase is the first formal project phase in developing a solution for a specific transportation deficiency. The project initiation phase is subsequent to the system and regional planning process. The outcome of the project initiation process is a PID that establishes a well-defined purpose and need statement, proposed project scope tied to a reliable cost estimate and schedule. The use of State funds for capital improvements on the SHS requires an approved PID. Any major work on the SHS regardless of how it is funded requires an approved PID.[6]

The status of PIDs is categorized into the following condition states:

- ***New*** – projects that have never been resourced.
- ***Carry-over*** – projects on an approved, active work plan.
- ***Programmed*** – projects in an approved programming document, for example, STIP/SHOPP.
- ***Shelf*** – PIDs 100 percent complete, not programmed.
- ***Fundable (Viable)*** – PIDS that can be programmed within three years.
- ***Refreshed*** – PIDs 100 percent complete, but are being updated to reflect current conditions (to include funding).
- ***Hold*** – PIDs stopped due to funding or priority shift – still viable.
- ***Discontinued*** – no resources to be expended on PID.
- ***Obsolete*** – PIDs that no longer meet original purpose and need.
- ***Unfunded*** – projects still a priority, but no funding stream currently available.

[6] Project Development Procedures Manual, Chapter 9, Article 1, California Department of Transportation

~SHELF MANAGEMENT~

The usefulness of this Strategic Plan is based on the timeliness, accuracy, and relevance of the projections and analysis in the Plan. To keep the Plan grounded in financial reality, the programming targets in the plan are based on funding projections contained in documents such as the Fund Estimate.

The targets for PID development recognize the dynamic and volatile nature of transportation funding. Recent examples of the dynamic nature of transportation funding are the additional funding provided through the Recovery Act of 2009 and Proposition 1B.

It is prudent to produce a reasonable level of PIDs above projected funding targets to be prepared for and take full advantage of all funding opportunities. Failure to do so will result in time delays in implementing much-needed transportation improvements and a possible loss of funding for California. In recognition of the volatility in funding, it is prudent and reasonable to manage this risk by targeting PID production at a level higher than current base funding than the Fund Estimate will support.

The number of PIDs that may be viewed as excessive can be managed through a variety of methods: either do fewer PIDs, make PIDs less labor intensive, or a combination of both. The number of PIDs on the shelf needs to reflect more than our current needs or funding, they should be driven by the investments Caltrans, regional agencies, and other local stakeholders want and can reasonably expect to invest on State highways in the next five to ten years. The inventory of PIDs does need to be compiled county by county, because priorities, expectations, and funding capabilities vary greatly among counties. Caltrans should consult with each regional agency to assemble that region's share of the PID inventory, and revisit that consultation every year.

The mix of PIDs should be sized to fit a full-spectrum of programming opportunities. Our focus is to establish a purposeful inventory of PIDs on the shelf, the right number and the right mix. We need to ensure we carry a variety of PIDs, including, but not limited to the following:

- Large rural interregional road projects around the State
- Small projects on rural State highways
- Intercity rail projects statewide
- Urban projects in sales tax counties
- Urban projects in non-sales tax counties
- Developer-driven and funded projects statewide
- A few other PIDs for strategic reasons.

To ensure the Strategic Plan is current and relevant, the shelf will be updated annually, or at any time the funding environment and demand for PIDs changes

from the level assumed in the Plan. The update will be in consultation and coordinated with transportation stakeholders and partners at the State and regional level.

~ GUIDELINES FOR REMOVING PROJECTS FROM THE SHELF ~

Completed PIDs on the shelf should be reassessed annually at a minimum after five years. The PID would be positively assessed as to whether it remains on the shelf or not while adhering to consistent decision-making based on agreed criteria. The criteria should be flexible, while still adhering to the original project scope and intent. Application of the criteria should occur as a high-level review of the document, which does not require a full-scale review of all aspects of the PID to make the decision. The decision-making process should lean towards a removal of five-year-old PIDs from the shelf, unless the preponderance of the following remain valid: cost estimates, availability of right of way, traffic, purpose and need, potential for funding, priority ranking, and private development involvement.

PIDs written for different programs may have different life spans. Capital Preventive Maintenance (CAPM) rehabilitation projects are most likely to have a shelf life of about four years, because the strategies for these projects will only allow a 0.2 foot maximum overlay, while a full rehabilitation strategy for a Project Scope Summary Report (PSSR) could have a much longer life. Safety type projects would have a smaller shelf life because they typically have some urgency to be completed. Operational improvement projects also have a longer shelf life, unless a traffic pattern changes or it becomes a safety project.

~ STATE HIGHWAY OPERATION AND PROTECTION PROGRAM ~

A long-range plan is prepared for the rehabilitation and reconstruction needs for the SHS. This plan is titled the *SHOPP Ten-Year Plan* and is updated every odd-numbered year. The *2009 SHOPP Ten-Year Plan* estimates a need of $6.3 billion annually to achieve program goals. The amounts represent the current cost estimate for capital construction, right-of-way acquisition, and project development support. This estimate does not include expected future increases in construction costs.[7]

Based on the estimated SHA funding, the *2009 SHOP Ten-Year Plan* approved by the CTC in April 2009 projects funding by asset category (emergency response, collision reduction, mandates, pavement, bridge, roadside, and mobility).

[7] *2009 SHOPP Ten-Year Plan*, California Department of Transportation, April 2009, pg I

The draft Fund Estimate prepared by Caltrans and submitted to the CTC in August 2009, projects $1.6 billion annual programming capacity available for the SHOPP. This is a 30 percent reduction in funding compared to the prior fund estimate. This funding is for both capital outlay and capital outlay support and will only address 25 percent of the need identified in the *2009 SHOPP Ten Year Plan.*

As a result of the declining funding and growing needs, existing programmed projects will be delayed. The only new projects that will be programmed in the next four-year SHOPP document will address safety needs, emergency needs, or legal and regulatory mandates.

The estimated need for PIDs in the next three years is $6.0 billion. These PIDS are for emergency, safety, and mandated projects, which are in response to unexpected natural or man-made disasters, collision studies, or legal and regulatory requirements respectively. The needs for these types of projects are primarily reactive in nature and are difficult to plan in advance.

This estimated level of PID development for the SHOPP is consistent with the draft 2010 Fund Estimate. Should additional resources become available through a new State bond act, a second federal recovery act, or increases through the Fund Estimate, PIDs from the existing shelf for bridge and pavement projects are available for programming.

~ STIP/CMIA/BOND/MEASURE/MITIGATION FEE FUNDING ~

A broad and perpetually inadequate set of funding sources exists to fund this category of improvements. Supported by State statute for the STIP, decision-making regarding the application of such funds is distributed among many stakeholders, though the RTPA plays a principal role for most funds. Every county has competing priorities for their transportation dollars. This means that some percentage of transportation resources can be used to improve facilities off the SHS. As needs and resources vary widely between counties, it is challenging to come up with a PID resource plan at the statewide level, such as it is for the SHOPP. Each county must be examined individually with a PID plan developed unique to that county. That said, few general statements can be made for the State as a whole.

- About one-third of traditional formula funds such as the STIP and other federal aid (CMAQ, RSTP) have historically been programmed to on-system work. While not a predictor, this is an indicator the priority a county may give to funding on-system work into the future. The net outcome is about $550 million annually on-system.

- Federal earmarks and mitigation fees can augment funding to on-system work. This can vary very widely between counties, and is often project specific. Based on a survey of districts and a historical analysis of federal earmark distributions since 1991, it appears about $200 million annually of these funds have been to on-system work.

- Sales tax measures generate a significant amount of revenue. Some of these revenues are applied to on-system work, though this varies widely between counties.

- Most significantly, over $10 billion worth of projects statewide are programmed in the STIP for environmental studies which have no identified source of construction funding. This unfunded need dwarfs the sum total of all known revenues.

STIP projects add capacity to the State's transportation infrastructure. The 2010 STIP Fund Estimate is a biennial estimate of all resources available for the State's transportation infrastructure over the next five-year period, and establishes the program funding levels for the STIP and the SHOPP. The 2010 STIP Fund Estimate period covers State FYs 2010/11 to 2014/15.

2010 STIP Fund Estimate
STIP Program Capacity
($ millions)

	FY 09/10	FY 10/11	FY 11/12	FY 12/13	FY 13/14	FY 14/15	5-Year Total	6-Year Total
2010 FE STIP Target Capacity	$1,161	$972	$827	$832	$607	$607	$3,847	$5,008
2008 STIP Program	*$1,416*	*$1,195*	*$1,044*	*$1,095*	*$73*	*$73*	*$3,480*	*$4,897*
Net Difference	($255)	($223)	($217)	($263)	$535	$535	$366	$111
Cumulative Difference	($255)	($478)	($695)	($958)	($423)	($111)		

Source: 2010 STIP Fund Estimate Report, October 14, 2009

- The SHA STIP capacity only includes federal commitments for Transportation Enhancements and Grant Anticipation Revenue Vehicle debt service.

- New STIP capacity in the future will continue to depend primarily on Public Transportation Account (PTA) resources and Proposition 42 revenues transferred to the PTA. Both of these sources are difficult to forecast with any certainty under current budgetary circumstances and a struggling economy. Recent State Budgets have redirected a significant amount of PTA resources to transportation programs traditionally financed through General Fund revenues.

- In addition, the State Constitution allows Proposition 42 revenues to be suspended twice in any consecutive ten-year period.

Consequently, the natural reaction is to develop less PIDs. This is counterintuitive to the PID need and development process. In fact, the lower the amount of funding available for current programming, the greater the need to prepare more PIDs. Congress and the Legislature typically respond to a period of low investment in transportation by providing more funding. The $20 billion from Proposition 1B is supposed to be used by 2012. The opportunity for unexpected revenue streams is ever-present, and that is the point of maintaining a generous shelf.

Our purpose is to prepare for a 30 percent to 50 percent increase in federal funding with the upcoming authorization in 2011, plus the next round of State funding due by the time Proposition 1B has run out in 2012. In addition, there is potential for a handful of new sales tax measures in various counties by 2012, and a gradual increase in area-wide mitigation fees and developer-funded projects as the economy recovers. PIDs should be a cost-effective tool to avoid premature, detailed studies. This will allow us to identify how sizeable the near-term PID investment need actually is.

A handful of counties may have occasion for some amount of PID non-SHOPP workload. These will likely be counties with newer sales tax measures or with localized development, or it might happen that a county may not have a PID shelf, in which case this might make an argument for a new PID. This workload should be examined at the district level and justified to Headquarters Division of Transportation Planning.

~ STREAMLINING RECOMMENDATIONS~

A workgroup was convened to explore ways to streamline the PID process while improving both the effectiveness and efficiency of the PID program. Members of the workgroup included representatives from Caltrans, local and regional agencies, and the private sector. Workgroup members identified subject areas to analyze for streamlining ideas.
The PID Streamlining Workgroup was divided into five subgroups: PEAR, scope of work, cost sharing/reimbursement, stormwater, and risk management. Each subgroup was tasked with studying and developing recommendations for their respective areas. Over the course of the PID streamlining effort, the five subgroups developed a total of 47 recommendations for consideration. Each subgroup prioritized and organized the recommendations by high, medium and low priority. Of the 47 recommendations, the subgroups determined that 24 were a high priority, 17 were a medium priority, and 6 were a low priority.

The streamlining subgroups experienced an overlap of ideas. The common elements included a willingness to accept risk and improved communication between partners. Communication issues are present in the areas of capitol and support costs and scope of work to complete the PID.

The PID process is simple: collect data, calculate a cost and schedule, and write a report. Streamlining PIDs means modifying data collection, which impacts accuracy of cost and schedule. How much and what kind of data to collect is also driven by the need for the project and what purposes it will serve. A clearly defined and mutually agreeable purpose and need statement is required. This is especially critical if the project is sponsored by local authorities but on the SHS. Caltrans does not currently require written acknowledgement of a mutually agreeable purpose and need statement.

Modifying the data collection process means that partners and stakeholders will need to accept variability in cost and schedule over the life of a project. Collecting less data in the PID phase means that all variables were not fully explored. Experience and knowledge of the project context will determine where risks can be used to reduce present costs in time or resources. Future study could show that the issue proved to not be significant and thus time and costs were saved, or that the issues are significant and will need either resources, time, or funds to resolve.

If risks materialize, each partner will need to accept responsibility for the risk as they benefited from it, and not expect their partner to ameliorate that risk.

The following recommendations were submitted by the subgroups. The recommendations support the partnership principles of comprehensive, continuous, and collaborative effort.

Strategic Plan

1. Create a three-year Strategic Plan, to be updated annually.
2. The number of PIDs developed is correlated to a likely funding source.
3. Improve the management of those PIDs completed, but unprogrammed (the “shelf”) through annual review, using established removal criteria.

Streamlining

1. Document the purpose and need in the PID Charter with concurrence of Caltrans and project sponsor.
2. Seek approval from the California Transportation Commission (CTC) on a reduced scope of work and associated cost estimates. The project sponsor to accept ownership and ramifications of risk associated with a specific project.
3. Vary the scope of work for the PID based upon risk analysis and concurrence of project sponsor.
4. Initiate a PEAR pilot program.

Other recommendations include:

A pre-PID Agreement, to be drafted at the pre-PID meeting, would identify roles, responsibilities, and required elements of the PID phase.

Include all external stakeholders into the PID development team, which improves communication, helps clarify roles, establish expectations, and prevents redundancies.

Identify and determine the level of detail necessary for PID development, which prevents unnecessary studies and wasted resources.

Clearly identify terms and definitions of standard oversight activities, for example, Independent Quality Assurance. Provide DD-23 (Roles and Responsibilities for Development of Projects on the SHS) and DD-90 (Funding of Quality Management Work on SHS projects) to partners, which promotes transparency and clarifies roles and responsibilities.

Communicate the requirement for a pre-PEAR meeting. Provide and reference a checklist for PEAR, which establishes expectations at the earliest opportunity and prevents miscommunication and errors of omission.

Provide and reference the Risk Management checklist. The benefit is to establish expectations at the earliest opportunity, preventing miscommunication and errors of omission.

Define the percentage of completion, expected deliverables, and develop a realistic schedule, which will foster better partnerships due to improved communication and standardization of practices.

Provide risk management in the Project Change Request, to identify and document potential impacts, which will prevent unexpected negative consequences.

Perform and document low-level assessment to identify barriers to planning, programming, and funding. The pre-PID meeting establishes a joint-venture with shared opportunity and shared risk. The screening process needs to be a shared activity to ensure all partners are in-step throughout the PID development process.

Perform assessment of the estimated cost-range of PID preparation, which supplies two benefits: the necessary estimate of costs (for resource management and tracking) and to coordinate a cost agreement.

~ PERFORMANCE MEASURES ~

It is essential to measure the effectiveness of this Strategic Plan and streamlining efforts through the use of performance measures. For the Strategic Plan, these measures will evaluate (1) the accuracy of the assumed programming targets upon which this plan is based and (2) the level of success translating completed PIDs into programmed capital improvement projects within one, three, and five years of PID completion. These performance measures also provide the basis future improvements and enhancements to the Strategic Plan. The measures will be evaluated biennially, consistent with the programming cycles for the STIP and SHOPP. For streamlining performance measures, we will analyze the value of our risk assessment. In cases of calculated risk, a determination will be made as to whether the deferred studies and cost-saving measures were justified, or if those initial savings were offset by other costs at the end of the project.

~ CONCLUSION ~

The effective deployment and management of planning resources requires a strategic approach to the development of PIDs for State highway capital improvement projects. A strategic approach was undertaken to maximize funding opportunities, manage the risks and opportunities with dynamic funding, manage completed PIDs on the shelf, enhance efficiencies of the support resources used in PID development, and align resource and staffing needs with PID workload.

The three primary components of the PID Strategic/Streamlining effort are: (1) to create a transparent process where we identify, document, and manage the PID program; (2) create a three-year, dynamic programming document to be updated annually, or as needed; and (3) to link all PIDs to likely funding sources.

This multifocused, multipartnered effort has identified improvements for several elements of PID preparation: PEAR, scope of work, stormwater, cost sharing and reimbursement, and risk management. Our substantial effort to engage in discussion and debate, and in forming consensual recommendations for streamlining PID development, and for improving communication between partners, represents our commitment to this Strategic Plan.

To preserve and continue the momentum developed, it is essential that we measure the effectiveness of this Strategic Plan and streamlining efforts through the use of annual performance measures. Regular intervals of review, and course corrections if necessary, will ensure the achievement of our goals for continued transparency, and improvements in the effective and efficient management of the PID process.

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~ ATTACHMENTS ~

Appendix A – Draft Three-Year SHOPP Project Listing for PID Development

Appendix B – Draft Three-Year Non-SHOPP Project Listing for PID Development

Appendix C PID Shelf Listing

Appendix D – Non-SHOPP PID Workload-Based Resource Estimate

Appendix E – 2009-10 Budget Analysis Series: Transportation, Legislative Analyst's Office, pages 34-41

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Office of Projects/Plan Coordination

DISTRICT 1- 12 THREE-YEAR SHOPP PROJECT INITIATION DOCUMENT

PROJECTED WORK PROGRAM

DRAFT

FY 2010/11, 2011/12 & 2012/13

FY	District	County	Route	Begin Postmile	End Postmile	Improvement Description	Location	Estimated Total PY Cost for PID	Estimated PY Cost for FY	Project Cost with Support ($M)	Estimated PID Completion Date (Month/Year)	% Complete	Type of PID	Type of Environmental Document	Program Code (20.10.201.xxx)	SHOPP Program Category	Proposed Program Year	SHOPP Programming Cycle	CEQA Lead	Project Sponsor
2010/11	01	MEN	253	0.00	17.20	CAPM	Near Boonville, from the Rte 128/253 junction to	0.6	0.6	$9.8	6/11		PSR		121	Roadway	2013/14	2010	Caltrans	
2010/11	01	HUM	101	53.91	54.10	In Rio Dell - Eel River Bridge #4-16R	Replace Truss Portion of Bridge	1.1	1.1	$7.0	6/12		PSR		322	Bridge	2013/14	2010	Caltrans	
2010/11	01	HUM	101	79.78		Upgrade bridge rail	N. End of Eureka @ Eureka Slough Br. 04-0022R	0.9	0.9	$1.7	6/11		PSR		112	Bridge	2013/14	2010	Caltrans	
2010/11	01	VAR	VAR	VAR	VAR	Lump Sum 015 Safety Projects (Assume 2 Projects)	DN, MEN, HUM, LAK	1.6	1.6	$2.6	6/11		PSR		015	Collision Reduction	2012/13	2010	Caltrans	
2010/11	01	VAR	VAR	VAR	VAR	Lump Sum 010 Safety Projects (Assume 8 Projects)	DN, MEN, HUM, LAK	5.6	5.6	$26.0	6/11		PSR		010	Collision Reduction	2012/13	2010	Caltrans	
2010/11	01	VAR	VAR	VAR	VAR	Lump Sum Hazardous Waste Mitigation Projects (Assume 1 Project)	DN, MEN, HUM, LAK	0.7	0.7	$1.1	6/11		PSR		330	Mandates	2012/13	2010	Caltrans	
2010/11	01	VAR	VAR	VAR	VAR	Lump Sum ADA Curb Ramp Projects (Assume 1 Project)	DN, MEN, HUM, LAK	0.5	0.5	$1.6	6/11		PSR		361	Mandates	2012/13	2010	Caltrans	
District 01 - 2010/11								**11.0**	**11.0**	**$49.8**										
2010/11	02	PLU	147	9.0				1.0	0.80	$2.0	10/1/2011		PSSR		110	Bridge	2015/16	2012	Caltrans	Caltrans
2010/11	02	SHA	273	17.1	-	Deck rehabiltation/replacement and probable foundation struts.	Redding	2.5	1.00	$5.0	5/1/2011	20%	PSSR		111	Bridge	2013/14	2012	Caltrans	Caltrans
2010/11	02	SHA	089	26.3	30.7	Bridge Replacement or Build Alternate Route.	West of McArthur	1.2	1.00	$30.0	9/1/2011	0%	PSR		110	Bridge	2013/14	2012	Caltrans	Caltrans
2010/11	02	SHA	5	28.1	-	Replace Bridge	North of Shasta Lake City	2.5	1.50	$1.0	12/1/2012				110	Bridge	2013/14	2012	Caltrans	Caltrans
2010/11	02	SHA	5	28.1	-	Improvew Seismic Qualty of the Bridge and Paint Bridge	North of Shasta Lake City	1.5	1.30		9/1/2011	1%	PSSR		110/113	Bridge	2015/16	2012	Caltrans	Caltrans
2010/11	02	SHA	5	28.1	-	Improvew Seismic Qualty of the Bridge and Paint Bridge	North of Shasta Lake City	1.5	0.20	$1.0	9/1/2011	1%	PSSR		110/113	Bridge	2015/16	2012	Caltrans	Caltrans
2010/11	02	SIS	005	68.3		Replace Deck		0.9	0.80		8/1/2011		PSSR		110	Bridge	2015/16	2012	Caltrans	Caltrans
2010/11	02	SIS	096	VAR	VAR	Rail Replacement	Happy Camp to Hamburg Area	1.0	0.90	$8.0	9/1/2011	30%	PSSR		112	Bridge	2013/14	2012	Caltrans	Caltrans
2010/11	02	TBD	TBD	TBD	TBD	TBD	TBD	0.6	0.20	$1.0	9/1/2010	0%	PSR		010	Collision Reduction	2010/11	2010	Caltrans	Caltrans
2010/11	02	TBD	TBD	TBD	TBD	TBD	TBD	0.6	0.40	$1.0	12/1/2010	0%	PSR		010	Collision Reduction	2010/11	2010	Caltrans	Caltrans
2010/11	02	TBD	TBD	TBD	TBD	TBD	TBD	0.6	0.60	$1.0	12/1/2010	0%	PSR		010	Collision Reduction	2010/11	2010	Caltrans	Caltrans
2010/11	02	TBD	TBD	TBD	TBD	TBD	TBD	0.6	0.60	$1.0	3/1/2011	0%	PSR		010	Collision Reduction	2010/11	2010	Caltrans	Caltrans
2010/11	02	TBD	TBD	TBD	TBD	TBD	TBD	0.6	0.60	$1.0	4/1/2011	0%	PSR		010	Collision Reduction	2010/11	2010	Caltrans	Caltrans
2010/11	02	TBD	TBD	TBD	TBD	TBD	TBD	0.6	0.60	$1.0	5/1/2011	0%	PSR		010	Collision Reduction	2010/11	2010	Caltrans	Caltrans
2010/11	02	TBD	TBD	TBD	TBD	TBD	TBD	0.6	0.60	$1.0	6/1/2011	0%	PSR		010	Collision Reduction	2010/11	2010	Caltrans	Caltrans
2010/11	02	TBD	TBD	TBD	TBD	TBD	TBD	0.6	0.40	$1.0	8/1/2011	0%	PSR		010	Collision Reduction	2010/11	2010	Caltrans	Caltrans
2010/11	02	TBD	TBD	TBD	TBD	TBD	TBD	0.6	0.20	$1.0	10/1/2011	0%	PSR		010	Collision Reduction	2010/11	2010	Caltrans	Caltrans
2010/11	02	TBD	TBD	TBD	TBD	TBD	TBD	1.2	1.20	$1.5	5/1/2011	0%	PSR		361	Mandates	2010/11	2010	Caltrans	Caltrans
2010/11	02	TBD	TBD	TBD	TBD	TBD	TBD	1.2	1.20	$2.0	6/1/2011	0%	PSR		361	Mandates	2010/11	2010	Caltrans	Caltrans
2010/11	02	TBD	TBD	TBD	TBD	TBD	TBD	1.2	1.20	$1.0	6/152011	0%	PSR		335	Mandates	2012/13	2012	Caltrans	Caltrans
2010/11	02	SIS	5	VAR	VAR	TBD	TBD	1.0	0.80	$4.0	9/1/2011	0%	PSR		315	Mobility	2011/12	2012	Caltrans	Caltrans
2010/11	02	VAR	VAR	VAR	VAR	TBD	TBD	1.0	0.90	$8.0			PSSR		315	Mobility	2015/16	2012	Caltrans	Caltrans
2010/11	02	PLU	036	0.0	14.2	Pavement Rehabilitation		1.6	0.40	$25.0	6/1/2011		PSSR		120	Roadway	2015/16	2012	Caltrans	Caltrans
2010/11	02	LAS	036	3.8	22.5	Pavement Rehabilitation		1.4	0.30	$20.0	7/1/2001		PSSR		120	Roadway	2015/16	2012	Caltrans	Caltrans
2010/11	02	SIS	097	24.0	34.5	Pavement Rehabilitation	IN SISKIYOU COU	1.3	0.30	$30.0	8/1/2011		PSSR		120	Roadway	2014/15	2012	Caltrans	Caltrans
2010/11	02	MOD	139	34.0	50.6	Pavement Rehabilitation		2.3	0.30	$8.0	9/1/2009		PSSR		120	Roadway	2015/16	2012	Caltrans	Caltrans
2010/11	02	SIS	097	40.0	54.1			1.2	0.40	$30.0	9/1/2009		PSSR		120	Roadway	2015/16	2012	Caltrans	Caltrans
2010/11	02	TRI	3	L0.0	L30.7	TBD	In Trinity County from Rte 36 to 0.2 mile south of Trinity	1.2	1.10	$4.0	9/1/2001	0%	PSSR		151	Roadway	2011/12	2012	Caltrans	Caltrans
2010/11	02	TRI	299	VAR	VAR			1.2	1.10		9/1/2001		PSSR		150	Roadway	2015/16	2012	Caltrans	Caltrans
2010/11	02	TBD	TBD	VAR	VAR			1.0	0.90		9/1/2001		PSSR		151	Roadway	2015/16	2012	Caltrans	Caltrans
2010/11	02					Pavement Prevantative Maintenance		1.2	0.30	$2.0	9/1/2001		PR		120	Roadway	2014/15	2012	Caltrans	Caltrans
District 02 - 2010/11								**35.5**	**22.10**	**$191.5**										
2010/11	03	PLA	174	0.62		Modify Structure	Colfax OH	1.0	0.75	$2.8	9/1/2011				113	Bridge	2014/15	2012	Caltrans	Caltrans
2010/11	03	PLA	80	1.98	R64.08	Modify Structure	8 Bridges	2.0	1.75	$12.8	9/1/2011				113	Bridge	2015/16	2012	Caltrans	Caltrans
2010/11	03	SAC	99	4.98	8.80	Modify Structure	Lagoon Creek and McConnell OH	1.0	0.75	$1.5	9/1/2011				111	Bridge	2015/16	2012	Caltrans	Caltrans
2010/11	03	PLA	89	8.48		Modify Structure	Truckee River Bridge	1.0	0.75	$2.9	9/1/2011				111	Bridge	2014/15	2012	Caltrans	Caltrans
2010/11	03	PLA	80	34.99	R64.21	Modify Structure	6 Bridges	1.5	1.25	$45.7	9/1/2011				110	Bridge	2014/15	2012	Caltrans	Caltrans
2010/11	03	SAC	50	R11.87		Modify Structure	West Citrus OH	1.0	0.75	$1.9	9/1/2011				110	Bridge	2015/16	2012	Caltrans	Caltrans

FY 2010/11, 2011/12 & 2012/13

FY	District	County	Route	Begin Postmile	End Postmile	Improvement Description	Location	Estimated Total PY Cost for PID	Estimated PY Cost for FY	Project Cost with Support ($M)	Estimated PID Completion Date (Month/Year)	% Complete	Type of PID	Type of Environmental Document	Program Code (20.10.201.xxx)	SHOPP Program Category	Proposed Program Year	SHOPP Programming Cycle	CEQA Lead	Project Sponsor
2010/11	03	GLE	5	R26.88		Modify Structure	Stoney Creek Bridges	1.0	0.75	$2.0	9/1/2011				110	Bridge	2015/16	2012	Caltrans	Caltrans
2010/11	03	COL	16	R4.34		Modify Structure	Bear Creek Bridge	1.0	0.75	$1.7	9/1/2011				113	Bridge	2014/15	2012	Caltrans	Caltrans
2010/11	03	NEV	20, 89	Var		Modify Structure	2 Bridges	1.5	1.25	$1.7	9/1/2011				113	Bridge	2014/15	2012	Caltrans	Caltrans
2010/11	03		Var			Modify Structure	TBD	1.0	0.75	$1.0	9/1/2011				119	Bridge	2014/15	2012	Caltrans	Caltrans
2010/11	03		Var			Modify Structure	TBD	1.0	0.75	$1.0	9/1/2011				119	Bridge	2015/16	2012	Caltrans	Caltrans
2010/11	03		Var			Safety Improvement	TBD	1.5	1.25	$1.0	9/1/2011				010	Collision Reduction	2012/13	2010	Caltrans	Caltrans
2010/11	03		Var			Safety Improvement	TBD	1.5	1.25	$1.0	9/1/2011				010	Collision Reduction	2013/14	2010	Caltrans	Caltrans
2010/11	03	YUB	20	R18.0	21.7	Realign	Yuba River Bridge to Nevada Co Line	1.5	1.25	$12.7	9/1/2011				015	Collision Reduction	2014/15	2012	Caltrans	Caltrans
2010/11	03	SAC	5	Var		Gore Paving and MVP Locations	Various Locations on I-5 in Sacramento Co	1.0	0.75	$2.7	9/1/2011				235	Collision Reduction	2014/15	2012	Caltrans	Caltrans
2010/11	03		Var			Safety Improvement	TBD	1.5	1.25	$1.0	9/1/2011				010	Collision Reduction	2014/15	2012	Caltrans	Caltrans
2010/11	03	YOL	128	1.20	4.50	Erosion Control	Near Putah Lake	1.0	0.75	$1.7	9/1/2011				335	Mandates	2014/15	2012	Caltrans	Caltrans
2010/11	03	SUT	99	40.10	40.30	ADA Ped Infrastructure; Flatten Roadway Cross Slope	In City of Live Oak at Pennington Road	1.0	0.75	$3.3	9/1/2011				36X	Mandates	2014/15	2012	Caltrans	Caltrans
2010/11	03	SAC	Var	Var		ADA Curb Ramp Retrofit	Sacramento and Various Co	1.0	0.75	$1.0	9/1/2011				361	Mandates	2014/15	2012	Caltrans	Caltrans
2010/11	03	SAC	80	16.00		Widen Ramp and WIM	WB Off-Ramp to Antelope Truck Scales	1.0	0.75	$2.4	9/1/2011				321	Mobility	2015/16	2012	Caltrans	Caltrans
2010/11	03	NEV	80	19.40		Station Upgrades	Donner Pass Truck Scales	1.0	0.75	$1.3	9/1/2011				321	Mobility	2015/16	2012	Caltrans	Caltrans
2010/11	03	YOL	5	4.50	28.90	Modify Structure	3 Bridges from Wye Line OC to County Line Road OC	1.25	0.75	$7.3	9/1/2011				322	Bridge	2014/15	2012	Caltrans	Caltrans
2010/11	03	NEV	Var			Upgrade MBGR end treatments and bridge rail	Nevada, Butte, Sutter, El Dorado, Placer Co	1.15	0.75	$5.3	9/1/2011				015	Collision Reduction	2013/14	2010	Caltrans	Caltrans
District 03 - 2010/11								**27.40**	**21.25**	**$115.6**										
2010/11	04	SON	121	3.360	6.500	widen roadway & shoulder to standard widths, and install median and shoulder rumble strips	TBD	1.0	1.0	$1.0	6/1/2011		TBD		010	Collision Reduction	TBD	2010		
2010/11	04	ALA	880	4.530	4.950	resurface the off-ramps pavement with OGAC	on the northbound & southbound Route 880 off-ramps to	0.6	0.6	$1.0	6/1/2011		TBD		010	Collision Reduction	TBD	2010		
2010/11	04	SCL	152	11.902	11.902	upgrade and signalize intersection	Intersection at Route 152 and Frazier lake Road, in Santa	0.5	0.5	$2.4	6/1/2011		TBD		010	Collision Reduction	TBD	2010		
2010/11	04	SM	82	13.690	13.690	install left turn channelization	TBD	0.8	0.8	$1.0	6/1/2011		TBD		010	Collision Reduction	TBD	2010		
2010/11	04	SM	101	0.01	23.40	Bridge Rail Replacement/Upgrade	BR#35-0126, 0018, 0131S,-0013, 0264	0.6	0.6	$2.1	6/1/2011		PSSR	TBD	112	Bridge	2014/15	2012		
2010/11	04	SOL	080	4.43	EB	Raise the O/C- Sub Standard VC	Redwood St./Admiral Callaghan Lane	0.8	0.8	$5.5	6/1/2011		PSSR	TBD	322	Bridge	2014/15	2012		
2010/11	04	SCL	009	4.85	4.85	Replace bridge (Listed on the national registry)	Saratoga Creek, Br# 37-0074	1.0	1.0	$10.2	6/1/2011		PSSR	TBD	110	Bridge	2014/15	2012		
2010/11	04	ALA	080	5.82	EB	Raise the O/C- Sub Standard VC	University Ave.Br#33-0023 /Eastshore Highway	0.8	0.8	$5.5	6/1/2011		PSSR	TBD	322	Bridge	2014/15	2012		
2010/11	04	SM	084	7.60	7.60	Scour Mitigation	San Gregorio Cr #35-0166	0.8	0.8	$2.5	6/1/2011		PSSR	TBD	111	Bridge	2014/15	2012		
2010/11	04	ALA, CC	880	10.70	10.70	Seismic retrofit	Crandall Creek #33-0273, Marsh Cr #28-0031	1.0	1.0	$5.0	6/1/2011		PSSR	TBD	113	Bridge	2014/15	2012		
2010/11	04	SON	012	33.31	33.31	Scour Replace Bridge	Hooker Creek Br.# 20-0030	1.0	1.0	$5.5	6/1/2011		PSSR	TBD	111	Bridge	2014/15	2012		
2010/11	04	NAP	029	37.03	37.03	Scour Replace Bridge	Br.# 21-0018 Napa River	1.0	1.0	$6.8	6/1/2011		PSSR	TBD	111	Bridge	2014/15	2012		
2010/11	04	ALA	084	R25.45	R25.45	Scour Mitigation	Arroyo Del Valle Cr #33-0710	0.8	0.8	$4.0	6/1/2011		PSSR	TBD	111	Bridge	2014/15	2012		
2010/11	04	ALA	580	R8.0	R8.29	Seismic retrofit & Bridge Rehab	Greenville Rd UC, Br#33-0026L/R and Greenville OH,	1.0	1.0	$5.0	6/1/2011		PSSR	TBD	113	Bridge	2014/15	2012		
2010/11	04	SCL	152	13.80	14.70	traversify the drainage ditch	TBD	0.6	0.6	$1.0	6/1/2011		TBD		010	Collision Reduction	TBD	2010		
2010/11	04	Ala CC	TBD	TBD	TBD	upgrade intersection	TBD	0.8	0.8	$1.0	6/1/2011		TBD		010	Collision Reduction	TBD	2010		
2010/11	04	Sol SM	TBD	TBD	TBD	Install soft median barrier	TBD	0.6	0.6	$1.0	6/1/2011		TBD		010	Collision Reduction	TBD	2010		
2010/11	04	Mrn Nap Son	TBD	TBD	TBD	construct left turn lane	TBD	0.8	0.8	$1.0	6/1/2011		TBD		010	Collision Reduction	TBD	2010		
2010/11	04	Ala CC	TBD	TBD	TBD	Install soft median barrier	TBD	0.6	0.6	$1.0	6/1/2011		TBD		010	Collision Reduction	TBD	2010		
2010/11	04	SF SCL	TBD	TBD	TBD	upgrade intersection	TBD	0.8	0.8	$1.0	6/1/2011		TBD		010	Collision Reduction	TBD	2010		
2010/11	04	Sol SM	TBD	TBD	TBD	Install soft median barrier	TBD	0.6	0.6	$1.0	6/1/2011		TBD		010	Collision Reduction	TBD	2010		
2010/11	04	Mrn Nap Son	TBD	TBD	TBD	construct left turn lane	TBD	0.8	0.8	$1.0	6/1/2011		TBD		010	Collision Reduction	TBD	2010		
2010/11	04	Ala CC	TBD	TBD	TBD	Install soft median barrier	TBD	0.6	0.6	$1.0	6/1/2011		TBD		010	Collision Reduction	TBD	2010		
2010/11	04	Sol SM	TBD	TBD	TBD	upgrade intersection	TBD	0.8	0.8	$1.0	6/1/2011		TBD		010	Collision Reduction	TBD	2010		
2010/11	04	Son	12	18.00	18.20	extension of the existing metal beam guardrail (MBGR) by about 1200 feet	along the eastbound side of Fourth Street in downtown Santa	0.6	0.6	$1.0	6/1/2011		TBD	CE	015	Collision Reduction	2014/15	2012		
2010/11	04	SF SCL	TBD	TBD	TBD	Install Concrete Barrier	TBD	0.6	0.6	$1.0	6/1/2011		TBD	CE	015	Collision Reduction	2014/15	2012		
2010/11	04	Sol SM	TBD	TBD	TBD	install MBGR	TBD	0.6	0.6	$1.0	6/1/2011		TBD	CE	015	Collision Reduction	2014/15	2012		
2010/11	04	Mrn Nap Son	TBD	TBD	TBD	shoulder widening	TBD	1.0	1.0	$1.0	6/1/2011		TBD	CE	015	Collision Reduction	2014/15	2012		
2010/11	04	SM	92, 280	var	var	Upgrade bridge railing end connections	In San Mateo county, in various locations	0.6	0.6	$1.0	6/1/2011		TBD	CE	015	Collision Reduction	2014/15	2012		
2010/11	04	SCL, SF	Var	var	var	Relocate or shield existing controller cabinets which are located within the clear recovery zone	In Santa Clara and San Francisco counties, in various	0.6	0.6	$1.0	6/1/2011		TBD	CE	015	Collision Reduction	2014/15	2012		

FY 2010/11, 2011/12 & 2012/13

FY	District	County	Route	Begin Postmile	End Postmile	Improvement Description	Location	Estimated Total PY Cost for PID	Estimated PY Cost for FY	Project Cost with Support ($M)	Estimated PID Completion Date (Month/Year)	% Complete	Type of PID	Type of Environmental Document	Program Code (20.10.201.xxx)	SHOPP Program Category	Proposed Program Year	SHOPP Programming Cycle	CEQA Lead	Project Sponsor
2010/11	04	Ala CC	TBD	TBD	TBD	Curb ramp ADA compliance	TBD	1.5	1.5	$1.0	6/1/2011		TBD	CE	361	Mandates	TBD	2010		
2010/11	04	SF SCL	TBD	TBD	TBD	Curb ramp ADA compliance	TBD	1.5	1.5	$1.0	6/1/2011		TBD	CE	361	Mandates	TBD	2010		
2010/11	04	Sol SM	TBD	TBD	TBD	Curb ramp ADA compliance	TBD	1.5	1.5	$1.0	6/1/2011		TBD	CE	361	Mandates	TBD	2010		
2010/11	04	Mrn Nap Son	TBD	TBD	TBD	Curb ramp ADA compliance	TBD	1.5	1.5	$1.0	6/1/2011		TBD	CE	361	Mandates	TBD	2010		
2010/11	04	Ala CC SF SCL	TBD	TBD	TBD	Curb ramp ADA compliance	TBD	1.5	1.5	$1.0	6/1/2011		TBD	CE	361	Mandates	TBD	2010		
2010/11	04	Mrn Nap Son Sol	TBD	TBD	TBD	Curb ramp ADA compliance	TBD	1.5	1.5	$1.0	6/1/2011		TBD	CE	361	Mandates	TBD	2010		
2010/11	04	Ala CC	TBD	TBD	TBD	ADA pedestrian infrastructure	TBD	1.8	1.8	$1.0	6/1/2011		TBD	CE	378	Mandates	TBD	2010		
2010/11	04	SF SCL	TBD	TBD	TBD	ADA pedestrian infrastructure	TBD	1.8	1.8	$1.0	6/1/2011		TBD	CE	378	Mandates	TBD	2010		
2010/11	04	Sol SM	TBD	TBD	TBD	ADA pedestrian infrastructure	TBD	1.8	1.8	$1.0	6/1/2011		TBD	CE	378	Mandates	TBD	2010		
2010/11	04	Mrn Nap Son	TBD	TBD	TBD	ADA pedestrian infrastructure	TBD	1.8	1.8	$1.0	6/1/2011		TBD	CE	378	Mandates	TBD	2010		
2010/11	04	Ala CC SF SCL	TBD	TBD	TBD	ADA pedestrian infrastructure	TBD	1.8	1.8	$1.0	6/1/2011		TBD	CE	378	Mandates	TBD	2010		
2010/11	04	Mrn Nap Son Sol	TBD	TBD	TBD	ADA pedestrian infrastructure	TBD	1.8	1.8	$1.0	6/1/2011		TBD	CE	378	Mandates	TBD	2010		
2010/11	04	MRN	101	0.0	27.6	Install TOS/RM Elements	NEW PROJECT, RM on MRN 101, SF County Line to	0.8	0.8	$32.0	6/1/2011		PSR	CE	315	Mobility	2014/15	2012		
2010/11	04	SOL	80	0.0	44.7	Install TOS/RM Elements	NEW PROJECT, RM/TOS on SOL 80, between CC	0.8	0.8	$66.9	6/1/2011		PSR	CE	315	Mobility	2014/15	2012		
2010/11	04	SF SCL ALA CC	TBD	TBD	TBD	Operational improvements	TBD	0.8	0.8	$1.0	6/1/2011		TBD	CE	310	Mobility	TBD	TBD		
2010/11	04	Ala CC SF SCL	TBD	TBD	TBD	Operational improvements	TBD	0.8	0.8	$1.0	6/1/2011		TBD	CE	310	Mobility	TBD	TBD		
2010/11	04	Mrn Nap Son Sol	TBD	TBD	TBD	Operational improvements	TBD	0.8	0.8	$1.0	6/1/2011		TBD	CE	310	Mobility	TBD	TBD		
2010/11	04	Ala CC SF SCL	TBD	TBD	TBD	Weight Stations & WIM Facilities	TBD	0.8	0.8	$1.0	6/1/2011		TBD	CE	321	Mobility	TBD	TBD		
2010/11	04	Mrn Nap Son Sol	TBD	TBD	TBD	Weight Stations & WIM Facilities	TBD	0.8	0.8	$1.0	6/1/2011		TBD	CE	321	Mobility	TBD	TBD		
2010/11	04	MRN	101	0.32	14	Bridge Rail Replacement	Br#27-0038, 0006, #27-0008, #27-0008K, #27-0008S,	0.2	0.2	$9.7		100	PSSR	TBD	112	Bridge	2014/15	2012		
2010/11	04	ALA	024	5.80	6.20	Tile Walls & Permanent Drainage Solution	Caldecott Tunnell bores 1 & 2; # 28-0015R, 0015	0.3	0.3	$27.0		100	PSSR	TBD	110	Bridge	2014/15	2012		
2010/11	04	MRN	101	12.69	14.71	Bridge Rail Replacement	BR#27-0014S, 0080, 0059	0.2	0.2	$2.0		100	PSSR	TBD	112	Bridge	2014/15	2012		
2010/11	04	MRN	001	50.60	50.70	Replace Estero Americano Bridge, Br# 27-0028	In Marin County at American Creek Bridge	0.2	0.2	$10.4		100	PSSR	TBD	110	Bridge	2014/15	2012		
2010/11	04	ALA MRN	260 101	1.12 0.87	1.86 1.07	Improve waste-water capture process	In Cities of Alameda, Oakland and Sausalito. Posey	0.2	0.2	$4.1		100	PSSR	TBD	110	Bridge	2014/15	2012		
2010/11	04	MRN	580 / 101	3.3 / 22	4.5 / 22.10	Bridge Rail Replacement	BR#27-0073R/L, 0074	0.2	0.2	$2.4		100	PSSR	TBD	112	Bridge	2014/15	2012		
2010/11	04	SOL	780			Raise the O/C- Sub Standard VC	Laurel St OC #23-0119	0.2	0.2	$7.2	6/1/2011		PSSR	TBD	322	Bridge	2014/15	2012		
2010/11	04	ALA	880	29.2	29.60	Install Concrete Barrier	In Alameda County on Route 880 between 23rd Ave.	0.2	0.2	$3.0		100	TBD	CE	015	Collision Reduction	2014/15	2012		
2010/11	04	ALA	Var	var	var	Install MBGR	At various locations on various routes	0.2	0.2	$4.1		100	TBD	CE	015	Collision Reduction	2014/15	2012		
2010/11	04	SM	101	var	var	Install Metal Beam Guardrail	On Routes 101 and 280	0.2	0.2	$5.0		100	TBD	CE	015	Collision Reduction	2014/15	2012		
2010/11	04	SM	Var	var	var	Replace MBGR with concrete guardrail	In SM & SOL Counties at various locations	0.2	0.2	$4.1		100	TBD	CE	015	Collision Reduction	2014/15	2012		
2010/11	04	SOL	80	var	var	Install Metal Beam Guardrail	On Route 80 at various locations	0.2	0.2	$4.8		100	TBD	CE	015	Collision Reduction	2014/15	2012		
2010/11	04	Sol SM	TBD	TBD	TBD	Weight Stations & WIM Facilities	TBD	0.2	0.2	$1.0	6/1/2011	100	TBD	CE	321	Mobility	TBD	TBD		
2010/11	04	Ala CC SF SCL	TBD	TBD	TBD	Weight Stations & WIM Facilities	TBD	0.2	0.2	$1.0	6/1/2011	100	TBD	CE	321	Mobility	TBD	TBD		
2010/11	04	Mrn Nap Son	TBD	TBD	TBD	Weight Stations & WIM Facilities	TBD	0.2	0.2	$1.0		100	TBD	CE	321	Mobility	TBD	TBD		
2010/11	04	SF	1	0	7.1	CAPM	In SF from Route 280 to Route 101	0.2	0.2	$17.0		100	CAPM/P	CE	121	Roadway	2015/16	2012		
2010/11	04	SCL	880	0	4.3	Resurfacing	from 0.408 m south of Stevens Creek Blvd to north of	0.2	0.2	$1.0		100	CAPM/P	CE	121	Roadway	2015/16	2012		
2010/11	04	SCL	85	18.0	24.1	CAPM	In Sunnyvale and Mountain View from 0.3 mile north	0.2	0.2	$18.0		100	CAPM/ PR	CE	121	Roadway	2015/16	2012		
2010/11	04	SM	82	20.8	25.2	Pavement Preservation	Arroyo Drive to Route 280	0.2	0.2	$1.0		100	CAPM/P	CE	121	Roadway	2015/16	2012		
2010/11	04	ALA	880	28.2	30	Roadway Rehabilitation	in Oakland on I-880 between High Street and 5th Avenue	0.2	0.2	$1.0		100	PSSR	CE	120	Roadway	2015/16	2012		
2010/11	04	SON	12	35.30	36.3	replace bridge, realign creek	in Sonoma, at the Agua Caliente Bridge	0.1	0.1	$6.9		100	PSSR	ND	150	Roadway	2014/15	2012		
2010/11	04	NAP	29	38.1	48.6	CAPM	Silverado Trail to Lake County Line	0.2	0.2	$1.0		100	CAPM/P	CE	121	Roadway	2015/16	2012		
2010/11	04	SOL	80	38.7	44.7	CAPM	Pedrick Road OC to Yolo County Line	0.2	0.2	$1.0		100	CAPM/P	CE	121	Roadway	2015/16	2012		
2010/11	04	CC	4	40.9	48.4	CAPM	E. Sellers Rd. to San Joaquin Co. Line	0.2	0.2	$1.0		100	PSSR	CE	121	Roadway	2015/16	2012		
District 04 - 2010/11								**52.9**	**52.9**	**$324.2**										
2010/11	05	SCR	1	9.00	17.60	Guardrail	From Aptos to just south of Hwy 9	0.75	0.50	$1.3	09/2011	50	PSR	CE	015	Collision Reduction	2013/14	2012		
2010/11	05	SLO	101	29.99	30.35	Shoulder Widening & Median Barrier	Northern San Luis Obispo near Monterey Street on-	0.70	0.10	$1.2	09/2011	1	PSR	CE	015	Collision Reduction	2012/13	2012		
2010/11	05	MON	146	0.00	1.70	Relinquishment	In the City of Soledad	0.50	0.40	$0.6	09/2011	5	PSR	CE	160	Mandates	TBD	2010A		
2010/11	05	SCR	17	0.70	12.50	Storm Water Mitigation	Near Santa Cruz, from Pasatiempo Road to the San	0.50	0.40	$12.0	09/2011	1	PSSR	TBD	335	Mandates	2013/14	2010A		

FY 2010/11, 2011/12 & 2012/13

FY	District	County	Route	Begin Postmile	End Postmile	Improvement Description	Location	Estimated Total PY Cost for PID	Estimated PY Cost for FY	Project Cost with Support ($M)	Estimated PID Completion Date (Month/Year)	% Complete	Type of PID	Type of Environmental Document	Program Code (20.10.201.xxx)	SHOPP Program Category	Proposed Program Year	SHOPP Programming Cycle	CEQA Lead	Project Sponsor
2010/11	05	SLO	41	41.10	43.80	Route Transfer/Relinquishment	Route 41 in the County of San Luis Obispo	0.50	0.40	$0.2	09/2011	5	PSSR	CE	160	Mandates	2013/14	2010A		
2010/11	05	SB	225	0	4.63	State of good repair	Las Positas/101 Interchange to Castillo St/101	0.50	0.40	$1.0	09/2011	5	PSR	CE	160	Mandates	2014/15	2012A		
2010/11	05	SB	101	12.8	26.7	In Santa Barbara and Goleta- Rt 101 Milpas St to Hollister Av & Rt 217 Goleta Slough to 101/217 Sep	Iside Safety Improven	0.75	0.50	$2.0	09/2011				235	Roadside	2013/14	2012		
2010/11	05	MON	1	20.40		Replace Culvert and Repair Erosion	Near Lucia at 0.58 miles south of Limekiln Creek	0.50	0.40	$1.2	09/2011	1	PSR	TBD	151	Roadway	2014/15	2012		
2010/11	05	SCR	1	25.50	25.60	Widen Shoulder for Rockfall Catchment	Near Davenport north of Medere Creek Bridge	0.50	0.40	$1.5	09/2011	75	PSR	CE	150	Roadway	2013/14	2012		
2010/11	05	MON	68	R3.95	R10.8	Roadway Rehab (CAPM)	Near Monterey from Jct. Rte 01/68 Sep. (North) to SPCA	0.80	0.60	$4.4	09/2011	50	PSSR	TBD	121	Roadway	2014/15	2012		
2010/11	05	SB	166	0.50	5.60	Centerline/Outside Rumble Strip	In SB County	0.75	0.50	$0.6	12/2010	1	PSR/PR	CE	010	Collision Reduction	2011/12	2010A		
2010/11	05	SB	154	8.10	8.10	Intersection Improvements	Highway 154/24b - Potential roundabout	2.00	1.50	$5.0	12/2010	5%	PSR	CE	010	Collision Reduction	2011/12	2010A		
2010/11	05	SLO	166	42.50	48.90	Centerline Rumble Strip	In SLO County	0.75	0.50	$0.5	12/2010	1	PSR/PR	CE	010	Collision Reduction	2011/12	2010A		
2010/11	05	SB	101	10.02	18.1	Bridge Rail Replacement (5 bridges)	In Santa Barbara County at Various Locations	0.75	0.50	$7.0	09/2011	0	PSSR		112	Bridge	2014/15	2012		
2010/11	05	SLO	101	16.40		Scour Mitigation	In Pismo Beach at Pismo Cr. Br. (#49-0015K)	0.75	0.50	$3.0	09/2011	0	PSSR		111	Bridge	2015/16	2012		
2010/11	05	SLO	46	50.7		Scour Mitigation	Near Cholame at Cholame Cr. Br. (#49-0036)	0.75	0.50	$1.0	09/2011	0	PSSR		111	Bridge	2014/15	2012		
2010/11	05	SB	1	M33.1		Scour Mitigation	Near Vandenberg AFB at San Antinio Cr. Br. (#51-	0.75	0.50	$3.0	09/2011	0	PSSR		111	Bridge	2015/16	2012		
2010/11	05	SB	154	R2.6		Scour Mitigation	Near Los Olivos at Alamo Pintado Cr. Ped. Br. (Br. No. 51-	0.75	0.50	$1.0	09/2011	0	PSSR		111	Bridge	2014/15	2012		
2010/11	05	SCr	1	R6.7		Abutment strengthing	Near Watsonville at Mar Monte Ave. OC (#36-0093)	0.75	0.50	$1.0	09/2011	0	PSSR		113	Bridge	2015/16	2012		
2010/11	05	SB	101	0.00	10.00	Guardrail	Carpinteria to Santa Barbara	1.00	0.25	$1.0	09/2011	0	PSR	CE	015	Collision Reduction	2014/15	2012		
2010/11	05	SCR	17	8.50	11.30	ROR Shdr Widening/ Concrete Rail	Northbound at Sugarloaf	1.00	0.75	$1.0	09/2011	0	PSR	CE	015	Collision Reduction	2014/15	2012		
2010/11	05	SCR	17	8.90	9.20	ROR Shdr Widening/ Concrete Rail	Southbound at Glenwood Cutoff	0.75	0.50	$1.0	09/2011	0	PSR	CE	015	Collision Reduction	2014/15	2012		
2010/11	05	SCR	17	9.50	9.60	ROR Shdr Widening/ Concrete Rail	Northbound at Laurel Rd	0.75	0.50	$1.0	09/2011	0	PSR	CE	015	Collision Reduction	2014/15	2012		
2010/11	05	SLO	1	17.00	59.00	ROR-Shlr Rumble Strip	San Luis Obispo to San Simeon	0.75	0.50	$1.0	09/2011	0	PSR	CE	015	Collision Reduction	2014/15	2012		
2010/11	05	SCR	9	22.00	24.00	ROR Shdr Widening/ Rumble Strip	Hwy 9	0.75	0.50	$1.0	09/2011	0	PSR	CE	015	Collision Reduction	2014/15	2012		
2010/11	05	SLO	101	37.00	65.00	Portion ROR, other locations Guardrail	Hwy 58 to San Miguel	1.00	0.75	$1.0	09/2011	0	PSR	CE	015	Collision Reduction	2014/15	2012		
2010/11	05	MON	1	58.00	60.00	ROR Guardrail	Bixby Creek	0.75	0.50	$1.0	09/2011	0	PSR	CE	015	Collision Reduction	2014/15	2012		
2010/11	05	MON	1	R90.1	R90.8	Guardrail	Near Monterey at Jct 1/156 south of Castroville	0.75	0.50	$1.0	09/2011	0%	PSR	CE	015	Collision Reduction	2014/15	2012		
2010/11	05	SCR	152	var	var	Guardrail	Hecker Pass	0.75	0.50	$1.0	09/2011	0%	PSR	CE	015	Collision Reduction	2014/15	2012		
2010/11	05	SB	Var	Var	Var	Safety Improvements	various	0.75	0.50	$2.0	09/2011	0	PSR	CE	015	Collision Reduction	2015/16	2012		
2010/11	05	SLO	Var	Var	Var	Safety Improvements	various	0.75	0.50	$2.0	09/2011	0	PSR	CE	015	Collision Reduction	2015/16	2012		
2010/11	05	MON	Var	Var	Var	Safety Improvements	various	0.75	0.50	$2.0	09/2011	0	PSR	CE	015	Collision Reduction	2015/16	2012		
2010/11	05	SBt	Var	Var	Var	Safety Improvements	various	0.75	0.50	$2.0	09/2011	0	PSR	CE	015	Collision Reduction	2015/16	2012		
2010/11	05	SCr	Var	Var	Var	Safety Improvements	various	0.75	0.50	$2.0	09/2011	0	PSR	CE	015	Collision Reduction	2015/16	2012		
2010/11	05	SBt/SCl	156	3.00	18.43	Soft Barrier	In San Benito and Santa Clara Counties	0.75	0.75	$1.7	06/2011	0%	PSR	CE	010	Collision Reduction	2011/12	2010A		
2010/11	05	SB	154	8.10	32.10	soft barrier	San Marcos Pass	0.75	0.75	$1.5	06/2011	0%	PSR	CE	010	Collision Reduction	2011/12	2010A		
2010/11	05	SCr	129	9.50	10.00	Curve Correction	Santa Cruz County	1.00	1.00	$5.0	06/2011	0	PSR	CE	010	Collision Reduction	2011/12	2010A		
2010/11	05	SB	246	9.56	20.99	Soft Barrier	Lompoc	0.75	0.75	$3.0	06/2011	0%	PSR	CE	010	Collision Reduction	2011/12	2010A		
2010/11	05	SBt	25	18.90	19.10	Curve Correction	North of San Benito Lateral	1.00	1.00	$1.0	06/2011	0	PSR	CE	010	Collision Reduction	2011/12	2010A		
2010/11	05	MON	68	19.20		Traffic Signal/Channelization	Hitchcock Road	1.00	1.00	$2.0	06/2011	0	PSR/PR	CE	010	Collision Reduction	2011/12	2010A		
2010/11	05	SB/SLO	166	25.50	32.00	Soft Barrier	In San Luis Obispo and Santa Barbara Counties	0.75	0.75	$1.2	06/2011	0%	PSR	CE	010	Collision Reduction	2011/12	2010A		
2010/11	05	SB	101	45.50	46.30	Curve Correction	Near Gaviota State Park	1.00	1.00		06/2011	0	PSR	ND	010	Collision Reduction	2011/12	2010A		
2010/11	05	SB	Var	Var	Var	Safety Improvements	various	0.75	0.75	$2.0	06/2011	0	PSR	CE	010	Collision Reduction	2012/13	2010A		
2010/11	05	SLO	Var	Var	Var	Safety Improvements	various	0.75	0.75	$2.0	06/2011	0	PSR	CE	010	Collision Reduction	2012/13	2010A		
2010/11	05	MON	Var	Var	Var	Safety Improvements	various	0.75	0.75	$2.0	06/2011	0	PSR	CE	010	Collision Reduction	2012/13	2010A		
2010/11	05	SBt	Var	Var	Var	Safety Improvements	various	0.75	0.75	$2.0	06/2011	0	PSR	CE	010	Collision Reduction	2012/13	2010A		
2010/11	05	SCr	Var	Var	Var	Safety Improvements	various	0.75	0.75	$2.0	06/2011	0	PSR	CE	010	Collision Reduction	2012/13	2010A		
2010/11	05	SLO	1	32	71	Install souce control measures to control erosion	On Highway 1 in San Luis Obispo County from 1.86	1.00	0.75	$27.0	09/2011	0	PSR	TBD	335	Mandates	2013/14	2010a		
2010/11	05	MON	1	1	73	Install souce control measures to control erosion	On Highway 1 in Monterey County from 1 mile north of	1.00	0.75	$23.0	09/2011	0	PSR	TBD	335	Mandates	2014/15	2012A		
2010/11	05	SB	154	1.5	16.4	Install souce control measures to control erosion	On Highway 154 in Santa Barbara County from 0.9	0.60	0.40	$6.0	09/2011	0	PSR	TBD	335	Mandates	2014/15	2012A		
2010/11	05	MON	25	1.5	10.5	Install souce control measures to control erosion	On Highway 25 in Monterey County from 1.5 miles	0.60	0.40	$5.0	09/2011	0	PSR	TBD	335	Mandates	2015/16	2012A		
2010/11	05	SCr	1	3	14	Install souce control measures to control erosion	On Highway 1 in Santa Cruz County from 0.2 miles south	0.60	0.40	$6.0	09/2011	0	PSR	TBD	335	Mandates	2015/16	2012A		

FY 2010/11, 2011/12 & 2012/13

FY	District	County	Route	Begin Postmile	End Postmile	Improvement Description	Location	Estimated Total PY Cost for PID	Estimated PY Cost for FY	Project Cost with Support ($M)	Estimated PID Completion Date (Month/Year)	% Complete	Type of PID	Type of Environmental Document	Program Code (20.10.201.xxx)	SHOPP Program Category	Proposed Program Year	SHOPP Programming Cycle	CEQA Lead	Project Sponsor
2010/11	05	SB	246	13.5	31	Install souce control measures to control erosion	On Highway 246 in Santa Barbara County from 0.2	0.60	0.40	$4.0	09/2011	0	PSR	TBD	335	Mandates	2015/16	2012A		
2010/11	05	SB	154	26.2	30.9	Install souce control measures to control erosion	On Highway 154 in Santa Barbara County from 0.75	0.60	0.40	$6.0	09/2011	0	PSR	TBD	335	Mandates	2015/16	2012A		
2010/11	05	SB	101	71	73	Install souce control measures to control erosion	On Highway 101 in Santa Barbara County from 0.4	0.60	0.40	$2.0	09/2011	0	PSR	TBD	335	Mandates	2015/16	2012A		
2010/11	05	SCR	var	var	var	Ped Infrastruct	In Santa Cruz County	0.75	0.75	$7.0	06/2011	0	PSR	TBD	378	Mandates	2014/15	2012A		
2010/11	05	MON	var	var	var	Ped Infrastruct	In Monterey County	0.75	0.75	$2.0	06/2011	0	PSR	TBD	378	Mandates	2014/15	2012A		
2010/11	05	SLO	var	var	var	Ped Infrastruct	In San Luis Obispo	0.75	0.75	$2.0	06/2011	0	PSR	TBD	378	Mandates	2014/15	2012A		
2010/11	05	SB	var	var	var	Ped Infrastruct	Santa Barbara Coun	0.75	0.75	$2.0	06/2011	0	PSR	TBD	378	Mandates	2014/15	2012A		
2010/11	05	SBt	var	var	var	Ped Infrastruct	In San Benito County	0.75	0.75	$2.0	06/2011	0	PSR	TBD	378	Mandates	2014/15	2012A		
2010/11	05	SBt	156	0.00	2.30	Pavement Preservation	Near San Juan Bautista from Jct. Tre. 156/101 Sep.	0.6	0.40	$4.0	09/2011	0	PSSR	CE	121	Roadway	2014/15	2012		
2010/11	05	SB	101	21.2	24.8	Rehabilitate Roadway	Near Goleta from Patterson Ave. to Glen Annie Storke	1	0.75	$14.0	09/2011	0	PSSR	CE	120	Roadway	2014/15	2012		
2010/11	05	SLO	101	21.5	23.4	Pavement Preservation	Near San Luis Obispo from San Luis Obispo Creek	0.5	0.40	$3.0	09/2011	0	PSSR	CE	121	Roadway	2015/16	2012		
2010/11	05	SBt	156	R15.7	R18.4	Pavement Preservation	Near Hollister from EAst of Tequisquito Slough Bridge to	0.6	0.40	$2.0	09/2011	0	PSSR	CE	121	Roadway	2014/15	2012		
2010/11	05	SB	101	39.4	40.1	Realign S/B Lanes into Median and Bypass Bridge	Near Gaviota at Arroyo Quemado Bridge	0.60	0.40	$5.3	09/2011	100	PSSR	ND	110	Bridge	2015/16	2012		
2010/11	05	MON	101	62.7		Bridge Replacement	North of Soledad at North Soledad OH	0.75	0.50	$18.0	09/2011	100	PSSR	ND	110	Bridge	2015/16	2012		
2010/11	05	MON	156	R1.1	R2.1	Replace W/B Castroville OH	Near Castroville at Castroville OH	0.60	0.40	$8.7	09/2011	100	PSSR	ND	110	Bridge	2015/16	2012		
2010/11	05	SB	101	R14.2		Bridge Rehab--Replace Seal Slab	In SB at Castillo Street UC	0.75	0.50	$22.6	09/2011	100	PSR	ND	110	Bridge	2013/14	2012		
2010/11	05	MON	101	R91.5	98.8	Roadway Rehab	Near Salinas from south of Espinosa Rd to north of Echo	0.75	0.50	$19.5	09/2011	100	PSSR	ND	110	Bridge	2015/16	2012		
2010/11	05	SLO	var	var		Replace Bridge Rails	Various locations in San Luis Obispo County, Rts 1, 41,	0.60	0.40	$7.4	09/2011	100	PSSR	ND	112	Bridge	2014/15	2012		
2010/11	05	SCR	1	17.40	26.00	Guardrail & Crash Cushions	From San Lorenzo River Bridge to Laguna Road	2.00	0.10	$1.7	09/2011	100	PSR	CE	015	Collision Reduction	2012/13	2012		
2010/11	05	SCR	1	26.80	36.30	Guardrail	From Laguna Road to Waddell Creek	2.00	0.10	$1.7	09/2011	100	PSR	CE	015	Collision Reduction	2012/13	2012		
2010/11	05	SCR & MON	1	R0.0 & R101.4	17.02 & R102.03	Guardrail	At "Fish Hook" and from Morrissey Blvd in north SCR	2.00	0.10	$4.0	09/2011	100	PSR	CE	015	Collision Reduction	2012/13	2012		
2010/11	05	SLO	101	11.83	30.36	Construct TMS - Vehicle Detection Stations	In Arroyo Grande from El Campo Road to the	0.50	0.40	$6.0	09/2011	100	PSR	CE	315	Mobility	2014/15	2012		
2010/11	05	SLO	101	R24.1	29.4	Highway Planting Restoration, South SLO	In San Luis Obispo from Santa Fe UC to California Blvd UP	0.5	0.40	$3.1	09/2011	100	PSR	CE	210	Roadside		2012		
2010/11	05	SLO	1 & 46	0		On Rtes 1 & 46, various locations		0.50	0.40	$2.0	09/2011	100	PSR	ND	151	Roadway	2015/16	2012		
2010/11	05	SBT	156	2.3	7.3	CAPM	Near San Juan Bautista from Monterey St. to	0.40	0.30	$5.2	09/2011	100	PSSR	CE	121	Roadway	2015/16	2012		
2010/11	05	SLO	101	7.8	16.5	CAPM	In & Near Arroyo Grande from Los Berros Road UC to	0.40	0.30	$12.2	09/2011	100	PSSR	CE	121	Roadway	2014/15	2012		
2010/11	05	SCR	1	31.9	35.7	Near Davenport and, south of Waddell Creek		0.50	0.40	$1.9	09/2011	100	PSR	CE	151	Roadway	2014/15	2012		
2010/11	05	SB	101	45.5		Near Gaviota State Park, just south of Gaviota SRRA		0.50	0.40	$2.1	09/2011	100	PSR	ND	151	Roadway	2014/15	2012		
2010/11	05	SLO	101	46.1	50.7	CAPM	In & Near Atascadero from north of Traffic	0.40	0.30	$7.0	09/2011	100	PSSR	CE	121	Roadway	2014/15	2012		
2010/11	05	SLO	101	63.6	R69.3	Roadway Rehab	Near Paso Robles from San Marcos Crk Br through	0.50	0.40	$24.9	09/2011	100	PSSR	ND	120	Roadway	2014/15	2012		
2010/11	05	SCR	1	R0.04	10.2	Pavement Rehab	Near Watsonville from Pajaro River Bridge to North	0.50	0.40	$24.0	09/2011	100	PSSR	CE	121	Roadway	2015/16	2012		
District 05 - 2010/11								**63.55**	**44.40**	**$387.1**										
2010/11	06	Ker	5	10	10.2	Polyester Concrete Overlay	Grapevine UC Bridge No. 50-0194L/R	0.60	0.60	$1.9	6/1/2011		PSR	CE	119	Bridge	2011/12	2012		Caltrans
2010/11	06	Tul	99	Var	Var	Bridge Rehabilitation	In Tulare County at Various Locations	1.50	1.50	$1.0	6/1/2011		SCVP	CE	119	Bridge	2011/12	2012		Caltrans
2010/11	06	KER	5	5.36	5.9	Install median barrier	I-5, 5 mi S/O Wheeler Ridge	1.00	1.00	$1.0	6/1/2011		PSSR	CE	010	Collision Reduction	2011/12	2012		Caltrans
2010/11	06	KER	33	17.97	17.97	Intersection Improvements	SR 33 from SR 119 to Gardner Rd.	0.70	0.70	$0.6	6/1/2011		SCVP	CE	010	Collision Reduction	2011/12	2012		Caltrans
2010/11	06	KER	58	49.39	49.6	Install median barrier	From Hendry Lane to Patton Way	1.00	1.00	$0.2	6/1/2011		SCVP	CE	010	Collision Reduction	2011/12	2012		Caltrans
2010/11	06	VAR	VAR	VAR	VAR	Safety Reserve	VAR	0.60	0.60	$2.0	6/1/2011		PSSR	CE	010	Collision Reduction	2011/12	2012		Caltrans
2010/11	06	VAR	VAR	VAR	VAR	Safety Reserve	VAR	0.60	0.60	$2.0	6/1/2011		PSSR	CE	010	Collision Reduction	2011/12	2012		Caltrans
2010/11	06	VAR	VAR	VAR	VAR	Safety Reserve	VAR	0.60	0.60	$2.0	6/1/2011		PSSR	CE	010	Collision Reduction	2011/12	2012		Caltrans
2010/11	06	VAR	VAR	VAR	VAR	Safety Reserve	VAR	0.60	0.60	$2.0	6/1/2011		PSSR	CE	010	Collision Reduction	2011/12	2012		Caltrans
2010/11	06	VAR	VAR	VAR	VAR	Safety Reserve	VAR	0.60	0.60	$2.0	6/1/2011		PSSR	CE	010	Collision Reduction	2011/12	2012		Caltrans
2010/11	06	VAR	VAR	VAR	VAR	Future ADA	VAR	0.60	0.60	$2.0	6/1/2011		PSR	CE	361	Mandates	2011/12	2012		Caltrans
2010/11	06	TUL	190	0.0	8.0	AC Overlay, shoulder widening, left-turn channelization and utility relocation	From the SR 99 Sep Br to Rd 184	0.70	0.70	$41.2	6/1/2011		PSR	CE	120	Roadway	2011/12	2012		Caltrans
2010/11	06	MPA	041	1.97	4.90	Replace, reline Culverts	1.82 Km S. of Summit Rd to 0.68 Km S. of Yosemite	0.50	0.50	$1.9	6/1/2011		PSR	CE	151	Roadway	2011/12	2012		Caltrans
2010/11	06	MAD	41	3.2	9.3	Rehabilitate Roadway and Raise Grade	Near Fresno from Ave 12 to JCT 145/41	0.50	0.50	$6.7	6/1/2011		PSR	CE	150	Roadway	2011/12	2012		Caltrans
2010/11	06	MAD	145	6.6	11.0	AC Overlay	In Madera, from Junction SR 99 to Tozer St	0.50	0.50	$15.9	6/1/2011		PSR	CE	120	Roadway	2011/12	2012		Caltrans
2010/11	06	MAD	99	23.10	29.35	AC Overlay CAPM	Near Madera from Califa UP to Merced Co Ln	0.60	0.60	$11.6	6/1/2011		PSR	CE	121	Roadway	2011/12	2012		Caltrans

FY 2010/11, 2011/12 & 2012/13

FY	District	County	Route	Begin Postmile	End Postmile	Improvement Description	Location	Estimated Total PY Cost for PID	Estimated PY Cost for FY	Project Cost with Support ($M)	Estimated PID Completion Date (Month/Year)	% Complete	Type of PID	Type of Environmental Document	Program Code (20.10.201.xxx)	SHOPP Program Category	Proposed Program Year	SHOPP Programming Cycle	CEQA Lead	Project Sponsor
2010/11	06	KIN	41	33.0	39.30	AC Overlay CAPM	Near Stratford, from Laurel Ave to north of Jackson Ave	0.60	0.60	$5.2	6/1/2011		PSR	CE	120	Roadway	2011/12	2012		Caltrans
2010/11	06	TUL	190	34.70	39.40	Replace, reline Culverts	In Lemon Cove at the Lemon Cove Maintenance Station	0.50	0.50	$1.8	6/1/2011		PSR	CE	151	Roadway	2011/12	2012		Caltrans
2010/11	06	FRE	168	57.8	65.45	Replace, reline Culverts	From 0.69 Km W. of Tamarack Creek Br 42-57 to 0.47	0.50	0.50	$2.7	6/1/2011		PSR	CE	151	Roadway	2011/12	2012		Caltrans
2010/11	06	KER	5	0.0L	4.6L	Panel and Shoulder Replacement	South of Lebec, at the Frazier Mtn Rd I/C to north of the	0.50	0.50	$13.6	6/1/2011		Supplemental PSSR	CE	120	Roadway	2011/12	2012		Caltrans
2010/11	06	FRE	168	T32.18	57.6	Replace, reline Culverts	From 0.69 Km W. of Prather Pond Rd to 1.04 Km W. of	0.50	0.50	$2.6	6/1/2011		PSR	CE	151	Roadway	2011/12	2012		Caltrans
District 06 - 2010/11								**13.80**	**13.80**	**$119.9**										
2010/11	07	LA	057	3.00	6.00	Seismic Retrofit	S57/60 SEP 53 2150L		0.50	$4.0	9/1/10	1	PSSR	ND	113	Bridge	2014/15	2012	PID Lead - OPSS MA	
2010/11	07	LA	101	0.00	39.52	Install Metal Beam Guardrail - gap closures	Various Locations		0.50	$2.5	9/1/10	0	PSR/PR	CE	015	Collision Reduction	2015/16	2012	PID Lead - OPSS MW transferred	
2010/11	07	LA		Var	Var	Gore area clean-up & Unpgrades	In LA county at various Routes and locations		0.50	$5.5	9/1/11	0	PSR/PR	CE	015	Collision Reduction	2015/16	2012	PID Lead - Traffic	
2010/11	07	LA	110	0.00	21.44	ADA - Missing Curb Ramps (S/W LA County)	LA - 5(13.8/16.4),LA-47(0.0/4.56),LA-		1.0	$7.0	9/1/10	0	PSR/PR	CE	361	Mandates	2010/11	2010	PID Lead - OPSS AA TBD Per	
2010/11	07	LA	107	0	4.8	Rehab Roadway to Relinquish	In Torrance - PCH to Redondo Beac	0.5	$8.0	9/1/11	50	PSSR	CE	160	Mandates	2010/11	2010		
2010/11	07	LA	1	33.3	34.6	Rehab Roadway to Relinquish	In Santa Monica - Dewey St to Rte 1	0.5	$3.0	9/1/11	25	PSSR	CE	160	Mandates	2010/11	2010		
2010/11	07	LA	5	45.6	46.2	Rehab Roadway & Drainage to Relinquish	Near Route 5/14 Interchange	0.5	$2.5	9/1/11	75	PSSR	CE	160	Mandates	2010/11	2010		
2010/11	07	VEN	232	0.00	0.44	Rehab Roadway to Relinquish	Oxnard Blvd (Rte1) to Route 101		0.50	$1.0	9/1/10	0	PSSR	CE	160	Mandates		2012	PID Lead - Design A R. Chiang	
2010/11	07	LA	019	3.98	5.49	Rehab Roadway to Relinquish	Del Amos Blvd to Rose St		0.50	$1.0	9/1/10	0	PSSR	CE	160	Mandates		2012	PID Lead - Design A R. Chiang	
2010/11	07	LA	164	3.98	4.97	Rehab Roadway to Relinquish	Rush St to Rio Hundo		0.50		9/1/10	0	PSSR	CE	160	Mandates		2012	PID Lead - Design A R. Chiang	
2010/11	07	VEN	034	4.30	6.27	Rehab Roadway to Relinquish	Oxnard Blvd (Rte 1) to Rice Av		0.50	$1.0	9/1/10	0	PSSR	CE	160	Mandates		2012	PID Lead - Design A R. Chiang	
2010/11	07	LA	164	4.97	5.63	Rehab Roadway to Relinquish	Rio Hondo to Route 10		0.50	$1.0	9/1/10	0	PSSR	CE	160	Mandates		2012	PID Lead - Design A R. Chiang	
2010/11	07	LA	164	5.02	6.88	Rehab Roadway to Relinquish	Rio Hondo to Grand Ave		0.50	$1.0	9/1/10	0	PSSR	CE	160	Mandates		2012	PID Lead - Design A R. Chiang	
2010/11	07	LA	170	11.70		Rehab Roadway to Relinquish	Cahuenga Blvd E		0.50	$1.0	9/1/10	0	PSSR	CE	160	Mandates	2012/13	2012	PID Lead - Design A R. Chiang	
2010/11	07	LA	001	20.60	21.90	Rehab Roadway to Relinquish	Herondo St/Artesia Blvd		0.5	$3.0	9/1/10	0	PSSR	CE	160	Mandates	2009/10	2012	PID Lead - Design A R. Chiang	
2010/11	07	LA	107	0.00	4.80	Rehab Roadway to Relinquish	In Torrance - PCH to Redondo Beach Blvd.		0.50	$10.0	9/1/11	50	PSSR	CE	160	Mandates	2009/10	2010	PID Lead - Design A R. Chiang	
2010/11	07	LA	005	0.00	13.80	ADA - Missing Curb Ramps (N/W LA County)	LA-5(0.0/13.8), LA-22(0.9/1.31), LA-57(0.0/4.5), LA-		1.0	$4.9	9/1/10	5	PSR/PR	CE	361	Mandates	2010/11	2010	PID Lead - OPSS MA was	
2010/11	07	LA	187	3.92	4.47	Structural Storm water treatment BMPs in the shoulders to comply with MdRH Bacteria TMDL	Walgrove to May Street		1.0	$2.0	9/1/10	2	PSSR	CE	335	Mandates	2014/15	2012	PID LEAD, OPSS RM	
2010/11	07	LA	019	7.80	8.40	Rehab Roadway to Relinquish	Century/Priscilla		0.50	$1.0	9/1/13	10	PSSR	CE	160	Mandates	2012/13	2012	T. Tran 7-1704	
2010/11	07	LA	101	29.26	38.19	GSRDs or other treatment BMPs to remove trash in compliance with Malibu Creek Trash TMDL	LA 101 29.26/38.19, Ven 101 0.00/1.21 guess-		1.0	$9.0	9/1/10	5	PSSR	CE	335	Mandates	2014/15	2012	PID LEAD, OPSS KY	
2010/11	07	LA	27	2.30	4	CHANNEL LINING RESTORATION	TBD	1.0	0.5	$3.4	9/1/2011	TBD at the end of	PSSR	CE	151	Roadway	2013/14	2012		
2010/11	07	VEN	23	22.00	23	REPLACE EARTH CHANNEL WITH CONCRETE	TBD	1.0	0.5	$2.7	9/1/2011	TBD at the end of	PSSR	CE	151	Roadway	2013/14	2014		
2010/11	07	VEN	1	15	21.08	Rehab Roadway to Relinquish	Rice Av to Route 101 (& Ven 34, 23		0.5	$1.1	9/1/11	10	PSSR	CE	160	Mandates	2010/11	2012		
2010/11	07	VEN	33	0.0	36.0	upgrade bridge rails	IN VEN CO RTE 33, Br No 53-0186R&L, 0079,		2.0	$8.1	9/1/2011		PSSR	CE	112	Bridge	2013/14	2012		
2010/11	07	LA	057	3.00	6	SEISMIC RETROFIT	IN LA CO, DIAMOND BAR, S57/60		1.0	$5.4	9/1/2011		PSSR	CE	113	Bridge	2013/14	2012		
2010/11	07	VEN	033	7.00	8.00	Modify Structure	SAN ANTONIO CREEK 52 0065		2.5	$4.4	9/1/2011		PSSR	CE	111	Bridge	2013/14	2012		
2010/11	07	VEN	150	28.00	29	Modify Structure	SANTA PAULA CREEK, BR 52 0060105		2.5	$21.1	9/1/2011		PSSR	CE	111	Bridge	2013/14	2012		
2010/11	07	LA	210	36.00	38	Modify Structure	IN LA CO SAN GABRIELE RIVER BRIDGE 53 1867		1.5	$4.4	9/1/2011		PSSR	CE	110	Bridge	2013/14	2012		
2010/11	07	LA	001	3.40	3.9	Install Bike lane	Traffic circle in Long Beach on PCH		1.0	$1.8	9/1/2011				010	Collision Reduction	2011/12	2011/12		
2010/11	07	LA	002	Varies	Varies	Construct Ultimate vehicle escape ramp			1.0	$5.7	9/1/2011				010	Collision Reduction	2012/13	2012/13		
2010/11	07	LA	101	0.32	0.32	Install concrete barrier and flashing beacon	SB 101 at EB 10		2.0	$1.8	9/1/2011	0	PSR/PR	CE	015	Collision Reduction	2012	2013/14		
2010/11	07	LA	405	9.80	10.10	Install Concrete Guardrail	On SB Route 405 between Carson and Wilmington		2.0	$4.0	9/1/2011	0	PSR/PR	CE	015	Collision Reduction	2012	2013/14		
2010/11	07	LA	various	TBD	TBD	Storm Water BMPs	various		2.5	$1.0	9/1/11		PSSR	CE	335	Mandates	2012/13	2012		
2010/11	07	VEN	various	TBD	TBD	Storm Water BMPs	various		2.5		9/1/11		PSSR	CE	335	Mandates	2012/13	2012		
2010/11	07	LA	210	11.50	24.5	SLAB REPLACEMENT AND AC OL	SUNLAND TO ORANGE GROOVE BLVD	1.0	1.5	$60.0	9/1/2011	0	CAPM - PR	CE	121	Roadway	2013/14	2012		
2010/11	07	LA	60	14.20	19.5	SLAB REPLACEMENT AND AC OL	7TH STR TO FULERTON	1.0	1.5	$30.0	9/1/2011	0	CAPM - PR	CE	121	Roadway	2013/14	2012		
2010/11	07	LA	10	38.97	43.7	SLAB REPLACEMENT AND AC OL	FAIRPLEX TO HOLT	1.0	1.5	$55.0	9/1/2011	0	CAPM - PR	CE	121	Roadway	2013/14	2012		
2010/11	07	VEN	101	0.00	8.2	SLAB REPLACEMENT AND AC OL	COUNTY LINE TO WENDY DR	1.0	1.5	$31.0	9/1/2011	0	CAPM - PR	CE	121	Roadway	2013/14	2014		
2010/11	07	LA	405	0.00	12.6	SLAB REPLACEMENT AND AC OL	ORANGE COUNTY LINE TO MAIN ST UC	1.0	1.5	$40.0	9/1/2011	TBD at the end of	CAPM - PR	CE	121	Roadway	2015/16	2014		
2010/11	07	LA	405	34.37	34.65	Add Aux. Ln(s)	S/B from Sepulveda to 405 off ramp		0.20	$2.7	6/30/2011	100	PSR/PR	CE	010	Collision Reduction	2010	2011/12		
2010/11	07	LA	138	69.30	74.97	Widen Shoulder and add rumble strip	Route 18 junction to San Bern. Co. Line		0.20	$17.8	6/30/2011	100	PSR	ND	010	Collision Reduction	2010	2011/12		
2010/11	07	VEN	126	R13.14	20.11	install median & shoulder Rumble strip	Hallock Dr. to E. St.		0.20	$0.6	6/30/2011	100	PSR	CE	010	Collision Reduction	2010	2011/12		

FY 2010/11, 2011/12 & 2012/13

FY	District	County	Route	Begin Postmile	End Postmile	Improvement Description	Location	Estimated Total PY Cost for PID	Estimated PY Cost for FY	Project Cost with Support ($M)	Estimated PID Completion Date (Month/Year)	% Complete	Type of PID	Type of Environmental Document	Program Code (20.10.201.xxx)	SHOPP Program Category	Proposed Program Year	SHOPP Programming Cycle	CEQA Lead	Project Sponsor
District 07 - 2010/11								**7.0**	**42.10**	**$370.4**										
2010/11	08	SBN	18	20.80	20.90	Reconstruct slopes, stack wall, widen lane, shoulder on SR 189	SBD-189-0.0/.37 NR Rim Forest JCT SR 18/189 .5 KM		0.15	$8.2	10/1/2010		PSR/PR	CE	150	Emergency	2010/11			
2010/11	08	SBN	18	7.60	8.00	Upgrade Ped Fac, remove MBGR & pave walkway	In SBD between 40th St & 48th St		1.00	$0.8	11/1/2010		PSR/PR	ND	361	Mandates	2010/11			
2010/11	08	SBN	30	20.80	21.80	Relinquishment Agreement w/city of San Bernardino	Within City Limits		0.30	$0.7	7/1/2010		PSSR	CE	160	Mandates	2010/11			
2010/11	08	SBN	111	47.30	56.80	Relinquishment Agreement w/Palm Springs	Within City Limits		0.30	$3.1	7/1/2010		PSSR	CE	160	Mandates	2010/11			
2010/11	08	SBN	15	20.00		Construct wall & pave the area	Cajon Truck scales in Cajon Pass near SBD		1.00	$0.3	7/1/2010		PSR/PR	CE	321	Mobility	2010/11			
2010/11	08	SBN	62	32.70	33.50	Construct curb ramps & related items	In 29 Palms FR Bullion Av to Cienega Av		1.00	$0.4	8/1/2010		PSR/PR	CE	361	Mandates	2010/11			
2010/11	08	SBN	40	21.80		Prepare Reclammation Plan	Newberry Material Site		1.00	$0.5	7/1/2010		PSR/PR	ND	240	Roadway	2010/11			
2010/11	08	SBN	15	126.90		Expand Opah Material Site	Opah Material Site south of Baker		1.00	$0.4	7/1/2010		PSR/PR	ND	240	Roadway	2010/11			
District 08 - 2010/11									**5.75**	**$14.4**										
2010/11	09	MNO	395	69.80	75.00	Pavement Rehab	From SR 270 Separation to 1.3 miles south of	1.0	0.90	$3.2	07/2011		PSSR	CE	120	Roadway	14/15			Caltrans
2010/11	09	INY	395	20.30	22.20	Create recovery zone	From 2.4 Miles north of Coso SRRA to 12.8 Miles south	0.5	0.45	$1.5	7/1/2011		PSR	ND	015	Collision Reduction	13/14			Caltrans
2010/11	09	INY	127	34.70	39.20	Curve Correction	From 18.3 miles north of the north junction with 178 to	1.0	0.90	$1.5	7/1/2011		PSR	ND	015	Collision Reduction	13/14			Caltrans
2010/11	09	INY	190	69.20	69.60	Curve Correction.	From 0.4 miles east of Townes Pass to 16.12 miles west of	0.8	0.68	$3.0	7/1/2011		PSR	CE	015	Collision Reduction	13/14			Caltrans
2010/11	09	INY	395	79.10	84.30	Construct Shoulders	From 5.9 miles north of Independence to	1.0	0.90	$6.0	7/1/2011		PSR	CE	015	Collision Reduction	13/14			Caltrans
2010/11	09	INY	395	117.60	117.62	Construct Pedestrian Bridge	Bishop Creek Bridge In Bishop	0.5	0.45	$3.0	7/1/2011		PSR	CE	378	Mandates	13/14			Caltrans
District 09 - 2010/11								**4.8**	**4.28**	**$18.2**										
2010/11	10	Mer	140	11.32		Bridge scour mitgiation	North Branch Mud Slough	0.60	0.60	$1.5		5%	PSSR		111	Bridge	2010/11			
2010/11	10	SJ	26	15.3		Upgrade Bridge Rails & Widen	Calaveras River Bridge	0.80	0.80	$1.2		10%	PSSR		112	Bridge	2010/11			
2010/11	10	Cal	26	30		Deck Rehab & /rail upgrade	Cal & Tuo Counties at various locations	0.70	0.70	$5.0		5%	PSSR	ND	110	Bridge	2010/11			
2010/11	10	Tuo	120	R19.61		Resurface Bridge Deck	Tuolumne River Bridge (Br. No. 32-0018)	0.70	0.70	$7.0		40%	PSSR	CE	110	Bridge	2010/11			
2010/11	10	SJ	5,4	Var	Var	Seismic Retrofit Project	Rte 5/4 Connector	0.1	0.1	$16.0		5%			113	Bridge	2010/11			
2010/11	10	Var	Var	Var	Var	DWR Bridge Seismic Retrofit Project	Mer, SJ & Sta Cos on SRs 5, 132, 152 & 165	0.70	0.70	$5.0		5%			113	Bridge	2010/11			
2010/11	10	Var	Var	Var	Var	Seismic Retrofit Project	SJ, Sta, Mer & Tuo Cos on SRs 5, 99, 120, 132, 152 &	0.60	0.60	$2.5		5%			113	Bridge	2010/11			
2010/11	10	Sta	132	1.43		Install Traffic Signals	I/S of Kasson Rd Lt & River Rd	1.0	1.0	$3.2	6/30/2010	5%	PSR/PR		010	Collision Reduction	2010/11			
2010/11	10	SJ	4	4.4	4.6	Install One-Way Signals, TTR, Lighting	Middle River Bridge	1.0	1.0	$0.4	6/30/2010	5%	PSR/PR		010	Collision Reduction	2010/11			
2010/11	10	Ama	49	6.1		Install Traffic Signals	Jackson Gate Road	1.0	1.0	$0.8	6/30/2010	5%	PSR/PR		010	Collision Reduction	2010/11			
2010/11	10	SJ	88	6.10	9.30	Upgrade Bridge Approach Guardrail & Extend Culverts	Calaveras River, Mosher Slough, & Bear Creek Bridges	0.5	0.5	$1.2		100%	PSR	CE	015	Collision Reduction	2010/11			
2010/11	10	Sta	4	6.3	6.5	Shoulder Widening w/ Rumble Strips	E. of Rockaway Creek Br.	0.5	0.5	$0.3	6/30/2010	5%	PSR/PR		010	Collision Reduction	2010/11			
2010/11	10	Ama	88	7.0	11.5	CL Rumble Strip & CL Non-Ref Markers	W. of Jackson	0.8	0.8	$0.2	6/30/2010	5%	PSR/PR		010	Collision Reduction	2010/11			
2010/11	10	Mer	5	8.9	9.7	Thrie Beam Median Barrier	South of 165 Junction	0.8	0.8	$0.6	6/30/2010	5%	PSR/PR		010	Collision Reduction	2010/11			
2010/11	10	Mer	59	13.13		Left Turn Channelization	Mission Ave/Dickenson Ferry Rd	1.0	1.0	$2.0	6/30/2010	5%	PSR/PR		010	Collision Reduction	2010/11			
2010/11	10	SJ	99	32	32.6	Hot Mix Asphalt Overlay	Mokelumne River Underscrossing Frontage Rd	0.80	0.80	$0.5	6/30/2010	10%	PSSR		010	Collision Reduction	2010/11			
2010/11	10					TBD (010 SHOPP)		0.8	0.8	$0.5			PSR/PR		010	Collision Reduction	2010/11			
2010/11	10					TBD (010 SHOPP)		0.8	0.8	$0.5			PSR/PR		010	Collision Reduction	2010/11			
2010/11	10					TBD (010 SHOPP)		0.8	0.8	$0.5			PSR/PR		010	Collision Reduction	2010/11			
2010/11	10					TBD (010 SHOPP)		0.8	0.8	$0.5			PSR/PR		010	Collision Reduction	2010/11			
2010/11	10					TBD (010 SHOPP)		1.0	1.0	$2.0			PSR		010	Collision Reduction	2010/11			
2010/11	10					TBD (010 SHOPP)		1.0	1.0	$2.0			PSR		010	Collision Reduction	2010/11			
2010/11	10					TBD (010 SHOPP)		1.0	1.0	$2.0			PSR		010	Collision Reduction	2010/11			
2010/11	10					TBD (010 SHOPP)		1.0	1.0	$2.0			PSR		010	Collision Reduction	2010/11			
2010/11	10					TBD (015 SHOPP)		1.0	1.0	$2.0			PSR		015	Collision Reduction	2010/11			
2010/11	10					TBD (015 SHOPP)		1.0	1.0	$2.0			PSR		015	Collision Reduction	2010/11			
2010/11	10	Sta	108	24.32	32.72	Upgrade Curb Ramps & ADA Standards	Modesto & Riverbank, Hatch Rd	0.5	0.5	$0.3	6/30/2010	5%	PSR/PR		361	Mandates	2010/11			
2010/11	10					TBD (361 SHOPP)		0.5	0.5	$0.5			PSR/PR		361	Mandates	2010/11			
2010/11	10					TBD (361 SHOPP)		0.5	0.5	$0.5			PSR/PR		361	Mandates	2010/11			
2010/11	10					TBD (361 SHOPP)		0.5	0.5	$0.5			PSR/PR		361	Mandates	2010/11			
2010/11	10					TBD (378 SHOPP)		0.5	0.5	$0.5			PSR/PR			Mandates	2010/11			

FY 2010/11, 2011/12 & 2012/13

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2010/11	10					TBD (378 SHOPP)		0.5	0.5	$0.5			PSR/PR			Mandates	2010/11			
2010/11	10					TBD (378 SHOPP)		0.5	0.5	$0.5			PSR/PR			Mandates	2010/11			
2010/11	10	STA	99	13.40	13.80	Construct NB Auxiliary lane	In Stanislaus county, on SR-99 between Hatch Rd	0.2	0.2	$1.7		100%	PSR	CE	310	Mobility	2010/11			
2010/11	10	TUO	49	13.80	14.40	Construct two-way left turn lane	In Tuolumne county, on SR-49 N/O Woods Creek	0.5	0.5	$4.4	6/1/2009	50%	PSR	ND	310	Mobility	2010/11			
2010/11	10	SJ	4	14.10	26.20	Install CMS and weather stations	Stockton Crosstown Freeway	0.3	0.3	$9.1	6/30/2010	100%	PSR		315	Mobility	2010/11			
2010/11	10	STA	99	R11.8	R24.5	TMS Electrical	From Whitmore Interchange to SJ County Line	0.2	0.2	$9.4	6/30/2010	2%	PSR		315	Mobility	2010/11			
2010/11	10	SJ	5	R14.5	R17.1	Install ITS Connectors, Closed Circuit TV Cameras, CMS, fiber optics	Route 5, 120 and 205 Connectors	0.3	0.3	$3.1	6/30/2010	65%	PSR		315	Mobility	2010/11			
2010/11	10	STA	Var	Var	Var	Install Traffic Montoring Stations	Throughout Stanislaus County	0.3	0.3	$7.0	6/30/2010	100%	PSR		315	Mobility	2010/11			
2010/11	10	MER	99	12.80	16.50	Highway Planting Restoration	S/O Childs Ave to W/ O Merced OH	0.5	0.5	$3.1	3/1/2011	5%	PSR	CE	210	Roadside	2010/11			
2010/11	10	MER	99	13.00	34.40	Construct stairways	At various locations	0.4	0.4	$1.4		0%	PSR	CE	230	Roadside	2010/11			
2010/11	10	SJ	4,5,99	var	var	Highway Planting Restoration	In San Joaquin County RICS and Irrigation upgrade	0.5	0.5	$1.1	3/1/2012	0%	PSR	CE	210	Roadside	2010/11			
2010/11	10	SJ	580	0	5	Pavement Repair & Widen Shoulders	From Jct 5 to Jct 132	0.8	0.8	$12.2		100%	PSSR	CE	120	Roadway	2010/11			
2010/11	10	SJ	132	0	7.1	Rehab	Near Vernalis-SR 580 to Sta Co Line	0.8	0.8	$11.8		100%	PSSR	CE	120	Roadway	2010/11			
2010/11	10	Sta	120	0	4.3	Roadway Rehab	From Sta Co Line to Sta River Bridge	0.8	0.8	$5.2		100%	PSSR	ND	120	Roadway	2010/11			
2010/11	10	Alp	88	0	6.0	Rehab	From Ama Co Line to E/O Carson Pass Summit	0.8	0.8	$12.6		100%	PSSR	ND	120	Roadway	2010/11			
2010/11	10	Mer	165	0	11.7	Cap M	In & Near Los Banos	0.4	0.4	$9.0		100%	PSSR	ND	121	Roadway	2010/11			
2010/11	10	Tuo	49	2.5	2.8	Creek Slip-out repair	Moccasin Creek: S/O Jackass Gulch Bridge	0.60	0.60	$2.7		100%	PSSR	ND	150	Roadway	2010/11			
2010/11	10	SJ	12	5	9.5	Structural Section Repair	Near Terminous from Potato Slough Bridge .2 KM East	0.9	0.9	$4.0		100%	PSSR	ND	120	Roadway	2010/11			
2010/11	10	SJ	88	5.2	11.9	Cap M	Comstock Rd to W/O SR 12	0.4	0.4	$6.0		100%	PSSR	CE	121	Roadway	2010/11			
2010/11	10	Mer	59	10.4	14.8	Rehab	Mariposa Creek to NB 99 on ramp	0.8	0.8	$12.0		100%	PSSR	ND	120	Roadway	2010/11			
District 10 - 2010/11								**33.8**	**33.8**	**$180.5**										
2010/11	11	SD	15	M17.82	M17.85	Seimic Retrofit	Los Penasquitos Creek Bridge 57-0106R	1.5	1.50	$1.0	2011/12	0%	PSR	Cat/EX	113	Bridge	2011/12			
2010/11	11	SD	75	R20.49	R20.49	Bridge Rehabilitation	Coronado Bridge Br No. 57 0857	1.5	1.50	$1.0	2010/11	0%	PSR	Cat/EX	110	Bridge	2011/12			
2010/11	11	SD	15	R44.24	R44.24	Seimic Retrofit	West Lilac Road OC Bridge 57 0870	1.5	1.50	$1.0	2010/11	5%	PSR	Cat/EX	113	Bridge	2011/12			
2010/11	11	SD	94	5.1	5.2	Signal Improve	Euclid Ave	1.0	1.00	$1.0	2010/11		PSR		015	Collision Reduction	2011/12			
2010/11	11	SD	5	5.4	5.6	Signal Improve	NB I-5 ramp intersection with Main St	0.5	0.50	$1.7	2010/11		PSR		015	Collision Reduction	2011/12			
2010/11	11	SD	94	5.6	5.7	Signal Improve	Kelton EB/WB Ramps	1.0	1.00	$2.0	2010/11		PSR		015	Collision Reduction	2011/12			
2010/11	11	SD	94	7.9	8.0	Signal Improve	Westbound SR-94 offramp to College Blvd	1.0	1.00	$3.0	2010/11		PSR		015	Collision Reduction	2011/12			
2010/11	11	SD	94	9.0	9.1	Signal Improve	Lemon Grove Ave	1.0	1.00	$1.0	2010/11		PSR		015	Collision Reduction	2011/12			
2010/11	11	SD	67	R18.6	R18.7	Signal Improve	Archie Moore Road at SR-67	1.0	1.00	$1.0	2010/11		PSR		015	Collision Reduction	2011/12			
2010/11	11	SD	76	R2.2	R4.2	Modify Structure	Airport Rd to Rancho Del Oro Dr.	1.0	1.00	$1.0	2010/11		PSR		015	Collision Reduction	2011/12			
2010/11	11	SD	76	R2.2	R4.2	Modify Structure	Airport Rd to Rancho Del Oro Dr.	1.0	1.00		2010/11		PSR		015	Collision Reduction	2011/12			
2010/11	11	SD	Var			Signal Improve	Various Locations	21.0	7.00	$1.0	2010/11		PSR		010	Collision Reduction	2011/12			
2010/11	11	SD	Var			Signal Improve	Various Locations	21.0	7.00	$1.0	2010/11		PSR		010	Collision Reduction	2011/12			
2010/11	11	SD	Var			Signal Improve	Various Locations	21.0	7.00	$1.0	2010/11		PSR		010	Collision Reduction	2011/12			
2010/11	11	SD	8	VAR	VAR	Construct missing Curb ramps	Various	2.1	2.10	$1.0	2010/11		PSR		361	Mandates	2011/12			
2010/11	11	SD	#####	var	var	Construct missing Curb ramps	Various	1.8	1.8	$1.0	2010/11		PSR		361	Mandates	2011/12			
2010/11	11	SD	75.00	var	var	Construct missing sidewalk	Various	1.5	1.5	$1.0	2010/11		PSR		361	Mandates	2011/12			
2010/11	11	SD	52	4.9	6.2	Rehab Roadway	West and East of Convoy	3.0	3.00	$1.0	2010/11	0%	PSR	Cat/EX	120	Roadway	2011/12			
2010/11	11	IMP	111	38.1	65	Rehab Roadway	Imperial Valley	1.5	1.5	$1.0	2011/12	0%	PSR	Cat/EX	120	Roadway	2011/12			
2010/11	11	IMP	78	50.2	80.7	Rehab Roadway	From West of Ogliby Rd to 1st Street	1.5	1.5	$1.0	2012/13	0%	PSR	Cat/EX	120	Roadway	2011/12			
District 11 - 2010/11								**86.4**	**41.4**	**$22.7**										
2010/11	12	ORA	VAR	VAR	VAR	Bridge Rehabilitation	PROJECT I1011	0.50	0.30	$1.1	Jun-11	0	PSR	CE	110	Bridge	2010/11	2011		
2010/11	12	ORA	VAR	VAR	VAR	Bridge Rehabilitation	PROJECT J1011	0.50	0.30		Jun-11	0	PSR	CE	110	Bridge	2011/12	2011		
2010/11	12	ORA	5	14.79	35.1	Seismic Work	Oso Creek 55-0233	0.50	0.3	$1.3	Jun-11	0	PSR	CE	113	Bridge	2013/14	2012		
2010/11	12	ORA	VAR	VAR	VAR	Bridge Rehabilitation	PROJECT K1011	0.50	0.30		Jun-11	0	PSR	CE	110	Bridge	2012/13	2012		
2010/11	12	ORA	VAR	VAR	VAR	Bridge Rehabilitation	PROJECT L1011	0.50	0.3	$1.1	Jun-11	0	PSR	CE	110	Bridge	2013/14	2012		
2010/11	12	ORA	261	0.00	6.21	Replace Steel blocks with wood blocks on Metal beam guard rail	On SR-261 at various locations	0.50	0.50	$5.8	Jun-11	0	PR/PSR	CE	015	Collision Reduction	2010/11	2010		

FY 2010/11, 2011/12 & 2012/13

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2010/11	12	ORA	133	8.30	13.6	Replace Steel blocks with wood blocks on Metal beam guard rail	On SR-133 at various locations	0.50	0.50	$5.8	Jun-11	0	PR/PSR	CE	015	Collision Reduction	2010/11	2010		
2010/11	12	ORA	VAR	VAR	VAR	Safety Improvement	PROJECT A1011	0.50	0.50	$0.6	Jun-11	0	PR/PSR	CE	010	Collision Reduction	2010/11	2010		
2010/11	12	ORA	VAR	VAR	VAR	Safety Improvement	PROJECT B1011	0.50	0.50	$0.6	Jun-11	0	PR/PSR	CE	010	Collision Reduction	2010/11	2010		
2010/11	12	ORA	VAR	VAR	VAR	Safety Improvement	PROJECT C1011	0.50	0.50		Jun-11	0	PR/PSR	CE	010	Collision Reduction	2010/11	2010		
2010/11	12	ORA	VAR	VAR	VAR	Safety Improvement	PROJECT D1011	0.50	0.50		Jun-11	0	PR/PSR	CE	010	Collision Reduction	2010/11	2010		
2010/11	12	ORA	VAR	VAR	VAR	Safety Improvement	PROJECT E1011	0.50	0.50	$0.6	Jun-11	0	PR/PSR	CE	010	Collision Reduction	2010/11	2010		
2010/11	12	ORA	VAR	VAR	VAR	Safety Improvement	PROJECT F1011	0.50	0.50		Jun-11	0	PR/PSR	CE	010	Collision Reduction	2010/11	2010		
2010/11	12	ORA	VAR	VAR	VAR	Safety Improvement	PROJECT G1011	0.50	0.50		Jun-11	0	PR/PSR	CE	010	Collision Reduction	2010/11	2010		
2010/11	12	ORA	VAR	VAR	VAR	Safety Improvement	PROJECT H1011	0.50	0.50	$0.6	Jun-11	0	PR/PSR	CE	010	Collision Reduction	2010/11	2010		
2010/11	12	ORA	VAR	VAR	VAR	ADA Curb Ramps	PROJECT O1011	0.50	0.3	$1.8	Jun-11	0	PR/PSR	CE	361	Mandates	2010/11	2010		
2010/11	12	ORA	VAR	VAR	VAR	ADA Curb Ramps	PROJECT P1011	0.50	0.3		Jun-11	0	PR/PSR	CE	361	Mandates	2010/11	2010		
2010/11	12	ORA	VAR	VAR	VAR	ADA Curb Ramps	PROJECT Q1011	0.50	0.3		Jun-11	0	PR/PSR	CE	361	Mandates	2010/11	2010		
2010/11	12	ORA	142	3.81	4.01	Slope failure repair followup project to Safety project. Needs additional Geotechnical recommendations implemented in order to prevent continued sediment	In Orange County aon SR-142 in the City of Brea	0.50	0.3	$2.3	Jun-11	0	PSR	CE	335	Mandates	2012/13	2012		
2010/11	12	ORA	55	4.6	5.9	Slope Revegetation for source control	In Orange County in Costa Mesa on Route 55 from	0.50	0.3	$2.6	Jun-11	0	PSR	CE	335	Mandates	2012/13	2012		
2010/11	12	ORA	133	7.8	10.8	Slope Revegetation for source control	In Orange County in Irvine on Route 133 from Route	0.50	0.3	$1.8	Jun-11	0	PSR	CE	335	Mandates	2012/13	2012		
2010/11	12	ORA	133	10.8	13.7	Slope Revegetation for source control	n Orange County in Irvine on Route 133 from Trabuco Rd to	0.50	0.3	$2.0	Jun-11	0	PSR	CE	335	Mandates	2012/13	2012		
2010/11	12	ORA	55	9.6,28.4	12.0,31	Slope Revegetation for source control	In Orange County in Tustin on Route 55 from McFadden	0.50	0.3	$3.3	Jun-11	0	PSR	CE	335	Mandates	2012/13	2012		
2010/11	12	ORA	VAR	VAR	VAR	Relinquishment	PROJECT M1011	0.50	0.3	$3.5	Jun-11	0	PSR	CE	160	Mandates	2013/14	2012		
2010/11	12	ORA	VAR	VAR	VAR	Relinquishment	PROJECT N1011	0.50	0.3		Jun-11	0	PSR	CE	160	Mandates	2013/14	2012		
District 12 - 2010/11								**12.50**	**9.5**	**$34.5**										
District 1-12, 2010/11 total								**348.60**	**302.3**	**$1,828.8**										
2011/12	01	HUM	96	0.24	37.30	Seismic	Various locations in Humboldt and Mendocino Counties	1.4	1.4	$8.4	6/11		PSR		113	Bridge	2014/15	2010	Caltrans	
2011/12	01	HUM	36	11.46	34.50	East of 101/36 intersection at Hely Creek Br. #4-92. Little Larabee Creek Br. #4-102 and Butte Cr. #4-116	Upgrade Bridge Rail	1.1	1.1	$2.9	6/12		PSR		112	Bridge	2015/16	2010	Caltrans	
2011/12	01	HUM	101	35.70	35.90	South Fork Eel River Bridge #4-76	Strengthen Bridge	1.0	1.0	$4.9	6/12		PSR		322	Bridge	2014/15	2010	Caltrans	
2011/12	01	VAR	VAR	VAR	VAR	Lump Sum 015 Safety Projects (Assume 2 Projects)	DN, MEN, HUM, LAK	1.6	1.6		6/12		PSR		015	Collision Reduction	2013/14	2010	Caltrans	
2011/12	01	VAR	VAR	VAR	VAR	Lump Sum 010 Safety Projects (Assume 8 Projects)	DN, MEN, HUM, LAK	5.6	5.6		6/12		PSR		010	Collision Reduction	2013/14	2010	Caltrans	
2011/12	01	VAR	VAR	VAR	VAR	Lump Sum Hazardous Waste Mitigation Projects (Assume 1 Project)	DN, MEN, HUM, LAK	0.7	0.7		6/12		PSR		330	Mandates	2013/14	2010	Caltrans	
2011/12	01	VAR	VAR	VAR	VAR	Lump Sum ADA Curb Ramp Projects (Assume 1 Project)	DN, MEN, HUM, LAK	0.5	0.5		6/12		PSR		361	Mandates	2013/14	2010	Caltrans	
District 01 - 2011/12								**11.9**	**11.9**	**$16.2**										
2011/12	02	PLU	147	9.0				1.0	0.20		10/1/2011		PSSR		110	Bridge	2015/16	2012	Caltrans	Caltrans
2011/12	02	SHA	273	17.1	-	Deck rehabiltation/replacement and probable foundation struts.	Redding	1.8	0.30		5/1/2011	20%	PSSR		111	Bridge	2013/14	2012	Caltrans	Caltrans
2011/12	02	SHA	089	26.3	30.7	Bridge Replacement or Build Alternate Route.	West of McArthur	1.2	0.20		9/1/2011	0%	PSR		110	Bridge	2013/14	2012	Caltrans	Caltrans
2011/12	02	SHA	5	28.1	-	Replace Bridge	North of Shasta Lake City	3.0	0.30		12/1/2012				110	Bridge	2013/14	2012	Caltrans	Caltrans
2011/12	02	PLU	089	30.0	-	Extract Clorides to extend life of bridge	North of the town of Canyon Dam	1.2	0.10	$2.5	9/1/2011				110	Bridge	2013/14	2012	Caltrans	Caltrans
2011/12	02	PLU	089	30.0	-	Extract Clorides to extend life of bridge	North of the town of Canyon Dam	1.2	0.10		9/1/2011				110	Bridge	2013/14	2012	Caltrans	Caltrans
2011/12	02	SIS	263	57.10		Bridge Replacement, possibly on new alignment	North of Yreka near Intersection with State Route 96	1.3	0.10	$1.0	9/1/2001	10%	PSSR		113	Bridge	2011/12	2012	Caltrans	Caltrans
2011/12	02	SIS	005	68.3		Replace Deck	Hilt	0.9	0.80	$4.0	8/1/2011		PSSR		110	Bridge	2015/16	2012	Caltrans	Caltrans
2011/12	02	SIS	005	68.3		Replace Deck	Hilt	0.9	0.10		8/1/2011		PSSR		110	Bridge	2015/16	2012	Caltrans	Caltrans
2011/12	02	SIS	096	VAR	VAR	Rail Replacement	Happy Camp to Hamburg Area	1.0	0.10		9/1/2011	30%	PSSR		112	Bridge	2013/14	2012	Caltrans	Caltrans
2011/12	02	SHA	5	29.72/ 45.54			North of Shasta Lake City	2.2	0.10	$5.0	9/1/2011	35%	PSSR		113	Bridge	2013/14	2012	Caltrans	Caltrans
2011/12	02	TBD	TBD	.	TBD	TBD	TBD	0.6	0.20	$1.0	8/1/2011	0%	PSR		010	Collision Reduction	2011/12	2010	Caltrans	Caltrans
2011/12	02	TBD	TBD	TBD	TBD	TBD	TBD	0.6	0.40	$1.0	10/1/2011	0%	PSR		010	Collision Reduction	2011/12	2010	Caltrans	Caltrans
2011/12	02	TBD	TBD	TBD	TBD	TBD	TBD	0.6	0.60	$1.0	12/1/2011	0%	PSR		010	Collision Reduction	2011/12	2010	Caltrans	Caltrans
2011/12	02	TBD	TBD	TBD	TBD	TBD	TBD	0.6	0.60	$1.0	3/1/2012	0%	PSR		010	Collision Reduction	2011/12	2010	Caltrans	Caltrans
2011/12	02	TBD	TBD	TBD	TBD	TBD	TBD	0.6	0.60	$1.0	4/1/2012	0%	PSR		010	Collision Reduction	2011/12	2010	Caltrans	Caltrans
2011/12	02	TBD	TBD	TBD	TBD	TBD	TBD	0.6	0.60	$1.0	5/1/2012	0%	PSR		010	Collision Reduction	2011/12	2010	Caltrans	Caltrans
2011/12	02	TBD	TBD	TBD	TBD	TBD	TBD	0.6	0.60	$1.0	7/1/2012	0%	PSR		010	Collision Reduction	2011/12	2010	Caltrans	Caltrans
2011/12	02	TBD	TBD	TBD	TBD	TBD	TBD	0.6	0.40	$1.0	8/1/2012	0%	PSR		010	Collision Reduction	2011/12	2010	Caltrans	Caltrans

FY 2010/11, 2011/12 & 2012/13

FY	District	County	Route	Begin Postmile	End Postmile	Improvement Description	Location	Estimated Total PY Cost for PID	Estimated PY Cost for FY	Project Cost with Support ($M)	Estimated PID Completion Date (Month/Year)	% Complete	Type of PID	Type of Environmental Document	Program Code (20.10.201.xxx)	SHOPP Program Category	Proposed Program Year	SHOPP Programming Cycle	CEQA Lead	Project Sponsor
2011/12	02	TBD	TBD	TBD	TBD	TBD	TBD	0.6	0.20	$1.0	10/1/2012	0%	PSR		010	Collision Reduction	2011/12	2010	Caltrans	Caltrans
2011/12	02	TBD	TBD	TBD	TBD	TBD	TBD	1.2	1.20	$1.0	6/12012	0%	PSSR		335	Mandates	2012/13	2012	Caltrans	Caltrans
2011/12	02	TBD	TBD	TBD	TBD	TBD	TBD	1.2	1.20	$1.0	6/1/2011	0%	PSR		361	Mandates	2010/11	2012	Caltrans	Caltrans
2011/12	02	TBD	TBD	TBD	TBD	TBD	TBD	1.2	1.20	$1.5	5/1/2011	0%	PSR		361	Mandates	2014/15	2012	Caltrans	Caltrans
2011/12	02	SIS	5	VAR	VAR	TBD	TBD	1.0	0.20	$4.0	9/1/2011	0%	PSR		315	Mobility	2011/12	2012	Caltrans	Caltrans
2011/12	02	VAR	VAR	VAR	VAR	TBD	TBD	1.0	0.10		9/1/2001		PSSR		315	Mobility	2015/16	2012	Caltrans	Caltrans
2011/12	02	SIS	097	24.0	34.5	Pavement Rehabilitation		1.3	0.10		8/1/2011		PSSR		120	Roadway	2014/15	2012	Caltrans	Caltrans
2011/12	02	MOD	139	34.0	50.6	Pavement Rehabilitation		2.3	0.10		9/1/2009		PSSR		120	Roadway	2015/16	2012	Caltrans	Caltrans
2011/12	02	SIS	097	40.0	54.1			1.2	0.10	$30.0	9/1/2009		PSSR		120	Roadway	2015/16	2012	Caltrans	Caltrans
2011/12	02	TRI	3	L0.0	L30.7	TBD	In Trinity County from Rte 36 to 0.2 mile south of Trinity	1.2	0.10		9/1/2009	0%	PSSR		151	Roadway	2011/12	2012	Caltrans	Caltrans
2011/12	02	SHA	005	R44.4	R58.0	Pavement Rehabilitation	North of the town of Lakehead	1.8	0.10	$40.0	3/15/2012		PSSR		120	Roadway	2014/15	2012	Caltrans	Caltrans
2011/12	02	TRI	299	VAR	VAR			1.2	0.10		9/1/2009		PSSR		150	Roadway	2015/16	2012	Caltrans	Caltrans
2011/12	02	TBD	TBD	VAR	VAR			1.0	0.10		9/1/2009		PSSR		151	Roadway	2015/16	2012	Caltrans	Caltrans
2011/12	02					Pavement Prevantative Maintenance		1.2	0.10		8/1/2009		PR		120	Roadway	2014/15	2012	Caltrans	Caltrans
District 02 - 2011/12								**37.9**	**11.30**	**$99.0**										
2011/12	03		Var			(assumed 0.25 PY each to complete)		5.75	5.75	$1.0	9/1/2011					Bridge		2012	Caltrans	Caltrans
2011/12	03	SAC	80	Var		Gore Paving and MVP Locations	Various Locations on I-80 in Yolo and Sacramento Co	0.8	0.25	$2.6	9/1/2011				235	Collision Reduction	2013/14	2012	Caltrans	Caltrans
2011/12	03	SAC	99	0.10	12.00	RAC Overlay (CAPM)	San Joaquin Co Line to Elk Grove Blvd OC	1.3	0.25	$36.2	9/1/2011				121	Roadway	2013/14	2012	Caltrans	Caltrans
2011/12	03	SAC	5	0.20	17.20	Rehab Pavement (3R)	San Joaquin Co Line to Florin Road (Phase 1)	1.3	0.30	$33.0	9/1/2011				120	Roadway	2014/15	2012	Caltrans	Caltrans
2011/12	03	COL	5	R0.0	R21.0	Grind and Replace OGAC (CAPM)	Yolo Co Line to 2 mi North of Williams	2.5	0.25	$39.6	9/1/2011				121	Roadway	2014/15	2012	Caltrans	Caltrans
District 03 - 2011/12								**11.7**	**6.80**	**$112.3**										
2011/12	04	SCL	101	0.01	4.20	Bridge Rail Replacement/Upgrade	BR#37-0008R, 0007, 0006R, 0008L	0.6	0.6	$2.1	6/1/2012		PSSR	TBD	112	Bridge	2016/17	2014		
2011/12	04	NAP	029	0.50	39.10	Bridge Rail Replacement/Upgrade	BR#21-0048, 0017, 0051, 0005, 0016, 0018	0.6	0.6	$2.5	6/1/2012		PSSR	TBD	112	Bridge	2016/17	2014		
2011/12	04	SOL	080	1.14	1.50	Strengthen the Bridge	80/29 Separation, Br#23-0087	0.8	0.8	$5.0	6/1/2012		PSSR	TBD	322	Bridge	2014/15	2014		
2011/12	04	ALA	080	2.80	EB	Raise the O/C- Sub Standard VC	JCT RTE 80/580 (West Jct)	0.8	0.8	$5.0	6/1/2012		PSSR	TBD	322	Bridge	2016/17	2014		
2011/12	04	ALA	013	6.47	13.92	Bridge Rail Replacement/Upgrade	BR#33-0247, 0159, 0160, 0162, 0213, 0191G	0.6	0.6	$5.1	6/1/2012		PSSR	TBD	112	Bridge	2016/17	2014		
2011/12	04	SM	101	7.13	7.13	Replace bridge	Cordilleras Creek #35-0019	1.2	1.2	$4.7	6/1/2012		PSSR	TBD	110	Bridge	2016/17	2014		
2011/12	04	ALA	680	11.03	11.03	Deck Rehab/ Paint	Calaveras Road Sep 680/84 #33-0351	0.8	0.8	$4.7	6/1/2012		PSSR	TBD	110	Bridge	2016/17	2014		
2011/12	04	NAP	121	18.59	18.59	Replace bridge	Capell Creek #21-0064	1.2	1.2	$8.0	6/1/2012		PSSR	TBD	110	Bridge	2016/17	2014		
2011/12	04	ALA	580	44.30	44.30	Deck Rehab	Oakland Ave UC Br#33-0288	0.8	0.8	$8.8	6/1/2012		PSSR	TBD	110	Bridge	2016/17	2014		
2011/12	04	SCL	237	R0.61	R0.61	Superstructure rehab	Dana St OC #37-0205	0.8	0.8	$3.5	6/1/2012		PSSR	TBD	110	Bridge	2016/17	2014		
2011/12	04	CC	242	R1.6	R1.6	Bridge Rehabilitation	Buchanan Field Viaduct #28-0186R/L	1.0	1.0	$13.0	6/1/2012		PSSR	TBD	110	Bridge	2016/17	2014		
2011/12	04	Ala CC	TBD	TBD	TBD	Install soft median barrier	TBD	1.0	1.0	$1.0	6/1/2012		TBD	CE	010	Collision Reduction	TBD	2012		
2011/12	04	SF SCL	TBD	TBD	TBD	upgrade intersection	TBD	0.8	0.8	$1.0	6/1/2012		TBD	CE	010	Collision Reduction	TBD	2012		
2011/12	04	Sol SM	TBD	TBD	TBD	Install soft median barrier	TBD	1.0	1.0	$1.0	6/1/2012		TBD	CE	010	Collision Reduction	TBD	2012		
2011/12	04	Mrn Nap Son	TBD	TBD	TBD	construct left turn lane	TBD	1.0	1.0	$1.0	6/1/2012		TBD	CE	010	Collision Reduction	TBD	2012		
2011/12	04	Ala CC	TBD	TBD	TBD	Install soft median barrier	TBD	1.0	1.0	$1.0	6/1/2012		TBD	CE	010	Collision Reduction	TBD	2012		
2011/12	04	SF SCL	TBD	TBD	TBD	upgrade intersection	TBD	0.8	0.8	$1.0	6/1/2012		TBD	CE	010	Collision Reduction	TBD	2012		
2011/12	04	Sol SM	TBD	TBD	TBD	Install soft median barrier	TBD	1.0	1.0	$1.0	6/1/2012		TBD	CE	010	Collision Reduction	TBD	2012		
2011/12	04	Mrn Nap Son	TBD	TBD	TBD	construct left turn lane	TBD	1.0	1.0	$1.0	6/1/2012		TBD	CE	010	Collision Reduction	TBD	2012		
2011/12	04	Ala CC	TBD	TBD	TBD	Install soft median barrier	TBD	1.0	1.0	$1.0	6/1/2012		TBD	CE	010	Collision Reduction	TBD	2012		
2011/12	04	Sol SM	TBD	TBD	TBD	upgrade intersection	TBD	0.8	0.8	$1.0	6/1/2012		TBD	CE	010	Collision Reduction	TBD	2012		
2011/12	04	SF SCL	TBD	TBD	TBD	install MBGR	TBD	0.6	0.6	$1.0	6/1/2012		TBD	CE	015	Collision Reduction	TBD	2014		
2011/12	04	Mrn Nap Son	TBD	TBD	TBD	replace concrete barrier	TBD	0.6	0.6	$1.0	6/1/2012		TBD	CE	015	Collision Reduction	TBD	2014		
2011/12	04	Ala CC	TBD	TBD	TBD	upgrade traffic barrier and guardrail terminals	TBD	0.6	0.6	$1.0	6/1/2012		TBD	CE	015	Collision Reduction	TBD	2014		
2011/12	04	SF SCL	TBD	TBD	TBD	remove gore sign & replace with overhead sign	TBD	0.6	0.6	$1.0	6/1/2012		TBD	CE	015	Collision Reduction	TBD	2014		
2011/12	04	Sol SM	TBD	TBD	TBD	install MBGR	TBD	0.6	0.6	$1.0	6/1/2012		TBD	CE	015	Collision Reduction	TBD	2014		
2011/12	04	Mrn Nap Son	TBD	TBD	TBD	shoulder widening	TBD	1.0	1.0	$1.0	6/1/2012		TBD	CE	015	Collision Reduction	TBD	2014		

FY 2010/11, 2011/12 & 2012/13

FY	District	County	Route	Begin Postmile	End Postmile	Improvement Description	Location	Estimated Total PY Cost for PID	Estimated PY Cost for FY	Project Cost with Support ($M)	Estimated PID Completion Date (Month/Year)	% Complete	Type of PID	Type of Environmental Document	Program Code (20.10.201.xxx)	SHOPP Program Category	Proposed Program Year	SHOPP Programming Cycle	CEQA Lead	Project Sponsor
2011/12	04	Ala CC	TBD	TBD	TBD	Curb ramp ADA compliance	TBD	1.5	1.5	$1.0	6/1/2012		TBD	CE	361	Mandates	TBD	TBD		
2011/12	04	SF SCL	TBD	TBD	TBD	Curb ramp ADA compliance	TBD	1.5	1.5	$1.0	6/1/2012		TBD	CE	361	Mandates	TBD	TBD		
2011/12	04	Sol SM	TBD	TBD	TBD	Curb ramp ADA compliance	TBD	1.5	1.5	$1.0	6/1/2012		TBD	CE	361	Mandates	TBD	TBD		
2011/12	04	Mrn Nap Son	TBD	TBD	TBD	Curb ramp ADA compliance	TBD	1.5	1.5	$1.0	6/1/2012		TBD	CE	361	Mandates	TBD	TBD		
2011/12	04	Ala CC SF SCL	TBD	TBD	TBD	Curb ramp ADA compliance	TBD	1.5	1.5	$1.0	6/1/2012		TBD	CE	361	Mandates	TBD	TBD		
2011/12	04	Mrn Nap Son Sol	TBD	TBD	TBD	Curb ramp ADA compliance	TBD	1.5	1.5	$1.0	6/1/2012		TBD	CE	361	Mandates	TBD	TBD		
2011/12	04	Ala CC	TBD	TBD	TBD	ADA pedestrian infrastructure	TBD	1.8	1.8	$1.0	6/1/2012		TBD	CE	378	Mandates	TBD	TBD		
2011/12	04	SF SCL	TBD	TBD	TBD	ADA pedestrian infrastructure	TBD	1.8	1.8	$1.0	6/1/2012		TBD	CE	378	Mandates	TBD	TBD		
2011/12	04	Sol SM	TBD	TBD	TBD	ADA pedestrian infrastructure	TBD	1.8	1.8	$1.0	6/1/2012		TBD	CE	378	Mandates	TBD	TBD		
2011/12	04	Mrn Nap Son	TBD	TBD	TBD	ADA pedestrian infrastructure	TBD	1.8	1.8	$1.0	6/1/2012		TBD	CE	378	Mandates	TBD	TBD		
2011/12	04	Ala CC SF SCL	TBD	TBD	TBD	ADA pedestrian infrastructure	TBD	1.8	1.8	$1.0	6/1/2012		TBD	CE	378	Mandates	TBD	TBD		
2011/12	04	Mrn Nap Son Sol	TBD	TBD	TBD	ADA pedestrian infrastructure	TBD	1.8	1.8	$1.0	6/1/2012		TBD	CE	378	Mandates	TBD	TBD		
2011/12	04	SON	101	0.0	27.6	Install TOS/RM Elements	NEW PROJECT, RM/TOS on SON 101, between MRN	0.8	0.8	$48.0	6/1/2012		PSR	CE	315	Mobility	2016/17	2014		
2011/12	04	NAP SOL	29 29	0.0 0.0	36.9 5.96	Install TOS/RM Elements	NEW PROJECT, TOS/RM on NAP/SOL 29.	0.8	0.8	$12.5	6/1/2012		PSR	CE	315	Mobility	2016/17	2014		
2011/12	04	SF SCL ALA CC	TBD	TBD	TBD	Operational improvements	TBD	0.8	0.8	$1.0	6/1/2012	100	TBD	CE	310	Mobility	TBD	TBD		
2011/12	04	Ala CC SF SCL	TBD	TBD	TBD	Operational improvements	TBD	0.8	0.8	$1.0	6/1/2012	100	TBD	CE	310	Mobility	TBD	TBD		
2011/12	04	Mrn Nap Son Sol	TBD	TBD	TBD	Operational improvements	TBD	0.8	0.8	$1.0	6/1/2012		TBD	CE	310	Mobility	TBD	TBD		
2011/12	04	Ala CC SF SCL	TBD	TBD	TBD	Weight Stations & WIM Facilities	TBD	0.8	0.8	$1.0	6/1/2012		TBD	CE	321	Mobility	TBD	TBD		
2011/12	04	Mrn Nap Son Sol	TBD	TBD	TBD	Weight Stations & WIM Facilities	TBD	0.8	0.8	$1.0	6/1/2012		TBD	CE	321	Mobility	TBD	TBD		
2011/12	04	Sol SM	TBD	TBD	TBD	Weight Stations & WIM Facilities	TBD	0.2	0.2	$1.0	6/1/2012	100	TBD	CE	321	Mobility	TBD	TBD		
2011/12	04	Ala CC SF SCL	TBD	TBD	TBD	Weight Stations & WIM Facilities	TBD	0.2	0.2	$1.0	6/1/2012	100	TBD	CE	321	Mobility	TBD	TBD		
2011/12	04	Mrn Nap Son	TBD	TBD	TBD	Weight Stations & WIM Facilities	TBD	0.2	0.2	$1.0	6/1/2012	100	TBD	CE	321	Mobility	TBD	TBD		
2011/12	04	SM	280	9.10	10.3	rehabilitate culverts	near Belmont from 2.3 miles north of Edgewood Road to	0.2	0.2	$3.9		100	PSSR	CE	151	Roadway	2016/17	2014		
2011/12	04	SOL	80	10.00	11.2	rehabilitate culverts	near Fairfield, from Lynch Road to Red Top Road	0.2	0.2	$3.3		100	PSSR	CE	151	Roadway	2016/17	2014		
2011/12	04	SON	101	53.40	54.1	construct tieback wall	near Cloverdale, at Kingridge Heights Road	0.2	0.2	$13.5		100	PSSR	CE	150	Roadway	2016/17	2014		
District 04 - 2011/12								**49.2**	**49.2**	**$179.6**										
2011/12	05	SLO	101	16.40		Scour Mitigation	In Pismo Beach at Pismo Cr. Br. (#49-0015K)	0.75	0.25		09/2011	0	PSSR		111	Bridge	2015/16	2012		
2011/12	05	SLO	46	50.7		Scour Mitigation	Near Cholame at Cholame Cr. Br. (#49-0036)	0.75	0.25		09/2011	0	PSSR		111	Bridge	2014/15	2012		
2011/12	05	SB	1	M33.1		Scour Mitigation	Near Vandenberg AFB at San Antinio Cr. Br. (#51-	0.75	0.25		09/2011	0	PSSR		111	Bridge	2015/16	2012		
2011/12	05	SB	154	R2.6		Scour Mitigation	Near Los Olivos at Alamo Pintado Cr. Ped. Br. (Br. No. 51-	0.75	0.25		09/2011	0	PSSR		111	Bridge	2014/15	2012		
2011/12	05	SB	101	0.00	10.00	Guardrail	Carpinteria to Santa Barbara	1.00	0.25	$1.0	09/2011	0	PSR	CE	015	Collision Reduction	2014/15	2012		
2011/12	05	SCR	17	8.50	11.30	ROR Shdr Widening/ Concrete Rail	Northbound at Sugarloaf	1.00	0.25	$1.0	09/2011	0	PSR	CE	015	Collision Reduction	2014/15	2012		
2011/12	05	SCR	17	8.90	9.20	ROR Shdr Widening/ Concrete Rail	Southbound at Glenwood Cutoff	0.75	0.25	$1.0	09/2011	0	PSR	CE	015	Collision Reduction	2014/15	2012		
2011/12	05	SCR	1	9.00	17.60	Guardrail	From Aptos to just south of Hwy 9	0.75	0.25	$1.3	09/2011	50	PSR	CE	015	Collision Reduction	2013/14	2012		
2011/12	05	SCR	17	9.50	9.60	ROR Shdr Widening/ Concrete Rail	Northbound at Laurel Rd	0.75	0.25		09/2011	0	PSR	CE	015	Collision Reduction	2014/15	2012		
2011/12	05	SLO	1	17.00	59.00	ROR-Shlr Rumble Strip	San Luis Obispo to San Simeon	0.75	0.25		09/2011	0	PSR	CE	015	Collision Reduction	2014/15	2012		
2011/12	05	SCR	9	22.00	24.00	ROR Shdr Widening/ Rumble Strip	Hwy 9	0.75	0.25		09/2011	0	PSR	CE	015	Collision Reduction	2014/15	2012		
2011/12	05	SLO	101	29.99	30.35	Shoulder Widening & Median Barrier	Northern San Luis Obispo near Monterey Street on-	0.70	0.40		09/2011	1	PSR	CE	015	Collision Reduction	2012/13	2012		
2011/12	05	SLO	101	37.00	65.00	Portion ROR, other locations Guardrail	Hwy 58 to San Miguel	1.00	0.25		09/2011	0	PSR	CE	015	Collision Reduction	2014/15	2012		
2011/12	05	MON	1	58.00	60.00	ROR Guardrail	Bixby Creek	0.75	0.25		09/2011	0	PSR	CE	015	Collision Reduction	2014/15	2012		
2011/12	05	MON	1	R90.1	R90.8	Guardrail	Near Monterey at Jct 1/156 south of Castroville	0.75	0.25		09/2011	0%	PSR	CE	015	Collision Reduction	2014/15	2012		
2011/12	05	SCR	152	var	var	Guardrail	Hecker Pass	0.75	0.25	$1.0	09/2011	0%	PSR	CE	015	Collision Reduction	2014/15	2012		
2011/12	05	SB	Var	Var	Var	Safety Improvements	various	0.75	0.25	$2.0	09/2011	0	PSR	CE	015	Collision Reduction	2015/16	2012		
2011/12	05	SLO	Var	Var	Var	Safety Improvements	various	0.75	0.25	$2.0	09/2011	0	PSR	CE	015	Collision Reduction	2015/16	2012		
2011/12	05	MON	Var	Var	Var	Safety Improvements	various	0.75	0.25	$2.0	09/2011	0	PSR	CE	015	Collision Reduction	2015/16	2012		
2011/12	05	SBt	Var	Var	Var	Safety Improvements	various	0.75	0.25	$2.0	09/2011	0	PSR	CE	015	Collision Reduction	2015/16	2012		
2011/12	05	SCr	Var	Var	Var	Safety Improvements	various	0.75	0.25	$2.0	09/2011	0	PSR	CE	015	Collision Reduction	2015/16	2012		
2011/12	05	MON	146	0.00	1.70	Relinquishment	In the City of Soledad	0.50	0.10	$0.6	09/2011	5	PSR	CE	160	Mandates	TBD	2010A		

FY 2010/11, 2011/12 & 2012/13

FY	District	County	Route	Begin Postmile	End Postmile	Improvement Description	Location	Estimated Total PY Cost for PID	Estimated PY Cost for FY	Project Cost with Support ($M)	Estimated PID Completion Date (Month/Year)	% Complete	Type of PID	Type of Environmental Document	Program Code (20.10.201.xxx)	SHOPP Program Category	Proposed Program Year	SHOPP Programming Cycle	CEQA Lead	Project Sponsor
2011/12	05	SCR	17	0.70	12.50	Storm Water Mitigation	Near Santa Cruz, from Pasatiempo Road to the San	0.50	0.10	$12.0	09/2011	1	PSSR	TBD	335	Mandates	2013/14	2010A		
2011/12	05	SLO	1	32	71	Install souce control measures to control erosion	On Highway 1 in San Luis Obispo County from 1.86	1.00	0.25		09/2011	0	PSR	TBD	335	Mandates	2013/14	2010a		
2011/12	05	SLO	41	41.10	43.80	Route Transfer/Relinquishment	Route 41 in the County of San Luis Obispo	0.50	0.10		09/2011	5	PSSR	CE	160	Mandates	2013/14	2010A		
2011/12	05	SB	225	0	4.63	State of good repair	Las Positas/101 Interchange to Castillo St/101	0.50	0.10	$1.0	09/2011	5	PSR	CE	160	Mandates	2014/15	2012A		
2011/12	05	MON	1	1	73	Install souce control measures to control erosion	On Highway 1 in Monterey County from 1 mile north of	1.00	0.25	$23.0	09/2011	0	PSR	TBD	335	Mandates	2014/15	2012A		
2011/12	05	SB	154	1.5	16.4	Install souce control measures to control erosion	On Highway 154 in Santa Barbara County from 0.9	0.60	0.20	$6.0	09/2011	0	PSR	TBD	335	Mandates	2014/15	2012A		
2011/12	05	MON	25	1.5	10.5	Install souce control measures to control erosion	On Highway 25 in Monterey County from 1.5 miles	0.60	0.20	$5.0	09/2011	0	PSR	TBD	335	Mandates	2015/16	2012A		
2011/12	05	SCr	1	3	14	Install souce control measures to control erosion	On Highway 1 in Santa Cruz County from 0.2 miles south	0.60	0.20	$6.0	09/2011	0	PSR	TBD	335	Mandates	2015/16	2012A		
2011/12	05	SB	246	13.5	31	Install souce control measures to control erosion	On Highway 246 in Santa Barbara County from 0.2	0.60	0.20		09/2011	0	PSR	TBD	335	Mandates	2015/16	2012A		
2011/12	05	SB	154	26.2	30.9	Install souce control measures to control erosion	On Highway 154 in Santa Barbara County from 0.75	0.60	0.20		09/2011	0	PSR	TBD	335	Mandates	2015/16	2012A		
2011/12	05	SB	101	71	73	Install souce control measures to control erosion	On Highway 101 in Santa Barbara County from 0.4	0.60	0.20		09/2011	0	PSR	TBD	335	Mandates	2015/16	2012A		
2011/12	05	SB	101	12.8	26.7	leta- Rt 101 Milpas St to Hollister Av & Rt 217 Golet	Iside Safety Improver	0.75	0.25		09/2011				235	Roadside	2013/14	2012		
2011/12	05	SBt	156	0.00	2.30	Pavement Preservation	Near San Juan Bautista from Jct. Tre. 156/101 Sep.	0.6	0.20	$4.0	09/2011	0	PSSR	CE	121	Roadway	2014/15	2012		
2011/12	05	MON	1	20.40		Replace Culvert and Repair Erosion	Near Lucia at 0.58 miles south of Limekiln Creek	0.50	0.10		09/2011	1	PSR	TBD	151	Roadway	2014/15	2012		
2011/12	05	SB	101	21.2	24.8	Rehabilitate Roadway	Near Goleta from Patterson Ave. to Glen Annie Storke	1	0.25		09/2011	0	PSSR	CE	120	Roadway	2014/15	2012		
2011/12	05	SLO	101	21.5	23.4	Pavement Preservation	Near San Luis Obispo from San Luis Obispo Creek	0.5	0.10		09/2011	0	PSSR	CE	121	Roadway	2015/16	2012		
2011/12	05	SCR	1	25.50	25.60	Widen Shoulder for Rockfall Catchment	Near Davenport north of Medere Creek Bridge	0.50	0.10		09/2011	75	PSR	CE	150	Roadway	2013/14	2012		
2011/12	05	SBt	156	R15.7	R18.4	Pavement Preservation	Near Hollister from EAst of Tequisquito Slough Bridge to	0.6	0.20		09/2011	0	PSSR	CE	121	Roadway	2014/15	2012		
2011/12	05	MON	68	R3.95	R10.8	Roadway Rehab (CAPM)	Near Monterey from Jct. Rte 01/68 Sep. (North) to SPCA	0.80	0.20		09/2011	50	PSSR	TBD	121	Roadway	2014/15	2012		
2011/12	05	SB	101	10.02	18.1	Bridge Rail Replacement (5 bridges)	In Santa Barbara County at Various Locations	0.75	0.25		09/2011	0	PSSR		112	Bridge	2014/15	2012		
2011/12	05	SCr	1	R6.7		Abutment strengthing	Near Watsonville at Mar Monte Ave. OC (#36-0093)	0.75	0.25		09/2011	0	PSSR		113	Bridge	2015/16	2012		
2011/12	05	SB	1	15.6		Scour Mitigation	Near Lompoc at Salsipuedes Cr. Br. (#51-0095)	0.75	0.30	$2.0	09/2013	0	PSSR		111	Bridge	2016/17	2014		
2011/12	05	SLO	46	48.30		Scour Mitigation	Near Cholame at Cholame Cr. Br. (#49-0095)	0.75	0.30	$2.0	09/2013	0	PSSR		111	Bridge	2016/17	2014		
2011/12	05	SB	166	64.2		Scour Mitigation	Near New Cuyama at Branch Canyon Br. (#51-0036)	0.75	0.30	$1.0	09/2013	0	PSSR		111	Bridge	2017/18	2014		
2011/12	05	SLO	166	R51.0		Scour Mitigation	Near New Cuyama at Cuyama Riv. Br. (#49-0043)	0.75	0.30	$1.0	09/2013	0	PSSR		111	Bridge	2017/18	2014		
2011/12	05	SB	135	R7.2		Construct column shells	Near Los Alamos at San Antonio Cr. Br. (#51-0006)	0.75	0.30	$2.0	09/2013	0	PSSR		113	Bridge	2016/17	2014		
2011/12	05	SB	Var	Var	Var	Safety Improvements	various	0.75	0.30	$2.0	09/2013	0	PSR	CE	015	Collision Reduction	2016/17	2014		
2011/12	05	SLO	Var	Var	Var	Safety Improvements	various	0.75	0.30	$2.0	09/2013	0	PSR	CE	015	Collision Reduction	2016/17	2014		
2011/12	05	MON	Var	Var	Var	Safety Improvements	various	0.75	0.30	$2.0	09/2013	0	PSR	CE	015	Collision Reduction	2016/17	2014		
2011/12	05	SBt	Var	Var	Var	Safety Improvements	various	0.75	0.30	$2.0	09/2013	0	PSR	CE	015	Collision Reduction	2016/17	2014		
2011/12	05	SCr	Var	Var	Var	Safety Improvements	various	0.75	0.30	$2.0	09/2013	0	PSR	CE	015	Collision Reduction	2016/17	2014		
2011/12	05	SB	Var	Var	Var	Safety Improvements	various	0.75	0.75	$2.0	06/2012	0	PSR	CE	010	Collision Reduction	2013/14	2010A		
2011/12	05	SLO	Var	Var	Var	Safety Improvements	various	0.75	0.75	$2.0	06/2012	0	PSR	CE	010	Collision Reduction	2013/14	2010A		
2011/12	05	MON	Var	Var	Var	Safety Improvements	various	0.75	0.75	$2.0	06/2012	0	PSR	CE	010	Collision Reduction	2013/14	2010A		
2011/12	05	SBt	Var	Var	Var	Safety Improvements	various	0.75	0.75	$2.0	06/2012	0	PSR	CE	010	Collision Reduction	2013/14	2010A		
2011/12	05	SCr	Var	Var	Var	Safety Improvements	various	0.75	0.75	$2.0	06/2012	0	PSR	CE	010	Collision Reduction	2013/14	2010A		
2011/12	05	SCR	var	var	var	Ped Infrastruct	In Santa Cruz County	0.75	0.50	$7.0	06/2013	0	PSR	TBD	378	Mandates	2015/16	2012A		
2011/12	05	MON	var	var	var	Ped Infrastruct	In Monterey County	0.75	0.50	$2.0	06/2013	0	PSR	TBD	378	Mandates	2015/16	2012A		
2011/12	05	SLO	var	var	var	Ped Infrastruct	In San Luis Obispo	0.75	0.50	$2.0	06/2013	0	PSR	TBD	378	Mandates	2015/16	2012A		
2011/12	05	SB	var	var	var	Ped Infrastruct	s Santa Barbara Coun	0.75	0.50	$2.0	06/2013	0	PSR	TBD	378	Mandates	2015/16	2012A		
2011/12	05	SBt	var	var	var	Ped Infrastruct	In San Benito County	0.75	0.50	$2.0	06/2013	0	PSR	TBD	378	Mandates	2015/16	2012A		
2011/12	05	SBt	25	0.5	34.5	Install souce control measures to control erosion	On Highway 25 in San Benito County from 0.5 miles	0.60	0.30	$12.0	09/2013	0	PSR	TBD	335	Mandates	2016/17	2012A or 2014		
2011/12	05	SLO	227	3.5	6.5	Install souce control measures to control erosion	On Highway 227 in San Luis Obispo County from 0.73	0.60	0.30	$2.5	09/2013	0	PSR	TBD	335	Mandates	2017/28	2012A or 2014		
2011/12	05	SCr	129	6	8.2	Install souce control measures to control erosion	On Highway 129 in Santa Cruz County from 0.76 miles	0.60	0.30	$3.0	09/2013	0	PSR	TBD	335	Mandates	2016/17	2012A or 2014		
2011/12	05	SCr	152	6.7	7.5	Install souce control measures to control erosion	On Highway 152 in Santa Cruz County from 1.72 miles	0.60	0.30	$2.0	09/2013	0	PSR	TBD	335	Mandates	2016/17	2012A or 2014		
2011/12	05	SB	135	9	10	Install souce control measures to control erosion	On Highway 135 in Santa Barbara County from 0.12	0.60	0.30	$3.0	09/2013	0	PSR	TBD	335	Mandates	2017/28	2012A or 2014		
2011/12	05	SB	166	32	48	Install souce control measures to control erosion	On Highway 166 in San Luis Obispo and Santa Barbara	0.60	0.30	$17.0	09/2013	0	PSR	TBD	335	Mandates	2017/28	2012A or 2014		
2011/12	05	SLO	166	R70.14	74.7	Pavement Preservation	Near New Cuyama from 0.2 miles north of Cuyma River	0.50	0.20	$3.0	09/2013	0	PSSR	CE	121	Roadway	2016/17	2014		

FY 2010/11, 2011/12 & 2012/13

FY	District	County	Route	Begin Postmile	End Postmile	Improvement Description	Location	Estimated Total PY Cost for PID	Estimated PY Cost for FY	Project Cost with Support ($M)	Estimated PID Completion Date (Month/Year)	% Complete	Type of PID	Type of Environmental Document	Program Code (20.10.201.xxx)	SHOPP Program Category	Proposed Program Year	SHOPP Programming Cycle	CEQA Lead	Project Sponsor
2011/12	05	Mon	1	R78.1	R85.1	Pavement Preservation	Near Seaside from Fremont Street O.C. to South Marina	0.50	0.20		09/2013	0	PSSR	CE	121	Roadway	2017/18	2014		
2011/12	05	SB	101	39.4	40.1	Realign S/B Lanes into Median and Bypass Bridge	Near Gaviota at Arroyo Quemado Bridge	0.60	0.20		09/2011	100	PSSR	ND	110	Bridge	2015/16	2012		
2011/12	05	MON	101	62.7		Bridge Replacement	North of Soledad at North Soledad OH	0.75	0.25		09/2011	100	PSSR	ND	110	Bridge	2015/16	2012		
2011/12	05	MON	156	R1.1	R2.1	Replace W/B Castroville OH	Near Castroville at Castroville OH	0.60	0.20		09/2011	100	PSSR	ND	110	Bridge	2015/16	2012		
2011/12	05	SB	101	R14.2		Bridge Rehab--Replace Seal Slab	In SB at Castillo Street UC	0.75	0.25		09/2011	100	PSR	ND	110	Bridge	2013/14	2012		
2011/12	05	MON	101	R91.5	98.8	Roadway Rehab	Near Salinas from south of Espinosa Rd to north of Echo	0.75	0.25		09/2011	100	PSSR	ND	110	Bridge	2015/16	2012		
2011/12	05	SLO	var	var		Replace Bridge Rails	Various locations in San Luis Obispo County, Rts 1, 41,	0.60	0.20	$7.4	09/2011	100	PSSR	ND	112	Bridge	2014/15	2012		
2011/12	05	SCR	1	17.40	26.00	Guardrail & Crash Cushions	From San Lorenzo River Bridge to Laguna Road	2.00	0.30		09/2011	100	PSR	CE	015	Collision Reduction	2012/13	2012		
2011/12	05	SCR	1	26.80	36.30	Guardrail	From Laguna Road to Waddell Creek	2.00	0.30		09/2011	100	PSR	CE	015	Collision Reduction	2012/13	2012		
2011/12	05	SCR & MON	1	R0.0 & R101.4	17.02 & R102.03	Guardrail	At "Fish Hook" and from Morrissey Blvd in north SCR	2.00	0.30		09/2011	100	PSR	CE	015	Collision Reduction	2012/13	2012		
2011/12	05	SBT		L5706		Construct Maintenance Station	In Hollister	0.75	0.35	$4.0	09/2011	100	FPSR	ND	352	Facilities	2014/15	2012		
2011/12	05	SLO		L5714		Construct Maintenance Station	O Co Near San Luis O	0.75	0.35	$16.0	09/2011	100	FPSR	TBD	352	Facilities	2014/15	2012		
2011/12	05	SLO	101	11.83	30.36	Construct TMS - Vehicle Detection Stations	In Arroyo Grande from El Campo Road to the	0.50	0.10		09/2011	100	PSR	CE	315	Mobility	2014/15	2012		
2011/12	05	SCR	17	0	12.5	TOS	Between Rte 1 and Santa Clara County Line	0.50	0.20	$5.9	09/2013	100	PSR	CE	315	Mobility	2016/17	2014		
2011/12	05	MON	156	0	5.4	TMS	At various locations	0.50	0.20	$1.3	09/2013	100	PSR	CE	315	Mobility	2016/17	2014		
2011/12	05	MON	68	4	18.1	TMS	At various locations	0.50	0.20	$1.8	09/2013	100	PSR	CE	315	Mobility	2016/17	2014		
2011/12	05	SLO	101	26.9	27.4	Construct N/B Auxiliary Lane	In SLO from Los Osos Valley Rd to Madonna Rd	0.50	0.20	$3.0	09/2013	100	PSR	ND	310	Mobility	2016/17	2014		
2011/12	05	SLO	101	30.3	59	TMS	At various locations	0.50	0.20	$4.6	09/2013	100	PSR	CE	315	Mobility	2016/17	2014		
2011/12	05	SBT	25	51.4	60	TMS	At various locations	0.50	0.20	$1.3	09/2013	100	PSR	CE	315	Mobility	2016/17	2014		
2011/12	05	MON	101	82	101.3	TMS	At various locations	0.50	0.20	$2.9	09/2013	100	PSR	CE	315	Mobility	2016/17	2014		
2011/12	05	SLO	101	R24.1	29.4	Highway Planting Restoration, South SLO	In San Luis Obispo from Santa Fe UC to California Blvd UP	0.5	0.10		09/2011	100	PSR	CE	210	Roadside		2012		
2011/12	05	SLO	1	27.6	32	Highway Planting Restoration	South Bay Blvd to Yerba Buena St in and near Morro Bay	0.50	0.10		09/2013	100	PSR	CE	210	Roadside	2016/17	2014		
2011/12	05	SLO	101	29.1	30.2	Highway Planting Restoration, North SLO	In San Luis Obispo from 1/101 Sep to SLO Creek Bridge	0.50	0.10	$1.6	09/2013	100	PSR	CE	210	Roadside	2016/17	2014		
2011/12	05	SB	101	70	90.9	Replacement Planting	From Los Alamos to Santa Maria	0.50	0.10	$1.7	09/2013	100	PSR	CE	210	Roadside	2016/17	2014		
2011/12	05	MON	1	72.3	89.1	Beautification & Modernization	In & Near Monterey from Carmel River Br to the Salinas	0.50	0.10	$6.0	09/2013	100	PSR	CE	245	Roadside	2016/17	2014		
2011/12	05	SLO	1 & 46	0		On Rtes 1 & 46, various locations		0.50	0.10	$2.0	09/2011	100	PSR	ND	151	Roadway	2015/16	2012		
2011/12	05	SBT	156	2.3	7.3	CAPM	Near San Juan Bautista from Monterey St. to	0.40	0.10	$5.2	09/2011	100	PSSR	CE	121	Roadway	2015/16	2012		
2011/12	05	SLO	101	7.8	16.5	CAPM	In & Near Arroyo Grande from Los Berros Road UC to	0.40	0.10	$12.2	09/2011	100	PSSR	CE	121	Roadway	2014/15	2012		
2011/12	05	SCR	1	31.9	35.7	Near Davenport and, south of Waddell Creek		0.50	0.10		09/2011	100	PSR	CE	151	Roadway	2014/15	2012		
2011/12	05	SB	101	45.5		Near Gaviota State Park, just south of Gaviota SRRA		0.50	0.10	$2.1	09/2011	100	PSR	ND	151	Roadway	2014/15	2012		
2011/12	05	SLO	101	46.1	50.7	CAPM	In & Near Atascadero from north of Traffic	0.40	0.10		09/2011	100	PSSR	CE	121	Roadway	2014/15	2012		
2011/12	05	SLO	101	63.6	R69.3	Roadway Rehab	Near Paso Robles from San Marcos Crk Br through	0.50	0.10		09/2011	100	PSSR	ND	120	Roadway	2014/15	2012		
2011/12	05	SCR	1	R0.04	10.2	Pavement Rehab	Near Watsonville from Pajaro River Bridge to North	0.50	0.10		09/2011	100	PSSR	CE	121	Roadway	2015/16	2012		
2011/12	05	MON	1	0.1	43.8	Replace Culverts	At various locations from SLO/MON Co Line to 2.8 miles	0.50	0.10	$8.0	09/2013	100	PSR	ND	151	Roadway	2016/17	2014		
2011/12	05	MON	68	1.9	3.8	Roadway Rehab	In and near Pacific Grove from Presidio Blvd to west of Rte	0.60	0.20	$2.7	09/2013	100	PSSR	CE	120	Roadway	2016/17	2014		
2011/12	05	MON	183	2	8.4	Roadway Rehab – CAP M	Near Salinas from Market Circle to north of Del Monte	0.40	0.20		09/2013	100	CAPM PE	CE	121	Roadway	2016/17	2014		
2011/12	05	SLO	46	4.1	4.5	Embankment Repair	Near Cambria	0.50	0.10	$2.6	09/2013	100	PSR	CE	150	Roadway	2016/17	2014		
2011/12	05	MON	1	7.1	7.7	Stabilize Rockfall area	Near Gorda between Villa Creek Bridge and Alder Creek	0.50	0.10	$10.8	09/2013	100	PSR	ND	150	Roadway	2016/17	2014		
2011/12	05	MON	1	18.5	18.6	Construct Retaining Wall, Move Highway Laterally, or Construct Viaduct	Near Mill Creek	0.50	0.10	$1.2	09/2013	100	PSR	ND	150	Roadway	2016/17	2014		
2011/12	05	MON	198	18.5	18.7	Realignment	Mustang Grade	0.50	0.10	$2.0	09/2013	100	PSR	CE	150	Roadway	2016/17	2014		
2011/12	05	MON	1	21.1		Protect Bridge Abutment	At Limekiln Crk Bridge	0.50	0.10	$7.0	09/2013	100	PSR	ND/CE	150	Roadway	2016/17	2014		
2011/12	05	MON	1	22.3	31.9	Replace Culverts	At various locations from 0.4 miles south of Lucia to 0.5 miles	0.50	0.10	$5.1	09/2013	100	PSR	ND	151	Roadway	2016/17	2014		
2011/12	05	SLO	101	34.2	34.5	Construct Retaining Wall	On Cuesta Grade along westerly flank of roadway	0.50	0.10	$5.8	09/2013	100	PSR	CE	150	Roadway	2016/17	2014		
2011/12	05	SLO	1	58	73.5	Repair Culverts	In SLO & MON counties, from north of Cayucos to south	0.50	0.10	$6.4	09/2013	100	PSSR	ND	151	Roadway	2016/17	2014		
2011/12	05	SCR	1	R0.9	R1.4	Embankment Reconstruction	Watsonville	0.50	0.10	$8.3	09/2013	100	PSR	ND	150	Roadway	2016/17	2014		
2011/12	05	Var	Var	Var	Var	Exit Sign Retrofit (686 Total in the District)	At Freeway Exits throughout the District's 5 Counties	0.50	0.10	$2.8	09/2013	100	PSR	CE	170	Roadway	2016/17	2014		
District 05 - 2011/12								**78.65**	**28.10**	**$300.0**										
2011/12	06	FRE	33	10.8	10.8	Replace Bridge	Near Coalinga, at Jacalitos Crk	1.20	1.20	$6.9	6/1/2012		Supplemental PSSR	CE	113	Bridge	2012/13	2014		Caltrans

FY 2010/11, 2011/12 & 2012/13

FY	District	County	Route	Begin Postmile	End Postmile	Improvement Description	Location	Estimated Total PY Cost for PID	Estimated PY Cost for FY	Project Cost with Support ($M)	Estimated PID Completion Date (Month/Year)	% Complete	Type of PID	Type of Environmental Document	Program Code (20.10.201.xxx)	SHOPP Program Category	Proposed Program Year	SHOPP Programming Cycle	CEQA Lead	Project Sponsor
2011/12	06	MAD	41	27.8	28	Upgrade Bridge Rails and Widen	Coarsegold Cr. Br. 41-0021	0.50	0.50	$4.9	6/1/2012		Supplemental PSSR	CE	112	Bridge	2012/13	2014		Caltrans
2011/12	06	FRE	41	33.30	34.30	Bridge Relinquishment	San Joaquin River Bridge No. 42-0112	1.00	1.00	$3.5	6/1/2012		PSR	ND	110	Bridge	2012/13	2014		Caltrans
2011/12	06	Ker	46	57.76	57.76	Replace Bridge	Rte 46/99 Seperation Br. 50-0184E	1.50	1.50	$31.3	6/1/2012		PSR	CE	110	Bridge	2012/13	2014		Caltrans
2011/12	06	MAD	99	0	20.2	Construct Concrete Median Barrier	Fresno County Line to Merced County Line	0.80	0.80	$13.5	6/1/2012		PSSR	CE	010	Collision Reduction	2012/13	2014		Caltrans
2011/12	06	MAD	41	3	27.0	Construct Passing Lanes	At various locations from Ave 12 to Allen Road	1.20	1.20	$18.9	6/1/2012		PSSR	CE	010	Collision Reduction	2012/13	2014		Caltrans
2011/12	06	MAD	41	9.2	40.7	Shoulder Widening on Narrow Two lane Roads	At various locations from SR 145 Line to Allen Road	1.50	1.50	$33.8	6/1/2012		PSSR	CE	010	Collision Reduction	2012/13	2014		Caltrans
2011/12	06	MAD	41	9.2	R40.7	Truck Climbing lane for two lane Road	At various locations from SR 145 to Allen Road	1.20	1.20	$60.8	6/1/2012		PSSR	CE	010	Collision Reduction	2012/13	2014		Caltrans
2011/12	06	FRE	168S	R6.9	R9.4	Construct Concrete Median Barrier	Herndon Ave to Temperance Ave	0.80	0.80	$3.1	6/1/2012		PSSR	CE	010	Collision Reduction	2012/13	2014		Caltrans
2011/12	06	FRE	180S	R63.6	R67.6	Construct Concrete Median Barrier	Clovis Ave to Temperance Ave	0.80	0.80	$3.7	6/1/2012		PSSR	CE	010	Collision Reduction	2012/13	2014		Caltrans
2011/12	06	FRE	168S	R9.4	R12.2	Construct Concrete Median Barrier	Temperance Ave to Shepherd Ave	0.80	0.80	$2.7	6/1/2012		PSSR	CE	010	Collision Reduction	2012/13	2014		Caltrans
2011/12	06	VAR	VAR	VAR	VAR	Safety Reserve	VAR	0.60	0.60	$2.0	6/1/2012		PSSR	CE	010	Collision Reduction	2011/12	2014		Caltrans
2011/12	06	VAR	VAR	VAR	VAR	Safety Reserve	VAR	0.60	0.60	$2.0	6/1/2012		PSSR	CE	010	Collision Reduction	2011/12	2014		Caltrans
2011/12	06	VAR	VAR	VAR	VAR	Safety Reserve	VAR	0.60	0.60	$2.0	6/1/2012		PSSR	CE	010	Collision Reduction	2011/12	2014		Caltrans
2011/12	06	VAR	VAR	VAR	VAR	Safety Reserve	VAR	0.60	0.60	$2.0	6/1/2012		PSSR	CE	010	Collision Reduction	2011/12	2014		Caltrans
2011/12	06	VAR	VAR	VAR	VAR	Safety Reserve	VAR	0.60	0.60	$2.0	6/1/2012		PSSR	CE	010	Collision Reduction	2011/12	2014		Caltrans
2011/12	06	VAR	VAR	VAR	VAR	Future ADA	VAR	0.60	0.60	$2.0	6/1/2012		PSR	CE	361	Mandates	2011/12	2014		Caltrans
2011/12	06	FRE	99	23.2	30.3	Install Ramp Metering System	In Fresno from Olive Ave to Grantland Ave	0.50	0.50	$26.0	6/1/2012		PSSR	CE	315	Mobility	2012/13	2014		Caltrans
2011/12	06	FRE	41	R24.8	R24.8	Install Ramp Metering System	In Fresno County at the NB Connector from SR180	1.50	1.50	$4.2	6/1/2012		PSSR	CE	315	Mobility	2012/13	2014		Caltrans
2011/12	06	FRE	41	1	3.0	CAPM	Near Fresno from 0.6 Mi north of Excelsior UC to Mt	0.80	0.80	$3.7	6/1/2012		PSR	CE	121	Roadway	2012/13	2014		Caltrans
2011/12	06	KER	178	13.7	27.2	CAPM	Near Bakersfield from mouth of Kern Canyon to 0.8 km	1.00	1.00	$10.2	6/1/2012		PSR	CE	121	Roadway	2012/13	2014		Caltrans
2011/12	06	TUL	65	32	39.6	CAPM	In and Near Exeter from Ave 236 to SR 198	0.80	0.80	$8.7	6/1/2012		PSR	CE	121	Roadway	2012/13	2014		Caltrans
2011/12	06	KER	5	73	82.3	CAPM	In Kern Co from Jct 46, 46/5 Sep to Twisselman Rd	1.00	1.00	$17.0	6/1/2012		PSR	CE	121	Roadway	2012/13	2014		Caltrans
2011/12	06	TUL	99	19.8L	25.0L	Crackseat and AC Overlay	From 0.54 KM north of Ave 152 to the Elk Bayou Br	1.20	1.20	$17.8	6/1/2012		Supplemental PSSR	CE	120	Roadway	2012/13	2014		Caltrans
District 06 - 2011/12								**21.70**	**21.70**	**$282.7**										
2011/12	07	LA		Var	Var	Gore area clean-up & Unpgrades	In LA county at various Routes and locations		0.7	$5.5	9/1/11	0	PSR/PR	CE	015	Collision Reduction	2015/16	2012	PID Lead - Traffic	
2011/12	07	LA	2	2.3	3.6	Rehab Roadway to Relinquish	Centinela/Route 405	1	0.5	$3.0	9/1/2012	85	PSSR	CE	160	Mandates	2011/12	2010		
2011/12	07	LA	2	10.6	12.7	Rehab Roadway to Relinquish	La Brea/Route101	1	0.5	$4.0	9/1/2012	85	PSSR	CE	160	Mandates	2011/12	2010		
2011/12	07	LA	2	12.8	14.4	Rehab Roadway to Relinquish	Rte 101/Rte 2 Fwy	1	0.5	$3.0	9/1/2012	90	PSSR	CE	160	Mandates	2011/12	2010		
2011/12	07	LA	1	14.2	18.1	Rehab Roadway to Relinquish	In Torrance - Pennsy	1	0.5	$4.0	9/1/2012	25	PSSR	CE	160	Mandates	2011/12	2010		
2011/12	07	LA	1	33.3	34.6	Rehab Roadway to Relinquish	In Santa Monica - Dewey St to Rte 1		0.5		9/1/11	25	PSSR	CE	160	Mandates	2010/11	2010		
2011/12	07	VEN	33	0.0	36.0	upgrade bridge rails	IN VEN CO RTE 33, Br No 53-0186R&L, 0079,		0.5	$8.1	9/1/2011		PSSR	CE	112	Bridge	2013/14	2012		
2011/12	07	LA	057	3.00	6	SEISMIC RETROFIT	IN LA CO, DIAMOND BAR, S57/60		0.5		9/1/2011		PSSR	CE	113	Bridge	2013/14	2012		
2011/12	07	VEN	033	7.00	8.00	Modify Structure	SAN ANTONIO CREEK 52 0065		0.5		9/1/2011		PSSR	CE	111	Bridge	2013/14	2012		
2011/12	07	VEN	150	28.00	29	Modify Structure	SANTA PAULA CREEK, BR 52 0060105		0.5		9/1/2011		PSSR	CE	111	Bridge	2013/14	2012		
2011/12	07	LA	210	36.00	38	Modify Structure	IN LA CO SAN GABRIELE RIVER BRIDGE 53 1867		0.5		9/1/2011		PSSR	CE	110	Bridge	2013/14	2012		
2011/12	07	LA	001	3.40	3.9	Install Bike lane	Traffic circle in Long Beach on PCH		0.5		9/1/2011				010	Collision Reduction	2011/12	2011/12		
2011/12	07	LA	002	Varies	Varies	Construct Ultimate vehicle escape ramp			0.5	$5.7	9/1/2011				010	Collision Reduction	2012/13	2012/13		
2011/12	07	LA	101	0.32	0.32	Install concrete barrier and flashing beacon	SB 101 at EB 10		0.7	$1.8	9/1/2011	0	PSR/PR	CE	015	Collision Reduction	2012	2013/14		
2011/12	07	LA	405	9.80	10.10	Install Concrete Guardrail	On SB Route 405 between Carson and Wilmington		0.7		9/1/2011	0	PSR/PR	CE	015	Collision Reduction	2012	2013/14		
2011/12	07	LA	107	0.00	4.80	Rehab Roadway to Relinquish	In Torrance - PCH to Redondo Beach Blvd.		0.50	$10.0	9/1/11	50	PSSR	CE	160	Mandates	2009/10	2010	PID Lead - Design A R. Chiang	
2011/12	07	LA	107	0	4.8	Rehab Roadway to Relinquish	In Torrance - PCH to Redondo Beac		0.50	$8.0	9/1/11	50	PSSR	CE	160	Mandates	2010/11	2010		
2011/12	07	LA	5	45.6	46.2	Rehab Roadway & Drainage to Relinquish	Near Route 5/14 Interchange		0.50		9/1/11	75	PSSR	CE	160	Mandates	2010/11	2010		
2011/12	07	LA	019	7.80	8.40	Rehab Roadway to Relinquish	Century/Priscilla		0.50		9/1/13	10	PSSR	CE	160	Mandates	2012/13	2012	T. Tran 7-1704	
2011/12	07	VEN	1	15	21.08	Rehab Roadway to Relinquish	Rice Av to Route 101 (& Ven 34, 23		0.50		9/1/11	10	PSSR	CE	160	Mandates	2010/11	2012		
2011/12	07	LA	various	TBD	TBD	Storm Water BMPs	various		1.0	$1.0	9/1/11		PSSR	CE	335	Mandates	2012/13	2012		
2011/12	07	VEN	various	TBD	TBD	Storm Water BMPs	various		1.0		9/1/11		PSSR	CE	335	Mandates	2012/13	2012		
2011/12	07	LA	27	2.30	4	CHANNEL LINING RESTORATION	TBD	1.0	0.5		9/1/2011	TBD at the end of	PSSR	CE	151	Roadway	2013/14	2012		
2011/12	07	LA	210	11.50	24.5	SLAB REPLACEMENT AND AC OL	SUNLAND TO ORANGE GROOVE BLVD	1.0	0.5		9/1/2011	0	CAPM - PR	CE	121	Roadway	2013/14	2012		

FY 2010/11, 2011/12 & 2012/13

FY	District	County	Route	Begin Postmile	End Postmile	Improvement Description	Location	Estimated Total PY Cost for PID	Estimated PY Cost for FY	Project Cost with Support ($M)	Estimated PID Completion Date (Month/Year)	% Complete	Type of PID	Type of Environmental Document	Program Code (20.10.201.xxx)	SHOPP Program Category	Proposed Program Year	SHOPP Programming Cycle	CEQA Lead	Project Sponsor
2011/12	07	LA	60	14.20	19.5	SLAB REPLACEMENT AND AC OL	7TH STR TO FULERTON	1.0	0.5		9/1/2011	0	CAPM - PR	CE	121	Roadway	2013/14	2012		
2011/12	07	LA	10	38.97	43.7	SLAB REPLACEMENT AND AC OL	FAIRPLEX TO HOLT	1.0	0.5		9/1/2011	0	CAPM - PR	CE	121	Roadway	2013/14	2012		
2011/12	07	VEN	101	0.00	8.2	SLAB REPLACEMENT AND AC OL	COUNTY LINE TO WENDY DR	1.0	0.5	$31.0	9/1/2011	0	CAPM - PR	CE	121	Roadway	2013/14	2014		
2011/12	07	LA	405	0.00	12.6	SLAB REPLACEMENT AND AC OL	ORANGE COUNTY LINE TO MAIN ST UC	1.0	0.5	$40.0	9/1/2011	TBD at the end of	CAPM - PR	CE	121	Roadway	2015/16	2014		
2011/12	07	LA	405	21.10	34.3	SLAB REPLACEMENT AND AC OL	RTE 105 TO GETTY CTR(MAY BE	1.0	0.5	$200.0	9/1/2013	40	PSSR	CE	120	Roadway	2015/16	2014		
2011/12	07	VEN	23	22.00	23	REPLACE EARTH CHANNEL WITH CONCRETE	TBD	1.0	0.5		9/1/2011	TBD at the end of	PSSR	CE	151	Roadway	2013/14	2014		
2011/12	07	LA	5	42.90	58	SLAB REPLACEMENT AND AC OL	N OF ROXFORD UC TO N OF HASELY CNY	1.0	0.5	$300.0	9/1/2012	20	PSSR	CE	120	Roadway	2015/16	2014		
2011/12	07	VEN	var	0.00	100.00	subscour mitigation	var	0.2	2.5	$3.0	9/1/2012		PSSR	CE	111	Bridge	2014/15	2014		
2011/12	07	LA	VAR	0.0	8.0	upgrade bridge rails	IN THE CITY OF LA VAR LOC Br No 53-0617, 0675,	0.2	2.0	$4.1	9/1/2012		PSSR	CE	112	Bridge	2014/15	2014		
2011/12	07	VEN	101	29.0	31.0	SEISMIC RETROFIT	IN VEN CO RTE 10	0.2	2.5	$2.2	9/1/2012		PSSR	CE	113	Bridge	2014/15	2014		
2011/12	07	LA	101	34.0	36.0	SUB-REPLACE	KANAN RD OC 53-	0.2	1.5	$4.2	9/1/2012		PSSR	CE	110	Bridge	2014/15	2014		
2011/12	07	LA	710	6.06	27.11	Install concrete railing	Various locations from shoreline Dr OC to Gravois Ave	0.75	2.0	$5.0	9/1/2012	0	PSR/PR	CE	015	Collision Reduction	2014/15	2014/15		
2011/12	07	LA	405	R21.18	29.54	Wet pavement correction	At various locations		1.0	$2.7	9/1/2012				010	Collision Reduction	2013/14	2014/15		
2011/12	07	LA	039	18.36	38.15	Install MBGR at various locations	Champan Cyn to Crytal Lake	0.75	2.0	$7.0	9/1/2012	0	PSR/PR	CE	015	Collision Reduction	2014/15	2015/16		
2011/12	07	LA	various	TBD	TBD	Storm Water BMPs	various		2.5	$1.0	9/1/2012		PSSR	CE	335	Mandates	2013/14	2012		
2011/12	07	VEN	various	TBD	TBD	Storm Water BMPs	various		2.5		9/1/2012		PSSR	CE	335	Mandates	2013/14	2012		
2011/12	07	VEN	101	8.20	12.6	SLAB REPLACEMENT AND AC OL	WENDY DR TO ARROYO CALLEGUAS	1.0	1.5	$20.0	9/1/2012	0	CAPM - PR	CE	121	Roadway	2014/15	2014		
2011/12	07	LA	23	8.90	At various locations				1.0	$5.0	9/1/2012				120	Roadway		2014/15		
2011/12	07	LA	134	0.00	13.34	Install MBGR	At various locations from SR 170 to I-210	0.25	0.20	$2.3	6/30/2012	100	PSR/PR	CE	15	Collision Reduction	2013/14	2014/15		
2011/12	07	LA	57	7.70	12.2	SLAB REPLACEMENT AND GRIND	57/10/71 TO JCT 57/210	1.0	0.2	$20.0	6/30/2012	100	CAPM - PR	CE	121	Roadway	2014/15	2014		
District 07 - 2011/12								**17.6**	**38.5**	**$701.5**										
2011/12	08	SBN	215	4.00		Bridge Seismic Retrofit	S215-E10 Connector BR #54-0824F		1.00	$1.5	4/1/2011		PSR	CE	113	Bridge	2012/13			
2011/12	08	SBN	10	36.90		Treat decks w/Methacrylate, replace joint seals	FR Milliken Av OC to Wilson Crk BR & Jct 10/215		0.10	$1.3	8/1/2011		PR/PSR	CE		Bridge	2011/12			
2011/12	08	SBN	40	95.10		Bridge Replacement	Near Essex at haller Wash Bridge #54-0891L		1.00	$9.3	9/1/2011		PSR/PR	CE	110	Bridge	2011/12			
2011/12	08	SBN	40	98.30	99.10	Bridge Replacement	Near Esex @ ROJO Wash Br #54-0894 L&R #54-0895		1.00	$35.3	9/1/2011		PSR/PR	ND	110	Bridge	2011/12			
2011/12	08	SBN	40	132.20	140.70	Bridge Seismic Retrofit	Near Needles @ Roadrunner BR #54-0707 L&R		1.00	$1.5	11/1/2011		PSR	ND	113	Bridge	2013/14			
2011/12	08	SBN	173	19.40		Construct retaining wall	Nr Cedar Glen FR .2 to .1 miles N/O Emerald Dr South		0.15	$4.8	8/1/2011		PSR	ND	150	Emergency	2011/12			
2011/12	08	SBN	15	3.80	12.80	Pavement rehab & widen (phase 2)	In Rancho FR 7th ST UC to Sierra AV UC		0.15	$127.5	8/1/2011		PSR	ND	120	Roadway	2011/12			
2011/12	08	SBN	62	13.60	18.50	AC Overlay, widen shoulder, stripe TWLTL	In Yucca Valley & Joshua Tree FR Balsa to Valley		0.15	$20.8	9/1/2011		PSR/PR	CE	120	Roadway	2011/12			
2011/12	08	SBN	15	126.90		Expand Opah Material Site	Opah Material Site south of Baker		0.20	$0.4	7/1/2010		PSR/PR	ND	240	Roadway	2010/11			
District 08 - 2011/12									**4.75**	**$202.4**										
2011/12	09		TBD	TBD	TBD	TBD		1.0	0.90	$5.0	TBD		PSR		010	Collision Reduction	TBD			Caltrans
2011/12	09	INY	190	47.40	47.40	Turn Pocket	21.1 miles west of towns pass	1.0	0.90	$2.0	7/1/2012		PSR	ND	310	Mobility	TBD			Caltrans
2011/12	09	MNO	395	59.00	63.50	Instal RWIS	From 7.31 North of Lee Vining to Conway Summit	0.5	0.45	$1.4	7/1/2012		PSR	ND	315	Mobility	TBD			Caltrans
2011/12	09	INY	190	71.10	71.10	Replace culverts	2.29 Miles east of Townes Pass	0.8	0.68	$1.2	7/1/2012		PSR	ND	151	Roadway	TBD			Caltrans
District 09 - 2011/12								**3.3**	**2.93**	**$9.6**										
2011/12	10	SJ	99	0.0	.3	Replace Bridge	SJ Co Line; Br No 29-0013L/R	0.8	0.8	$43.0		100%	PSSR	ND	110	Bridge	2011/12			
2011/12	10	SJ	5	1.1	34.5	Resurface bridge deck	Hospital Creek Bridge to Pixley Slough Bridge	0.50	0.50	$3.5		95%	PSSR	CE	110	Bridge	2011/12			
2011/12	10	SJ	99	10.9	12.5	Structure Rehab, bridge rail upgrade	N/O Lathrop Rd to S/O Arch Rd OC	0.80	0.80	$21.2		100%		ND	112	Bridge	2011/12			
2011/12	10	Mer	5	17.5	17.5	Girder Diaphragm Retrofit	Bridge Nos 39-0161 L & R	0.7	0.7	$2.5		100%	PSSR	CE	110	Bridge	2011/12			
2011/12	10	Var	Var	Var		POC ADA Compliance	Various POC Locations	0.30	0.30	$3.0		5%	PSSR		110	Bridge	2011/12			
2011/12	10					TBD (010 SHOPP)		0.8	0.8	$0.5			PSR/PR		010	Collision Reduction	2011/12			
2011/12	10					TBD (010 SHOPP)		0.8	0.8	$0.5			PSR/PR		010	Collision Reduction	2011/12			
2011/12	10					TBD (010 SHOPP)		0.8	0.8	$0.5			PSR/PR		010	Collision Reduction	2011/12			
2011/12	10					TBD (010 SHOPP)		0.8	0.8	$0.5			PSR/PR		010	Collision Reduction	2011/12			
2011/12	10					TBD (010 SHOPP)		1.0	1.0	$2.0			PSR		010	Collision Reduction	2011/12			
2011/12	10					TBD (010 SHOPP)		1.0	1.0	$2.0			PSR		010	Collision Reduction	2011/12			
2011/12	10					TBD (010 SHOPP)		1.0	1.0	$2.0			PSR		010	Collision Reduction	2011/12			

FY 2010/11, 2011/12 & 2012/13

FY	District	County	Route	Begin Postmile	End Postmile	Improvement Description	Location	Estimated Total PY Cost for PID	Estimated PY Cost for FY	Project Cost with Support ($M)	Estimated PID Completion Date (Month/Year)	% Complete	Type of PID	Type of Environmental Document	Program Code (20.10.201.xxx)	SHOPP Program Category	Proposed Program Year	SHOPP Programming Cycle	CEQA Lead	Project Sponsor
2011/12	10					TBD (010 SHOPP)		1.0	1.0	$2.0			PSR		010	Collision Reduction	2011/12			
2011/12	10					TBD (015 SHOPP)		1.0	1.0	$2.0			PSR		015	Collision Reduction	2011/12			
2011/12	10					TBD (015 SHOPP)		1.0	1.0	$2.0			PSR		015	Collision Reduction	2011/12			
2011/12	10					TBD (361 SHOPP)		0.5	0.5	$0.5			PSR/PR		361	Mandates	2011/12			
2011/12	10					TBD (361 SHOPP)		0.5	0.5	$0.5			PSR/PR		361	Mandates	2011/12			
2011/12	10					TBD (361 SHOPP)		0.5	0.5	$0.5			PSR/PR		361	Mandates	2011/12			
2011/12	10					TBD (378 SHOPP)		0.5	0.5	$0.5			PSR/PR			Mandates	2011/12			
2011/12	10					TBD (378 SHOPP)		0.5	0.5	$0.5			PSR/PR			Mandates	2011/12			
2011/12	10					TBD (378 SHOPP)		0.5	0.5	$0.5			PSR/PR			Mandates	2011/12			
2011/12	10	AMA	104	0.00	2.80	Shoulder widening	In Amador county, on SR-104, beginning at	0.2	0.2	$3.4		100%	PSR/PDS	ND	310	Mobility	2011/12			
2011/12	10	MER	140	0.30	4.19	Shoulder widening	In Merced county, on SR-140 East of I-5 & west of SR-33	0.2	0.2	$4.1		100%	PSR	CE	310	Mobility	2011/12			
2011/12	10	MPA	140	22.30	22.50	Construct left turn lane	In Mariposa county, on SR-140 at Smith Rd	0.9	0.9	$1.2		5%	PSR		310	Mobility	2011/12			
2011/12	10	various	various	0.10	61.30	Maintenance vehicle pullouts	At various locations in ALP, CAL, SJ, STA, TUO	0.4	0.4	$1.7		0%	PSR	ND	230	Roadside	2011/12			
2011/12	10	SJ	99	0.20	1.80	Highway Planting Restoration	Ripon- Stanislaus River Bridge to Milgeo Ave	0.2	0.2	$1.4	3/1/2012	100%	PSR	CE	210	Roadside	2011/12			
2011/12	10	STA	99	15.00	22.70	Construct stairways	At various locations	0.4	0.4	$1.3		0%	PSR	CE	230	Roadside	2011/12			
2011/12	10	STA	5	27.2		Safety Roadside Rest Area Restoration	Westley SRRA, Capacity Increasing	0.8	0.8	$14.3		0%	FS/PSR	ND	250	Roadside	2011/12			
2011/12	10	SJ	99	28.30	32.00	Highway Planting Restoration	In Lodi-Armstrong Road to north of Mokelume River	0.5	0.5	$3.1		0%	PSR	CE	210	Roadside	2011/12			
2011/12	10	SJ	99	R5.9	R8.2	Highway Planting Restoration	In Tracy west of Corral Hollow to east of Mac Arthur	0.2	0.2	$1.7	3/1/2012	100%	PSR	CE	210	Roadside	2011/12			
2011/12	10	Sta	99	0.0	24.8	Pavement Rehab.	In and near the City of Modesto	0.90	0.90	$75.0		2%		ND	120	Roadway	2011/12			
2011/12	10	SJ	4	0	8.2	Pavement Rehab	Old River Br. To Bacon Isl. Rd.	0.90	0.90	$10.0		5%	PSSR	ND	120	Roadway	2011/12			
2011/12	10	Mer	165	0	11.7	Rehabilitate existing asphalt	Near Los Banos, from Rte 5 to Henry Miller Rd	0.7	0.7	$26.4		100%	PSR	ND	120	Roadway	2011/12			
2011/12	10	Ama	49	4	6.7	Rehab	S/O Jct SR 88 to N/O Amador Central RR	0.9	0.9	$10.7		100%	PSSR	ND	120	Roadway	2011/12			
2011/12	10	SJ	88	5.1	12.3	Rehab Roadway	Near Stockton; .3 km N/O Comstock to W Jct Rte 12	1.0	1.0	$16.9		100%	PSSR	ND	120	Roadway	2011/12			
2011/12	10	sta	132	30.3	51		Near the City of Waterford	0.80	0.80	$21.0		100%	PSSR		112	Roadway	2011/12			
2011/12	10	Mer	140	34.5	35.8	A/C overlay & widen shoulders	El Capitan Canal to Jct. SR 99	1.0	1.0	$1.0		100%	PSSR	CE	120	Roadway	2011/12			
2011/12	10	Ama	88	46.9	R54.7	Cap M	E/O Cat Creek Rd to W/O Foster Meadow Rd	0.80	0.80	$6.0		30%	PSSR		121	Roadway	2011/12			
2011/12	10	Mpa	140	50.9	51.2	Repair concrete rock slope	N Jct SR 140 & 49 to Whitlock Rd	0.8	0.8	$4.9		100%	PSR	ND	150	Roadway	2011/12			
2011/12	10	Ama	88	54.7	60.8	Roadway rehab	W/O Foster Rd; E/O Shot Rock Vista	0.8	0.8	$10.7		100%	PSSR	ND	120	Roadway	2011/12			
2011/12	10	Ama	88	66.6	71.6	Pavement Rehab.	In and near Kirkwood	0.60	0.60	$5.0		100%		CE	120	Roadway	2011/12			
2011/12	10	Tuo	120	R32.9	R41.5	Rehab	In Tuolumne & Mariposa Counties, East of Buck	0.7	0.7	$7.6		100%	PSSR	ND	120	Roadway	2011/12			
District 10 - 2011/12								**29.0**	**29.00**	**$317.6**										
2011/12	11	SD	5	R22.26	R22.26	Bridge Rehabilitation	Clairemont Drive OC Bridge 57-0429	1.5	1.5	$1.0	2011/12	0%	PSR	Cat/EX	110	Bridge	2011/12			
2011/12	11	SD	8	22.20	R23.4	Shoulder improvements	On I-8	1.0	1.0	$1.0	2011/12		PSR/PR		015	Collision Reduction	2011/12			
2011/12	11	SD	8	R24.7	R25.2	Shoulder improvements	On I-8	1.0	1.0	$1.0	2011/12		PSR/PR		015	Collision Reduction	2011/12			
2011/12	11	SD	5	R61.5	R62.0	Shoulder improvements	On I-5	1.0	1.0	$1.0	2011/12		PSR/PR		015	Collision Reduction	2011/12			
2011/12	11	SD	75	var	var	Construct missing Curb ramps	on SR-75	2.2	2.2	$1.0	2011/12		PSR		361	Mandates	2011/12			
2011/12	11	SD	94	var	var	Construct missing Curb ramps	on SR-94	1.7	1.7	$1.0	2011/12		PSR		361	Mandates	2011/12			
2011/12	11	SD	78	var	var	Construct missing sidewalk	on SR-78	1.5	1.5	$1.0	2011/12		PSR		361	Mandates	2011/12			
2011/12	11	SD	8	6.6	10.6	Rehab Roadway	From Fairmount to West Jackson	1.5	1.5	$1.0	2011/12	0%	PSR	Cat/EX	120	Roadway	2011/12			
District 11 - 2011/12								**11.4**	**11.4**	**$8.0**										
2011/12	12	ORA	VAR	VAR	VAR	Bridge Rehabilitation	PROJECT I1011	0.50	0.20	$1.1	Jun-11	0	PSR	CE	110	Bridge	2010/11	2011		
2011/12	12	ORA	VAR	VAR	VAR	Bridge Rehabilitation	PROJECT J1011	0.50	0.20		Jun-11	0	PSR	CE	110	Bridge	2011/12	2011		
2011/12	12	ORA	5	14.79	35.1	Seismic Work	Oso Creek 55-0233	0.50	0.2		Jun-11	0	PSR	CE	113	Bridge	2013/14	2012		
2011/12	12	ORA	VAR	VAR	VAR	Bridge Rehabilitation	PROJECT K1011	0.50	0.20		Jun-11	0	PSR	CE	110	Bridge	2012/13	2012		
2011/12	12	ORA	VAR	VAR	VAR	Bridge Rehabilitation	PROJECT L1011	0.50	0.2	$1.1	Jun-11	0	PSR	CE	110	Bridge	2013/14	2012		
2011/12	12	ORA	VAR	VAR	VAR	Bridge Rehabilitation	PROJECT I1112	0.50	0.3	$1.1	Jun-12	0	PSR	CE	110	Bridge	2014/15	2012		
2011/12	12	ORA	VAR	VAR	VAR	Bridge Preservation	PROJECT J1112	0.50	0.3	$0.9	Jun-12	0	PSR	CE	113	Bridge	2014/15	2012		
2011/12	12	ORA	73	10.00	19.2	Replace Steel blocks with wood blocks on Metal beam guard rail	On SR-133 at various locations	0.50	0.50		Jun-12	0	PR/PSR	CE	015	Collision Reduction	2011/12	2011		

FY 2010/11, 2011/12 & 2012/13

FY	District	County	Route	Begin Postmile	End Postmile	Improvement Description	Location	Estimated Total PY Cost for PID	Estimated PY Cost for FY	Project Cost with Support ($M)	Estimated PID Completion Date (Month/Year)	% Complete	Type of PID	Type of Environmental Document	Program Code (20.10.201.xxx)	SHOPP Program Category	Proposed Program Year	SHOPP Programming Cycle	CEQA Lead	Project Sponsor
2011/12	12	ORA	73	19.20	27.76	Replace Steel blocks with wood blocks on Metal beam guard rail	On SR-261 at various locations	0.50	0.50	$5.8	Jun-12	0	PR/PSR	CE	015	Collision Reduction	2011/12	2011		
2011/12	12	ORA	VAR	VAR	VAR	Safety Improvement	PROJECT A1112	0.50	0.50	$0.6	Jun-12	0	PR/PSR	CE	010	Collision Reduction	2011/12	2011		
2011/12	12	ORA	VAR	VAR	VAR	Safety Improvement	PROJECT B1112	0.50	0.50	$0.6	Jun-12	0	PR/PSR	CE	010	Collision Reduction	2011/12	2011		
2011/12	12	ORA	VAR	VAR	VAR	Safety Improvement	PROJECT C1112	0.50	0.50		Jun-12	0	PR/PSR	CE	010	Collision Reduction	2011/12	2011		
2011/12	12	ORA	VAR	VAR	VAR	Safety Improvement	PROJECT D1112	0.50	0.50		Jun-12	0	PR/PSR	CE	010	Collision Reduction	2011/12	2011		
2011/12	12	ORA	VAR	VAR	VAR	Safety Improvement	PROJECT E1112	0.50	0.50	$0.6	Jun-12	0	PR/PSR	CE	010	Collision Reduction	2011/12	2011		
2011/12	12	ORA	VAR	VAR	VAR	Safety Improvement	PROJECT F1112	0.50	0.50		Jun-12	0	PR/PSR	CE	010	Collision Reduction	2011/12	2011		
2011/12	12	ORA	VAR	VAR	VAR	Safety Improvement	PROJECT G1112	0.50	0.50		Jun-12	0	PR/PSR	CE	010	Collision Reduction	2011/12	2011		
2011/12	12	ORA	VAR	VAR	VAR	Safety Improvement	PROJECT H1112	0.50	0.50	$0.6	Jun-12	0	PR/PSR	CE	010	Collision Reduction	2011/12	2011		
2011/12	12	ORA	VAR	VAR	VAR	ADA Curb Ramps	PROJECT O1011	0.50	0.20	$1.8	Jun-11	0	PR/PSR	CE	361	Mandates	2010/11	2010		
2011/12	12	ORA	VAR	VAR	VAR	ADA Curb Ramps	PROJECT P1011	0.50	0.20		Jun-11	0	PR/PSR	CE	361	Mandates	2010/11	2010		
2011/12	12	ORA	VAR	VAR	VAR	ADA Curb Ramps	PROJECT Q1011	0.50	0.20		Jun-11	0	PR/PSR	CE	361	Mandates	2010/11	2010		
2011/12	12	ORA	VAR	VAR	VAR	ADA Curb Ramps	PROJECT O1112	0.50	0.3	$1.8	Jun-12	0	PR/PSR	CE	361	Mandates	2011/12	2011		
2011/12	12	ORA	VAR	VAR	VAR	ADA Curb Ramps	PROJECT P1112	0.50	0.3		Jun-12	0	PR/PSR	CE	361	Mandates	2011/12	2011		
2011/12	12	ORA	VAR	VAR	VAR	ADA Curb Ramps	PROJECT Q1112	0.50	0.3		Jun-12	0	PR/PSR	CE	361	Mandates	2011/12	2011		
2011/12	12	ORA	142	3.81	4.01	Slope failure repair followup project to Safety project. Needs additional Geotechnical recommendations implemented in order to prevent continued sediment	In Orange County aon SR-142 in the City of Brea	0.50	0.2		Jun-11	0	PSR	CE	335	Mandates	2012/13	2012		
2011/12	12	ORA	55	4.6	5.9	Slope Revegetation for source control	In Orange County in Costa Mesa on Route 55 from	0.50	0.2		Jun-11	0	PSR	CE	335	Mandates	2012/13	2012		
2011/12	12	ORA	133	7.8	10.8	Slope Revegetation for source control	In Orange County in Irvine on Route 133 from Route	0.50	0.2		Jun-11	0	PSR	CE	335	Mandates	2012/13	2012		
2011/12	12	ORA	133	10.8	13.7	Slope Revegetation for source control	n Orange County in Irvine on Route 133 from Trabuco Rd to	0.50	0.2		Jun-11	0	PSR	CE	335	Mandates	2012/13	2012		
2011/12	12	ORA	55	9.6,28.4	12.0,31	Slope Revegetation for source control	In Orange County in Tustin on Route 55 from McFadden	0.50	0.2		Jun-11	0	PSR	CE	335	Mandates	2012/13	2012		
2011/12	12	ORA	VAR	VAR	VAR	Relinquishment	PROJECT M1011	0.50	0.20	$3.5	Jun-11	0	PSR	CE	160	Mandates	2013/14	2012		
2011/12	12	ORA	VAR	VAR	VAR	Relinquishment	PROJECT N1011	0.50	0.20		Jun-11	0	PSR	CE	160	Mandates	2013/14	2012		
2011/12	12	ORA	VAR	VAR	VAR	Relinquishment	PROJECT M1112	0.50	0.3	$3.5	Jun-12	0	PSR	CE	160	Mandates	2014/15	2013		
2011/12	12	ORA	VAR	VAR	VAR	Relinquishment	PROJECT N1112	0.50	0.3		Jun-12	0	PSR	CE	160	Mandates	2014/15	2013		
District 12 - 2011/12								**16.0**	**10.1**	**$22.8**										
District 1-12, 2011/12 Total								**288.2**	**225.7**	**$2,251.6**										
2012/13	01	MEN	162	8.25		Near Longvale at Eel River Br. #10-236	Seismic/Replace	1.0	1.0	$3.5	6/13		PSR		113	Bridge	2015/16	2010	Caltrans	
2012/13	01	DN	101	39.63		Various locations in Del Norte County on Routes 101 and 199, Rowdy Cr. 1-23, w199/101 Connector OC 1-5BF, Middle Fork Smith River 1-44 and Railroad	Seismic	1.4	1.4	$9.6	6/13		PSR		113	Bridge	2015/16	2010	Caltrans	
2012/13	01	VAR	VAR	VAR	VAR	Lump Sum 015 Safety Projects (Assume 2 Projects)	DN, MEN, HUM, LAK	1.6	1.6		6/13		PSR		015	Collision Reduction	2014/15	2010	Caltrans	
2012/13	01	VAR	VAR	VAR	VAR	Lump Sum 010 Safety Projects (Assume 8 Projects)	DN, MEN, HUM, LAK	5.6	5.6		6/13		PSR		010	Collision Reduction	2014/15	2010	Caltrans	
2012/13	01	VAR	VAR	VAR	VAR	Lump Sum Hazardous Waste Mitigation Projects (Assume 1 Project)	DN, MEN, HUM, LAK	0.7	0.7		6/13		PSR		330	Mandates	2014/15	2010	Caltrans	
2012/13	01	VAR	VAR	VAR	VAR	Lump Sum ADA Curb Ramp Projects (Assume 1 Project)	DN, MEN, HUM, LAK	0.5	0.5		6/13		PSR		361	Mandates	2014/15	2010	Caltrans	
District 01 - 2012/13								**10.8**	**10.8**	**$13.1**										
2012/13	02	MOD	299	0.51	1.02			1.2	0.40	$5.3			PSSR		110	Bridge	2016/17	2014	Caltrans	Caltrans
2012/13	02	MOD	299	0.51	1.02			1.2	0.80				PSSR		110	Bridge	2016/17	2014	Caltrans	Caltrans
2012/13	02	LAS	036	7.3				1.0	0.40	$3.0			PSSR		110	Bridge	2016/17	2014	Caltrans	Caltrans
2012/13	02	LAS	036	7.3				1.0	0.60				PSSR		110	Bridge	2016/17	2014	Caltrans	Caltrans
2012/13	02	SIS	005	15.9				1.0	0.40	$4.0			PSSR		110	Bridge	2015/16	2014	Caltrans	Caltrans
2012/13	02	SIS	005	15.9				1.0	0.60				PSSR		110	Bridge	2015/16	2014	Caltrans	Caltrans
2012/13	02	SIS	089	21.1				1.0	0.40	$1.5			PSSR		110	Bridge	2016/17	2014	Caltrans	Caltrans
2012/13	02	SIS	089	21.1				1.0	0.60				PSSR		110	Bridge	2016/17	2014	Caltrans	Caltrans
2012/13	02	SHA	044	59.6				1.0	0.40	$1.5			PSSR		110	Bridge	2016/17	2014	Caltrans	Caltrans
2012/13	02	SHA	044	59.6				1.0	0.60	$1.5			PSSR		110	Bridge	2016/17	2014	Caltrans	Caltrans
2012/13	02	TBD	TBD	TBD	TBD	TBD	TBD	0.6	0.20		8/1/2012	0%	PSR		010	Collision Reduction	2012/13	2012	Caltrans	Caltrans
2012/13	02	TBD	TBD	TBD	TBD	TBD	TBD	0.6	0.40		10/1/2012	0%	PSR		010	Collision Reduction	2012/13	2012	Caltrans	Caltrans
2012/13	02	TBD	TBD	TBD	TBD	TBD	TBD	0.6	0.60	$1.0	12/1/2012	0%	PSR		010	Collision Reduction	2012/13	2012	Caltrans	Caltrans
2012/13	02	TBD	TBD	TBD	TBD	TBD	TBD	0.6	0.60	$1.0	3/1/2013	0%	PSR		010	Collision Reduction	2012/13	2012	Caltrans	Caltrans
2012/13	02	TBD	TBD	TBD	TBD	TBD	TBD	0.6	0.60	$1.0	6/1/2013	0%	PSR		010	Collision Reduction	2012/13	2012	Caltrans	Caltrans

FY 2010/11, 2011/12 & 2012/13

FY	District	County	Route	Begin Postmile	End Postmile	Improvement Description	Location	Estimated Total PY Cost for PID	Estimated PY Cost for FY	Project Cost with Support ($M)	Estimated PID Completion Date (Month/Year)	% Complete	Type of PID	Type of Environmental Document	Program Code (20.10.201.xxx)	SHOPP Program Category	Proposed Program Year	SHOPP Programming Cycle	CEQA Lead	Project Sponsor
2012/13	02	TBD	TBD	TBD	TBD	TBD	TBD	0.6	0.60	$1.0	8/1/2013	0%	PSR		010	Collision Reduction	2012/13	2012	Caltrans	Caltrans
2012/13	02	TBD	TBD	TBD	TBD	TBD	TBD	0.6	0.60	$1.0	3/1/2013	0%	PSR		010	Collision Reduction	2012/13	2012	Caltrans	Caltrans
2012/13	02	TBD	TBD	TBD	TBD	TBD	TBD	0.6	0.40	$1.0	8/1/2013	0%	PSR		010	Collision Reduction	2012/13	2012	Caltrans	Caltrans
2012/13	02	TBD	TBD	TBD	TBD	TBD	TBD	0.6	0.20	$1.0	10/1/2013	0%	PSR		010	Collision Reduction	2012/13	2012	Caltrans	Caltrans
2012/13	02	MOD	299	25.9		TBD	In Modoc County near Adin	1.0	0.90	$5.0		0%	PSR		352	Facilities	2014/15	2014	Caltrans	Caltrans
2012/13	02	TBD	TBD	TBD	TBD	TBD	TBD	1.2	1.20	$1.5	10/1/2012	0%	PSR		361	Mandates	2015/16	2012	Caltrans	Caltrans
2012/13	02	VAR	VAR	VAR	VAR			1.0	0.80				PSSR		315	Mobility	2015/16	2012	Caltrans	Caltrans
2012/13	02	TBD	TBD	TBD	TBD	TBD	TBD	1.0	0.80	$1.0	TBD	0%	PSR		321	Mobility	2016/17	2014	Caltrans	Caltrans
2012/13	02	TBD	TBD	TBD	TBD	TBD	TBD	1.0	0.80	$1.0	TBD	0%	PSR		250	Roadside	2015/16	2014	Caltrans	Caltrans
2012/13	02	TBD	TBD	TBD	TBD	TBD	TBD	1.2	1.00	$1.0	TBD	0%	PSR		250	Roadside	2014/15	2014	Caltrans	Caltrans
2012/13	02	SHA	273	0.0	9.7	Pavement Rehabilitation		1.2	1.10	$50.0			PSSR		120	Roadway	2016/17	2014	Caltrans	Caltrans
2012/13	02	SHA	299	6.5	18.5	Pavement Rehabilitation		1.4	1.20	$20.0			PSSR		120	Roadway	2016/17	2014	Caltrans	Caltrans
2012/13	02	SHA	273	9.7	TBD	Pavement Rehabilitation		1.0	0.80	$2.0			PSSR		120	Roadway	2016/17	2014	Caltrans	Caltrans
2012/13	02	TEH	099	12.0	25.0	Pavement Rehabilitation		1.0	0.90	$20.0			PSSR		120	Roadway	2016/17	2014	Caltrans	Caltrans
2012/13	02	SIS	005	51.2	58.0	Pavement Rehabilitation		1.5	1.30	$100.0			PSSR		120	Roadway	2016/17	2014	Caltrans	Caltrans
2012/13	02	LAS/SIE	395	0/0	4.5/3.1	Pavement Rehabilitation		1.0	0.90	$10.0			PSSR		120	Roadway	2016/17	2014	Caltrans	Caltrans
2012/13	02	SIS	96	R23.2	R70.0	Replace Culverts	In Siskiyou from Swillup Creek Bridge #2-40 to 1.2	1.0	0.80	$4.5	TBD	0%	PSR		151	Roadway	2014/15	2014	Caltrans	Caltrans
2012/13	02	LAS	395	R4.6	11.8	Pavement Rehabilitation		1.4	1.20	$10.0			PSSR		120	Roadway	2016/17	2014	Caltrans	Caltrans
District 02 - 2012/13								**31.7**	**23.1**	**$249.8**										
2012/13	03	SAC	50	0.01	0.38	Modify Structure	Br No 24-0228R	1.0	0.75	$1.0	9/1/2013				110	Bridge	2016/17	2014	Caltrans	Caltrans
2012/13	03	SAC	51	0.24		Modify Structure	Br No 24-0188L	1.0	0.75	$1.0	9/1/2013				110	Bridge	2016/17	2014	Caltrans	Caltrans
2012/13	03	SAC	99	8.40	32.10	Modify Structure	5 Bridges	2.0	1.75	$1.0	9/1/2013				113	Bridge	2016/17	2014	Caltrans	Caltrans
2012/13	03	GLE	162	51.79		Modify Structure	Nye Creek	1.0	0.75	$1.0	9/1/2013				111	Bridge	2016/17	2014	Caltrans	Caltrans
2012/13	03	SAC	50	R2.8	17.00	Modify Structure	6 Bridges	2.0	1.75	$1.0	9/1/2013				113	Bridge	2016/17	2014	Caltrans	Caltrans
2012/13	03	NEV	80	R5.07		Modify Structure	Castle Peak	1.0	0.75	$1.0	9/1/2013				110	Bridge	2016/17	2014	Caltrans	Caltrans
2012/13	03		Var			Modify Structure	TBD	1.0	0.75	$1.0	9/1/2013				119	Bridge	2016/17	2014	Caltrans	Caltrans
2012/13	03		Var			Modify Structure	TBD	1.0	0.75	$1.0	9/1/2013				119	Bridge	2016/17	2014	Caltrans	Caltrans
2012/13	03		Var			Safety Improvement	TBD	1.5	1.25	$1.0	9/1/2013				010	Collision Reduction	2014/15	2012	Caltrans	Caltrans
2012/13	03		Var			Safety Improvement	TBD	1.5	1.25	$1.0	9/1/2013				010	Collision Reduction	2015/16	2012	Caltrans	Caltrans
2012/13	03		Var			Safety Improvement	TBD	1.5	1.25	$1.0	9/1/2013				010	Collision Reduction	2016/17	2014	Caltrans	Caltrans
2012/13	03		Var			Collision Severity Reduction	TBD	1.25	1.00	$1.0	9/1/2013				015	Collision Reduction	2016/17	2014	Caltrans	Caltrans
2012/13	03		Var			Worker Safety Improvements	TBD	1.0	0.75	$1.0	9/1/2013				235	Collision Reduction	2016/17	2014	Caltrans	Caltrans
2012/13	03	SAC	99	Var		Ramp Meter	Sacramento and Placer Co on SR 51, 65, 99, I-5	1.2	0.60	$5.3	9/1/2013				315	Mobility	2016/17	2014	Caltrans	Caltrans
District 03 - 2012/13								**18.0**	**14.1**	**$18.3**										
2012/13	04	SF	101	2.03	2.03	Deck Replacement	Alemany Circle UC #34-0033	0.8	0.8	$17.6	6/1/2013		PSSR	TBD	110	Bridge	2016/17	2014		
2012/13	04	SOL	080	3.23	WB	Raise the O/C- Sub Standard VC	Springs Road/Solano Ave.	0.8	0.8	$3.0	6/1/2013		PSSR	TBD	322	Bridge	2016/17	2014		
2012/13	04	ALA	080	4.50	5.80	Bridge Rail Replacement/Upgrade	BR#33-0023, 0190F	0.6	0.6	$2.5	6/1/2013		PSSR	TBD	112	Bridge	2016/17	2014		
2012/13	04	ALA	080	4.58	EB	Raise the O/C- Sub Standard VC	JCT RTE 13/80	0.8	0.8	$3.0	6/1/2013		PSSR	TBD	322	Bridge	2016/17	2014		
2012/13	04	SON	121	6.52	8.43	Replace Bridge	Yellow Creek #20-0021, Arroyo Seco #20-0023	1.2	1.2	$6.8	6/1/2013		PSSR	TBD	110	Bridge	2016/17	2014		
2012/13	04	ALA	880	11.80	11.80	Bridge deck replacement	Patterson Slough Creek, SB Only - Br. # 33-0250	0.8	0.8	$10.8	6/1/2013		PSSR	TBD	110	Bridge	2016/17	2014		
2012/13	04	SM	101	14.70	16.60	Bridge Rail Replacement/Upgrade	BR# ~~35~~-0017, 0096	0.6	0.6	$3.6	6/1/2013		PSSR	TBD	112	Bridge	2016/17	2014		
2012/13	04	NAP	128	18.55	20.23	Replace bridge	Capell Creek - Replace Bridge #21-0078, Soda Creek	1.2	1.2	$19.0	6/1/2013		PSSR	TBD	110	Bridge	2016/17	2014		
2012/13	04	MRN	001	22.81	22.81	Replace bridge	Olema Creek #27-0020, Olema Creek #27-0021	1.2	1.2	$5.5	6/1/2013		PSSR	TBD	110	Bridge	2016/17	2014		
2012/13	04	SM	001	44.04	44.04	Replace bridge	San Jose Ave. POC in Pacifica #35-0240	1.2	1.2	$4.0	6/1/2013		PSSR	TBD	110	Bridge	2016/17	2014		
2012/13	04	SCL	085	R20.02	R20.02	Deck Replacement	Stevens Creek #37-0185	0.8	0.8	$3.0	6/1/2013		PSSR	TBD	110	Bridge	2016/17	2014		
2012/13	04	ALA	580	R27	R27	Deck Rehab/Replace	East Castro Valley Blvd UC #33-0235L	0.8	0.8	$6.0	6/1/2013		PSSR	TBD	110	Bridge	2016/17	2014		
2012/13	04	Ala CC	TBD	TBD	TBD	Install soft median barrier	TBD	1.0	1.0	$1.0	6/1/2013		TBD	CE	010	Collision Reduction	TBD	2012		
2012/13	04	SF SCL	TBD	TBD	TBD	upgrade intersection	TBD	0.8	0.8	$1.0	6/1/2013		TBD	CE	010	Collision Reduction	TBD	2012		

FY 2010/11, 2011/12 & 2012/13

FY	District	County	Route	Begin Postmile	End Postmile	Improvement Description	Location	Estimated Total PY Cost for PID	Estimated PY Cost for FY	Project Cost with Support ($M)	Estimated PID Completion Date (Month/Year)	% Complete	Type of PID	Type of Environmental Document	Program Code (20.10.201.xxx)	SHOPP Program Category	Proposed Program Year	SHOPP Programming Cycle	CEQA Lead	Project Sponsor
2012/13	04	Sol SM	TBD	TBD	TBD	Install soft median barrier	TBD	1.0	1.0	$1.0	6/1/2013		TBD	CE	010	Collision Reduction	TBD	2012		
2012/13	04	Mrn Nap Son	TBD	TBD	TBD	construct left turn lane	TBD	1.0	1.0	$1.0	6/1/2013		TBD	CE	010	Collision Reduction	TBD	2012		
2012/13	04	Ala CC	TBD	TBD	TBD	Install soft median barrier	TBD	1.0	1.0	$1.0	6/1/2013		TBD	CE	010	Collision Reduction	TBD	2012		
2012/13	04	SF SCL	TBD	TBD	TBD	upgrade intersection	TBD	0.8	0.8	$1.0	6/1/2013		TBD	CE	010	Collision Reduction	TBD	2012		
2012/13	04	Sol SM	TBD	TBD	TBD	Install soft median barrier	TBD	1.0	1.0	$1.0	6/1/2013		TBD	CE	010	Collision Reduction	TBD	2012		
2012/13	04	Mrn Nap Son	TBD	TBD	TBD	construct left turn lane	TBD	1.0	1.0	$1.0	6/1/2013		TBD	CE	010	Collision Reduction	TBD	2012		
2012/13	04	Ala CC	TBD	TBD	TBD	Install soft median barrier	TBD	1.0	1.0	$1.0	6/1/2013		TBD	CE	010	Collision Reduction	TBD	2012		
2012/13	04	Sol SM	TBD	TBD	TBD	upgrade intersection	TBD	0.8	0.8	$1.0	6/1/2013		TBD	CE	010	Collision Reduction	TBD	2012		
2012/13	04	SF SCL	TBD	TBD	TBD	install MBGR	TBD	0.6	0.6	$1.0	6/1/2013		TBD	CE	015	Collision Reduction	TBD	2014		
2012/13	04	Mrn Nap Son	TBD	TBD	TBD	replace concrete barrier	TBD	0.6	0.6	$1.0	6/1/2013		TBD	CE	015	Collision Reduction	2016/17	2014		
2012/13	04	Ala CC	TBD	TBD	TBD	upgrade traffic barrier and guardrail terminals	TBD	0.6	0.6	$1.0	6/1/2013		TBD	CE	015	Collision Reduction	2016/17	2014		
2012/13	04	SF SCL	TBD	TBD	TBD	remove gore sign & replace with overhead sign	TBD	0.6	0.6	$1.0	6/1/2013		TBD	CE	015	Collision Reduction	2016/17	2014		
2012/13	04	Sol SM	TBD	TBD	TBD	install MBGR	TBD	0.6	0.6	$1.0	6/1/2013		TBD	CE	015	Collision Reduction	2016/17	2014		
2012/13	04	Mrn Nap Son	TBD	TBD	TBD	shoulder widening	TBD	1.0	1.0	$1.0	6/1/2013		TBD	CE	015	Collision Reduction	2016/17	2014		
2012/13	04	Ala CC	TBD	TBD	TBD	Curb ramp ADA compliance	TBD	1.5	1.5	$1.0	6/1/2013		TBD	CE	361	Mandates	TBD	TBD		
2012/13	04	SF SCL	TBD	TBD	TBD	Curb ramp ADA compliance	TBD	1.5	1.5	$1.0	6/1/2013		TBD	CE	361	Mandates	TBD	TBD		
2012/13	04	Sol SM	TBD	TBD	TBD	Curb ramp ADA compliance	TBD	1.5	1.5	$1.0	6/1/2013		TBD	CE	361	Mandates	TBD	TBD		
2012/13	04	Mrn Nap Son	TBD	TBD	TBD	Curb ramp ADA compliance	TBD	1.5	1.5	$1.0	6/1/2013		TBD	CE	361	Mandates	TBD	TBD		
2012/13	04	Ala CC SF SCL	TBD	TBD	TBD	Curb ramp ADA compliance	TBD	1.5	1.5	$1.0	6/1/2013		TBD	CE	361	Mandates	TBD	TBD		
2012/13	04	Mrn Nap Son Sol	TBD	TBD	TBD	Curb ramp ADA compliance	TBD	1.5	1.5	$1.0	6/1/2013		TBD	CE	361	Mandates	TBD	TBD		
2012/13	04	Ala CC	TBD	TBD	TBD	ADA pedestrian infrastructure	TBD	1.8	1.8	$1.0	6/1/2013		TBD	CE	378	Mandates	TBD	TBD		
2012/13	04	SF SCL	TBD	TBD	TBD	ADA pedestrian infrastructure	TBD	1.8	1.8	$1.0	6/1/2013		TBD	CE	378	Mandates	TBD	TBD		
2012/13	04	Sol SM	TBD	TBD	TBD	ADA pedestrian infrastructure	TBD	1.8	1.8	$1.0	6/1/2013		TBD	CE	378	Mandates	TBD	TBD		
2012/13	04	Mrn Nap Son	TBD	TBD	TBD	ADA pedestrian infrastructure	TBD	1.8	1.8	$1.0	6/1/2013		TBD	CE	378	Mandates	TBD	TBD		
2012/13	04	Ala CC SF SCL	TBD	TBD	TBD	ADA pedestrian infrastructure	TBD	1.8	1.8	$1.0	6/1/2013		TBD	CE	378	Mandates	TBD	TBD		
2012/13	04	Mrn Nap Son Sol	TBD	TBD	TBD	ADA pedestrian infrastructure	TBD	1.8	1.8	$1.0	6/1/2013		TBD	CE	378	Mandates	TBD	TBD		
2012/13	04	ALA	580	30.6	46.5	Install TOS/RM Elements	NEW PROJECT, RM/TOS on ALA 580, between Route	0.8	0.8	$35.8	6/1/2013		PSR	CE	315	Mobility	2018/19	2016		
2012/13	04	ALA CC SOL SF SCL	680 680 680	20.0 0.0 0.0 18.8 0.0	21.7 25.4 0.83	Install TOS/RM Elements	EA#15089K, ALA680(20/21.7), CC680(0/25.4),	0.8	0.8	$26.7	6/1/2013		PSR	CE	315	Mobility	2018/19	2016		
2012/13	04	ALA CC	TBD	TBD	TBD	Operational improvements	TBD	0.8	0.8	$1.0	6/1/2013		TBD	CE	310	Mobility	TBD	TBD		
2012/13	04	Ala CC SF SCL	TBD	TBD	TBD	Operational improvements	TBD	0.8	0.8	$1.0	6/1/2013		TBD	CE	310	Mobility	TBD	TBD		
2012/13	04	Mrn Nap Son Sol	TBD	TBD	TBD	Operational improvements	TBD	0.8	0.8	$1.0	6/1/2013		TBD	CE	310	Mobility	TBD	TBD		
2012/13	04	Ala CC SF SCL	TBD	TBD	TBD	Weight Stations & WIM Facilities	TBD	0.8	0.8	$1.0	6/1/2013		TBD	CE	321	Mobility	TBD	TBD		
2012/13	04	Mrn Nap Son Sol	TBD	TBD	TBD	Weight Stations & WIM Facilities	TBD	0.8	0.8	$1.0	6/1/2013		TBD	CE	321	Mobility	TBD	TBD		
2012/13	04	MRN	1	0.00	45.0	rehabilitate culverts	from Stinson Beach to Tomales Bay	0.8	0.8	$10.0	6/1/2013		PSSR	CE	151	Roadway	2016/17	2014		
2012/13	04	ALA	880	11.80		replace culvert	in Fremont, at 0.3 mile north of Fremont boulevard	0.8	0.8	$2.5	6/1/2013		PSSR	CE	151	Roadway	2016/17	2014		
2012/13	04	Sol SM	TBD	TBD	TBD	Weight Stations & WIM Facilities	TBD	0.2	0.2	$1.0		100	TBD	CE	321	Mobility	TBD	TBD		
2012/13	04	Ala CC SF SCL	TBD	TBD	TBD	Weight Stations & WIM Facilities	TBD	0.2	0.2	$1.0		100	TBD	CE	321	Mobility	TBD	TBD		
2012/13	04	Mrn Nap Son	TBD	TBD	TBD	Weight Stations & WIM Facilities	TBD	0.2	0.2	$1.0		100	TBD	CE	321	Mobility	TBD	TBD		
District 04 - 2012/13								**51.8**	**51.8**	**$195.8**										
2012/13	05	SB	1	15.6		Scour Mitigation	Near Lompoc at Salsipuedes Cr. Br. (#51-0095)	0.75	0.45		09/2013	0	PSSR		111	Bridge	2016/17	2014		
2012/13	05	SLO	46	48.30		Scour Mitigation	Near Cholame at Cholame Cr. Br. (#49-0095)	0.75	0.45		09/2013	0	PSSR		111	Bridge	2016/17	2014		
2012/13	05	SB	166	64.2		Scour Mitigation	Near New Cuyama at Branch Canyon Br. (#51-0036)	0.75	0.45		09/2013	0	PSSR		111	Bridge	2017/18	2014		
2012/13	05	SLO	166	R51.0		Scour Mitigation	Near New Cuyama at Cuyama Riv. Br. (#49-0043)	0.75	0.45		09/2013	0	PSSR		111	Bridge	2017/18	2014		
2012/13	05	SB	135	R7.2		Construct column shells	Near Los Alamos at San Antonio Cr. Br. (#51-0006)	0.75	0.45		09/2013	0	PSSR		113	Bridge	2016/17	2014		
2012/13	05	SB	Var	Var	Var	Safety Improvements	various	0.75	0.45	$2.0	09/2013	0	PSR	CE	015	Collision Reduction	2016/17	2014		
2012/13	05	SLO	Var	Var	Var	Safety Improvements	various	0.75	0.45	$2.0	09/2013	0	PSR	CE	015	Collision Reduction	2016/17	2014		
2012/13	05	MON	Var	Var	Var	Safety Improvements	various	0.75	0.45	$2.0	09/2013	0	PSR	CE	015	Collision Reduction	2016/17	2014		
2012/13	05	SBt	Var	Var	Var	Safety Improvements	various	0.75	0.45	$2.0	09/2013	0	PSR	CE	015	Collision Reduction	2016/17	2014		

FY 2010/11, 2011/12 & 2012/13

FY	District	County	Route	Begin Postmile	End Postmile	Improvement Description	Location	Estimated Total PY Cost for PID	Estimated PY Cost for FY	Project Cost with Support ($M)	Estimated PID Completion Date (Month/Year)	% Complete	Type of PID	Type of Environmental Document	Program Code (20.10.201.xxx)	SHOPP Program Category	Proposed Program Year	SHOPP Programming Cycle	CEQA Lead	Project Sponsor
2012/13	05	SCr	Var	Var	Var	Safety Improvements	various	0.75	0.45	$2.0	09/2013	0	PSR	CE	015	Collision Reduction	2016/17	2014		
2012/13	05	SCR	var	var	var	Ped Infrastruct	In Santa Cruz County	0.75	0.25	$7.0	06/2013	0	PSR	TBD	378	Mandates	2015/16	2012A		
2012/13	05	MON	var	var	var	Ped Infrastruct	In Monterey County	0.75	0.25	$2.0	06/2013	0	PSR	TBD	378	Mandates	2015/16	2012A		
2012/13	05	SLO	var	var	var	Ped Infrastruct	In San Luis Obispo	0.75	0.25	$2.0	06/2013	0	PSR	TBD	378	Mandates	2015/16	2012A		
2012/13	05	SB	var	var	var	Ped Infrastruct	Santa Barbara Coun	0.75	0.25	$2.0	06/2013	0	PSR	TBD	378	Mandates	2015/16	2012A		
2012/13	05	SBt	var	var	var	Ped Infrastruct	In San Benito County	0.75	0.25	$2.0	06/2013	0	PSR	TBD	378	Mandates	2015/16	2012A		
2012/13	05	SBt	25	0.5	34.5	Install souce control measures to control erosion	On Highway 25 in San Benito County from 0.5 miles	0.60	0.30	$12.0	09/2013	0	PSR	TBD	335	Mandates	2016/17	2012A or 2014		
2012/13	05	SLO	227	3.5	6.5	Install souce control measures to control erosion	On Highway 227 in San Luis Obispo County from 0.73	0.60	0.30	$2.5	09/2013	0	PSR	TBD	335	Mandates	2017/28	2012A or 2014		
2012/13	05	SCr	129	6	8.2	Install souce control measures to control erosion	On Highway 129 in Santa Cruz County from 0.76 miles	0.60	0.30	$3.0	09/2013	0	PSR	TBD	335	Mandates	2016/17	2012A or 2014		
2012/13	05	SCr	152	6.7	7.5	Install souce control measures to control erosion	On Highway 152 in Santa Cruz County from 1.72 miles	0.60	0.30	$2.0	09/2013	0	PSR	TBD	335	Mandates	2016/17	2012A or 2014		
2012/13	05	SB	135	9	10	Install souce control measures to control erosion	On Highway 135 in Santa Barbara County from 0.12	0.60	0.30		09/2013	0	PSR	TBD	335	Mandates	2017/28	2012A or 2014		
2012/13	05	SB	166	32	48	Install souce control measures to control erosion	On Highway 166 in San Luis Obispo and Santa Barbara	0.60	0.30		09/2013	0	PSR	TBD	335	Mandates	2017/28	2012A or 2014		
2012/13	05	SLO	166	R70.14	74.7	Pavement Preservation	Near New Cuyama from 0.2 miles north of Cuyma River	0.50	0.30		09/2013	0	PSSR	CE	121	Roadway	2016/17	2014		
2012/13	05	Mon	1	R78.1	R85.1	Pavement Preservation	Near Seaside from Fremont Street O.C. to South Marina	0.50	0.30	$11.0	09/2013	0	PSSR	CE	121	Roadway	2017/18	2014		
2012/13	05	SB	Var	Var	Var	Safety Improvements	various	0.75	0.75	$2.0	09/2013	0	PSR	CE	015	Collision Reduction	2017/18	2014		
2012/13	05	SLO	Var	Var	Var	Safety Improvements	various	0.75	0.75	$2.0	09/2013	0	PSR	CE	015	Collision Reduction	2017/18	2014		
2012/13	05	MON	Var	Var	Var	Safety Improvements	various	0.75	0.75	$2.0	09/2013	0	PSR	CE	015	Collision Reduction	2017/18	2014		
2012/13	05	SBt	Var	Var	Var	Safety Improvements	various	0.75	0.75	$2.0	09/2013	0	PSR	CE	015	Collision Reduction	2017/18	2014		
2012/13	05	SCr	Var	Var	Var	Safety Improvements	various	0.75	0.75	$2.0	09/2013	0	PSR	CE	015	Collision Reduction	2017/18	2014		
2012/13	05	SB	Var	Var	Var	Safety Improvements	various	0.75	0.75	$2.0	09/2013	0	PSR	CE	010	Collision Reduction	2014/15	2012A		
2012/13	05	SLO	Var	Var	Var	Safety Improvements	various	0.75	0.75	$2.0	09/2013	0	PSR	CE	010	Collision Reduction	2014/15	2012A		
2012/13	05	MON	Var	Var	Var	Safety Improvements	various	0.75	0.75	$2.0	09/2013	0	PSR	CE	010	Collision Reduction	2014/15	2012A		
2012/13	05	SBt	Var	Var	Var	Safety Improvements	various	0.75	0.75	$2.0	09/2013	0	PSR	CE	010	Collision Reduction	2014/15	2012A		
2012/13	05	SCr	Var	Var	Var	Safety Improvements	various	0.75	0.75	$2.0	09/2013	0	PSR	CE	010	Collision Reduction	2014/15	2012A		
2012/13	05	SB	101	12.7	21	Roadway Rehab--CAPM	In and Near Santa Barbara from Milpas UC to Maria	0.40	0.40	$14.0	09/2013	0	PSSR	CE	121	Roadway	2015/16	2014		
2012/13	05	SBT		L5706		Construct Maintenance Station	In Hollister	0.75	0.40		09/2011	100	FPSR	ND	352	Facilities	2014/15	2012		
2012/13	05	SLO		L5714		Construct Maintenance Station	O Co Near San Luis O	0.75	0.40		09/2011	100	FPSR	TBD	352	Facilities	2014/15	2012		
2012/13	05	SCR	17	0	12.5	TOS	Between Rte 1 and Santa Clara County Line	0.50	0.30	$5.9	09/2013	100	PSR	CE	315	Mobility	2016/17	2014		
2012/13	05	MON	156	0	5.4	TMS	At various locations	0.50	0.30	$1.3	09/2013	100	PSR	CE	315	Mobility	2016/17	2014		
2012/13	05	MON	68	4	18.1	TMS	At various locations	0.50	0.30	$1.8	09/2013	100	PSR	CE	315	Mobility	2016/17	2014		
2012/13	05	SLO	101	26.9	27.4	Construct N/B Auxiliary Lane	In SLO from Los Osos Valley Rd to Madonna Rd	0.50	0.30		09/2013	100	PSR	ND	310	Mobility	2016/17	2014		
2012/13	05	SLO	101	30.3	59	TMS	At various locations	0.50	0.30		09/2013	100	PSR	CE	315	Mobility	2016/17	2014		
2012/13	05	SBT	25	51.4	60	TMS	At various locations	0.50	0.30		09/2013	100	PSR	CE	315	Mobility	2016/17	2014		
2012/13	05	MON	101	82	101.3	TMS	At various locations	0.50	0.30		09/2013	100	PSR	CE	315	Mobility	2016/17	2014		
2012/13	05	SLO	1	27.6	32	Highway Planting Restoration	South Bay Blvd to Yerba Buena St in and near Morro Bay	0.50	0.40	$1.6	09/2013	100	PSR	CE	210	Roadside	2016/17	2014		
2012/13	05	SLO	101	29.1	30.2	Highway Planting Restoration, North SLO	In San Luis Obispo from 1/101 Sep to SLO Creek Bridge	0.50	0.40		09/2013	100	PSR	CE	210	Roadside	2016/17	2014		
2012/13	05	SB	101	70	90.9	Replacement Planting	From Los Alamos to Santa Maria	0.50	0.40		09/2013	100	PSR	CE	210	Roadside	2016/17	2014		
2012/13	05	MON	1	72.3	89.1	Beautification & Modernization	In & Near Monterey from Carmel River Br to the Salinas	0.50	0.40		09/2013	100	PSR	CE	245	Roadside	2016/17	2014		
2012/13	05	SBT	25	0	47.4	CAPM	Near Hollister from Monterey/San Benito Co. Line to	0.40	0.40	$22.6	09/2013	100	CAPM PE	CE	121	Roadway	2015/16	2014		
2012/13	05	MON	1	0.1	43.8	Replace Culverts	At various locations from SLO/MON Co Line to 2.8 miles	0.50	0.40	$8.0	09/2013	100	PSR	ND	151	Roadway	2016/17	2014		
2012/13	05	MON	68	1.9	3.8	Roadway Rehab	In and near Pacific Grove from Presidio Blvd to west of Rte	0.60	0.40	$2.7	09/2013	100	PSSR	CE	120	Roadway	2016/17	2014		
2012/13	05	MON	183	2	8.4	Roadway Rehab -- CAP M	Near Salinas from Market Circle to north of Del Monte	0.40	0.20	$1.0	09/2013	100	CAPM PE	CE	121	Roadway	2016/17	2014		
2012/13	05	SLO	46	4.1	4.5	Embankment Repair	Near Cambria	0.50	0.40	$2.6	09/2013	100	PSR	CE	150	Roadway	2016/17	2014		
2012/13	05	MON	1	7.1	7.7	Stabilize Rockfall area	Near Gorda between Villa Creek Bridge and Alder Creek	0.50	0.40	$10.8	09/2013	100	PSR	ND	150	Roadway	2016/17	2014		
2012/13	05	MON	1	18.5	18.6	Construct Retaining Wall, Move Highway Laterally, or Construct Viaduct	Near Mill Creek	0.50	0.40		09/2013	100	PSR	ND	150	Roadway	2016/17	2014		
2012/13	05	MON	198	18.5	18.7	Realignment	Mustang Grade	0.50	0.40		09/2013	100	PSR	CE	150	Roadway	2016/17	2014		
2012/13	05	MON	1	21.1		Protect Bridge Abutment	At Limekiln Crk Bridge	0.50	0.40		09/2013	100	PSR	ND/CE	150	Roadway	2016/17	2014		
2012/13	05	SB	154	21.4	32.2	Roadway Rehab--CAPM	Near Santa Barbara from west of Paradise Rd to east	0.40	0.40	$8.5	09/2013	100	PSSR	CE	121	Roadway	2015/16	2014		

FY 2010/11, 2011/12 & 2012/13

FY	District	County	Route	Begin Postmile	End Postmile	Improvement Description	Location	Estimated Total PY Cost for PID	Estimated PY Cost for FY	Project Cost with Support ($M)	Estimated PID Completion Date (Month/Year)	% Complete	Type of PID	Type of Environmental Document	Program Code (20.10.201.xxx)	SHOPP Program Category	Proposed Program Year	SHOPP Programming Cycle	CEQA Lead	Project Sponsor
2012/13	05	MON	1	22.3	31.9	Replace Culverts	At various locations from 0.4 miles south of Lucia to 0.5 miles	0.50	0.40		09/2013	100	PSR	ND	151	Roadway	2016/17	2014		
2012/13	05	SLO	101	34.2	34.5	Construct Retaining Wall	On Cuesta Grade along westerly flank of roadway	0.50	0.40		09/2013	100	PSR	CE	150	Roadway	2016/17	2014		
2012/13	05	SB	1	41.7	49.2	Roadway Rehab--AC Overlay and Widen Shoulders Changed to Rehab--CAPM project	Near Santa Maria from Black Rd to Jct Rte 1/166	0.40	0.40	$4.2	09/2013	100	PSSR	ND	121	Roadway	2015/16	2014		
2012/13	05	SLO	46	45.9	51	CAPM	Near Paso Robles from east of McMillan Canyon	0.40	0.40	$7.2	09/2013	100	PSR	CE	121	Roadway	2015/16	2014		
2012/13	05	SLO	1	58	73.5	Repair Culverts	In SLO & MON counties, from north of Cayucos to south	0.50	0.40		09/2013	100	PSSR	ND	151	Roadway	2016/17	2014		
2012/13	05	SCR	1	R0.9	R1.4	Embankment Reconstruction	Watsonville	0.50	0.40		09/2013	100	PSR	ND	150	Roadway	2016/17	2014		
2012/13	05	MON	1	R34.5	R42.3	Roadway Rehab--CAPM	Near Big Sur from s/o Burns Crk Br to 4 km n/o Torre Cyn	0.40	0.40	$4.3	09/2013	100	PSSR	CE	121	Roadway	2015/16	2014		
2012/13	05	Var	Var	Var	Var	Exit Sign Retrofit (686 Total in the District)	At Freeway Exits throughout the District's 5 Counties	0.50	0.40	$2.8	09/2013	100	PSR	CE	170	Roadway	2016/17	2014		
District 05 - 2012/13								**39.3**	**27.6**	**$174.8**										
2012/13	06	KER	5	0.55	0.55	Replace Bridge	Cuddy Creek Br. 50-0048	1.20	1.20	$30.1	6/1/2013		PSR	CE	110	Bridge	2014/15	2016		Caltrans
2012/13	06	FRE/KIN/MAD	Var	Var	Var	Seismic Restoration	Fre-33-69.1 Br. 42-0134; Fre-41-R21.81 Br. 42-	1.70	1.70	$5.8	6/1/2013		PSR	CE	113	Bridge	2014/15	2016		Caltrans
2012/13	06	KER/TU	Var	Var	Var	Seismic Restoration	Ker-99-26.78 Br. 50-0266; Ker-178-R1.95 Br. 50-	1.70	1.70	$5.8	6/1/2013		PSR	CE	113	Bridge	2014/15	2016		Caltrans
2012/13	06	TUL	198	0.00	44.10	Construct Shoulders and Upgrade/ Install Guardrails	Various locations from Fresno County to Sequoia National	1.50	1.50	$4.6	6/1/2013		PSSR	CE	015	Collision Reduction	2014/15	2016		Caltrans
2012/13	06	KIN	198	3.0	R10.5	Construct Concrete Median Barrier	Ave 25 to 14th Ave UC# 45-79	0.80	0.80	$8.1	6/1/2013		PSSR	CE	010	Collision Reduction	2014/15	2016		Caltrans
2012/13	06	KIN	41	15.0	31.0	Shoulder Widening on Narrow Two lane Roads	Bull Wheel Ridge Rd to 22nd Ave	1.50	1.50	$8.1	6/1/2013		PSSR	CE	010	Collision Reduction	2014/15	2016		Caltrans
2012/13	06	TUL	190	15.00	46.20	Construct Shoulders and Upgrade/ Install Guardrails	From East of SR 65 to Camp Nelson	0.90	0.90	$4.3	6/1/2013		PSSR	CE	015	Collision Reduction	2014/15	2016		Caltrans
2012/13	06	KER	58	19.20	77.20	Construct Shoulders and Upgrade/ Install Guardrails	Various locations from McKittrick to east of State Route	1.50	1.50	$4.3	6/1/2013		PSSR	CE	015	Collision Reduction	2014/15	2016		Caltrans
2012/13	06	KER	58	19.20	77.20	Construct Shoulders and Upgrade/ Install Guardrails	Various locations from McKittrick to east of State Route	1.40	1.40	$4.3	6/1/2013		PSSR	CE	015	Collision Reduction	2014/15	2016		Caltrans
2012/13	06	KER	58	57.4	59.4	Construct Thrie Beam Median Barrier	Oswell St OC to 58/184 Separation	0.70	0.70	$2.0	6/1/2013		PSSR	CE	010	Collision Reduction	2014/15	2016		Caltrans
2012/13	06	KER	58	65.08	69.8	Construct Concrete Median Barrier	Tower Line Rd OC to Existing Barrier	0.80	0.80	$4.1	6/1/2013		PSSR	CE	010	Collision Reduction	2014/15	2016		Caltrans
2012/13	06	KER	99	L0.0	R43.40	Construct Shoulders and Upgrade/ Install Guardrails	Various locations from State Route 5 to Famoso Overhead	1.00	1.00	$12.4	6/1/2013		PSSR	CE	015	Collision Reduction	2014/15	2016		Caltrans
2012/13	06	FRE	41	M6.0	R21.6	Construct Concrete Median Barrier	Elkhorn Ave to Jensen Ave	0.80	0.80	$10.5	6/1/2013		PSSR	CE	010	Collision Reduction	2014/15	2016		Caltrans
2012/13	06	VAR	VAR	VAR	VAR	Safety Reserve	VAR	0.60	0.60	$2.0	6/1/2013		PSSR	CE	010	Collision Reduction	2011/12	2016		Caltrans
2012/13	06	VAR	VAR	VAR	VAR	Safety Reserve	VAR	0.60	0.60	$2.0	6/1/2013		PSSR	CE	010	Collision Reduction	2011/12	2016		Caltrans
2012/13	06	VAR	VAR	VAR	VAR	Safety Reserve	VAR	0.60	0.60	$2.0	6/1/2013		PSSR	CE	010	Collision Reduction	2011/12	2016		Caltrans
2012/13	06	VAR	VAR	VAR	VAR	Safety Reserve	VAR	0.60	0.60	$2.0	6/1/2013		PSSR	CE	010	Collision Reduction	2011/12	2016		Caltrans
2012/13	06	VAR	VAR	VAR	VAR	Safety Reserve	VAR	0.60	0.60	$2.0	6/1/2013		PSSR	CE	010	Collision Reduction	2011/12	2016		Caltrans
2012/13	06	VAR	VAR	VAR	VAR	Future ADA	VAR	1.00	1.00	$5.0	6/1/2013		PSR	CE	361	Mandates	2011/12	2016		Caltrans
2012/13	06	FRE	168	0.0	6.3	Freeway Maintenance Access	In Fresno - From Route 180 to Sierra	0.80	0.80	$1.7	6/1/2013		PSSR	CE	235	Roadside	2014/15	2016		Caltrans
2012/13	06	TUL	245	0.0	12.0	CAPM	Near Visalia from Rte 198 to Rte 201	0.70	0.70	$10.9	6/1/2013		PSR	CE	121	Roadway	2014/15	2016		Caltrans
2012/13	06	FRE	145	0.00	25.10	CAPM	Near Coalinga from I-5 to Madera Avenue	1.50	1.50	$18.7	6/1/2013		PSR	CE	121	Roadway	2014/15	2016		Caltrans
2012/13	06	MAD	99	0	9.5	CAPM	Near Fresno from Fresno-Madera Co. Ln to Gateway OC	1.00	1.00	$12.9	6/1/2013		PSR	CE	121	Roadway	2014/15	2016		Caltrans
2012/13	06	KER	202	1.47	8.9	CAPM	Near Tehachapi form Gate of Calif State Prison to	1.00	1.00	$6.6	6/1/2013		PSR	CE	121	Roadway	2014/15	2016		Caltrans
2012/13	06	TUL	216	2.5	11.7	CAPM	from Lovers Lane to Friant-Kern Canal	0.60	0.60	$9.1	6/1/2013		PSR	CE	121	Roadway	2014/15	2016		Caltrans
2012/13	06	FRE	33	17	24.0	CAPM	Near Coalinga from Phelps Avenue to Jct SR 198	1.00	1.00	$4.9	6/1/2013		PSR	CE	121	Roadway	2014/15	2016		Caltrans
2012/13	06	FRE	168	18.6	25.5	CAPM	Near Clovis from Sample Rd to Oak Creek Rd	1.00	1.00	$6.1	6/1/2013		PSR	CE	121	Roadway	2014/15	2016		Caltrans
2012/13	06	FRE	168	25.5	32.9	CAPM	Near Clovis from Oak Creek Rd to Lodge Rd	1.00	1.00	$5.4	6/1/2013		PSR	CE	121	Roadway	2014/15	2016		Caltrans
2012/13	06	FRE	168	39.23	49.6	CAPM	Near Shaver Lake from 0.8 km west of Cressman Rd to	1.20	1.20	$9.0	6/1/2013		PSR	CE	121	Roadway	2014/15	2016		Caltrans
2012/13	06	KER	65	R0.0	6.1	AC Overlay	Near Bakersfield from Jct 99 65/99 Sep 500-205 to 1.0	1.20	1.20	$8.0	6/1/2013		PSR	CE	120	Roadway	2014/15	2016		Caltrans
District 06 - 2012/13								**30.5**	**30.5**	**$212.7**										
2012/13	07	LA	2	2.3	3.6	Rehab Roadway to Relinquish	Centinela/Route 405	1	0.5		9/1/2012	85	PSSR	CE	160	Mandates	2011/12	2010		
2012/13	07	LA	2	10.6	12.7	Rehab Roadway to Relinquish	La Brea/Route101	1	0.5		9/1/2012	85	PSSR	CE	160	Mandates	2011/12	2010		
2012/13	07	LA	2	12.8	14.4	Rehab Roadway to Relinquish	Rte 101/Rte 2 Fwy	1	0.5		9/1/2012	90	PSSR	CE	160	Mandates	2011/12	2010		
2012/13	07	LA	1	14.2	18.1	Rehab Roadway to Relinquish	In Torrance - Pennsy	1	0.5		9/1/2012	25	PSSR	CE	160	Mandates	2011/12	2010		
2012/13	07	LA	19	7.8	8.4	Rehab Roadway to Relinquish	Century/Priscilla	1	0.5		9/1/13	10	PSSR	CE	160	Mandates	2013/14	2012		
2012/13	07	VEN	var	0.00	100.00	subscour mitigation	var	0.2	0.5	$3.0	9/1/2012		PSSR	CE	111	Bridge	2014/15	2014		
2012/13	07	LA	VAR	0.0	8.0	upgrade bridge rails	IN THE CITY OF LA VAR LOC Br No 53-0617, 0675,	0.2	2.0	$4.1	9/1/2012		PSSR	CE	112	Bridge	2014/15	2014		
2012/13	07	VEN	101	29.0	31.0	SEISMIC RETROFIT	IN VEN CO RTE 10	0.2	0.5		9/1/2012		PSSR	CE	113	Bridge	2014/15	2014		

FY 2010/11, 2011/12 & 2012/13

FY	District	County	Route	Begin Postmile	End Postmile	Improvement Description	Location	Estimated Total PY Cost for PID	Estimated PY Cost for FY	Project Cost with Support ($M)	Estimated PID Completion Date (Month/Year)	% Complete	Type of PID	Type of Environmental Document	Program Code (20.10.201.xxx)	SHOPP Program Category	Proposed Program Year	SHOPP Programming Cycle	CEQA Lead	Project Sponsor
2012/13	07	LA	101	34.0	36.0	SUB-REPLACE	KANAN RD OC 53-	0.2	0.5		9/1/2012		PSSR	CE	110	Bridge	2014/15	2014		
2012/13	07	LA	134	0.00	13.34	Install MBGR	At various locations from SR 170 to I-210	0.25	0.20	$2.3	6/30/2012	100	PSR/PR	CE	15	Collision Reduction	2013/14	2014/15		
2012/13	07	LA	710	6.06	27.11	Install concrete railing	Various locations from shoreline Dr OC to Gravois Ave	0.75	2.0		9/1/2012	0	PSR/PR	CE	015	Collision Reduction	2014/15	2014/15		
2012/13	07	LA	405	R21.18	29.54	Wet pavement correction	At various locations		1.5		9/1/2012				010	Collision Reduction	2013/14	2014/15		
2012/13	07	LA	039	18.36	38.15	Install MBGR at various locations	Champan Cyn to Crytal Lake	0.75	2.0		9/1/2012	0	PSR/PR	CE	015	Collision Reduction	2014/15	2015/16		
2012/13	07	LA	019	7.80	8.40	Rehab Roadway to Relinquish	Century/Priscilla		0.5	$1.0	9/1/13	10	PSSR	CE	160	Mandates	2012/13	2012	T. Tran 7-1704	
2012/13	07	LA	various	TBD	TBD	Storm Water BMPs	various		0.5	$1.0	9/1/2012		PSSR	CE	335	Mandates	2013/14	2012		
2012/13	07	VEN	various	TBD	TBD	Storm Water BMPs	various		0.5		9/1/2012		PSSR	CE	335	Mandates	2013/14	2012		
2012/13	07	VEN	101	8.20	12.6	SLAB REPLACEMENT AND AC OL	WENDY DR TO ARROYO CALLEGUAS	1.0	0.5		9/1/2012	0	CAPM - PR	CE	121	Roadway	2014/15	2014		
2012/13	07	LA	405	21.10	34.3	SLAB REPLACEMENT AND AC OL	RTE 105 TO GETTY CTR(MAY BE	1.0	2.0		9/1/2013	40	PSSR	CE	120	Roadway	2015/16	2014		
2012/13	07	LA	5	42.90	58	SLAB REPLACEMENT AND AC OL	N OF ROXFORD UC TO N OF HASELY CNY	1.0	2.0		9/1/2012	20	PSSR	CE	120	Roadway	2015/16	2014		
2012/13	07	VEN	var	0.00	100.00	subscour mitigation	var	0.2	2.5	$3.0	9/1/2014	0	PSSR	CE	111	Bridge	2015/16	2014		
2012/13	07	LA	039	15.0	8.0	upgrade bridge rails	IN LA CO RTE 39, Br No 53-0321, 0113, 0114, 0115,	0.2	2.5	$4.0	9/1/2014		PSSR	CE	112	Bridge	2015/16	2014		
2012/13	07	LA	39	17	19	SEISMIC RETROFIT	IN LA CO RTE 039 SAN GABRIEL RIVER	0.2	1.5	$2.6	9/1/2014		PSSR	CE	113	Bridge	2015/16	2014		
2012/13	07	LA	005	35.5	36.5	SUPER REHAB	LAUREL CANYON BLVD OC	0.2	2.0	$4.2	9/1/2014		PSSR	CE	110	Bridge	2015/16	2014		
2012/13	07	LA	101	23.50	32.55	Install MBGR at high embankment	Winnetka Ave to Liberty Cyn	1.00	2.0	$5.0	6/9/13	0	PSR/PR	CE	015	Collision Reduction	2015/16	2014		
2012/13	07	LA	19	3.98	5.49	Rehab Roadway to Relinquish	Del Amos Blvd to Re	1	1.0	$1.0	9/1/13	0	PSSR	CE	160	Mandates	2013/14	2012		
2012/13	07	LA	164	3.98	4.97	Rehab Roadway to Relinquish	Rush St to Rio Hund	1	1.0		9/1/13	0	PSSR	CE	160	Mandates	2013/14	2012		
2012/13	07	LA	164	4.97	5.63	Rehab Roadway to Relinquish	Rio Hondo to Route	1	1.0		9/1/13	0	PSSR	CE	160	Mandates	2013/14	2012		
2012/13	07	LA	164	5.02	6.88	Rehab Roadway to Relinquish	Rio Hondo to Grand	1	1.0		9/1/13	0	PSSR	CE	160	Mandates	2013/14	2012		
2012/13	07	LA	170	11.7		Rehab Roadway to Relinquish	Cahuenga Blvd E	1	1.0		9/1/13	0	PSSR	CE	160	Mandates	2013/14	2012		
2012/13	07	LA	various	TBD	TBD	Storm Water BMPs	various		2.5	$1.0	9/1/2013		PSSR	CE	335	Mandates	2013/14	2014		
2012/13	07	VEN	various	TBD	TBD	Storm Water BMPs	various		2.5		9/1/2013		PSSR	CE	335	Mandates	2013/14	2014		
2012/13	07	LA	005	16.70	39.40	Install MBGR	At various locations from Jct Rte 60 to Jct Rte 118	0.25	0.7	$3.9	6/30/13	100	PSR/PR	CE	15	Collision Reduction	2015/16	2016		
2012/13	07	LA	60	0.00	6.8	SLAB REPLACEMENT AND AC OL	SMCA VIADUCT TO GREEWOOD AVE OC	0.5	0.5	$40.0	6/30/2013	100	CAPM - PR	CE	121	Roadway	2015/16	2014		
2012/13	07	LA	57	7.70	12.2	SLAB REPLACEMENT AND GRIND	57/10/71 TO JCT 57/210	1.0	0.5		6/30/2012	100	CAPM - PR	CE	121	Roadway	2014/15	2014		
2012/13	07	LA	5	59.65	72.68	SLAB REPLACEMENT AND AC OL	VIOLIN CYN TO VISTA DE LAGO	0.5	0.5	$44.0	6/30/2013	100	CAPM - PR	CE	121	Roadway	2014/15	2014		
2012/13	07	LA	5	72.70	88.61	SLAB REPLACEMENT AND AC OL	VISTA DE LARGO TO KERN CTY LN	0.5	0.5	$92.0	6/30/2013	100	CAPM - PR	CE	121	Roadway	2014/15	2014		
District 07 - 2012/13								**20.1**	**40.9**	**$212.1**										
2012/13	08	SBN	40	105.90		Bridge Replacement	Near Esex Watson Wash Br #54-08051.		1.00	$7.7	9/1/2013		PSR/PR	ND	110	Bridge	2012/13			
2012/13	08	SBN	Var			Construct new BR railing	Also RIV-VAR, 10, 60, 62,11, & 243; SBD 15, 40, 58, 62,		0.10	$2.5	11/1/2012		PSR	ND	112	Bridge	2012/13			
2012/13	08	SBN	62	0.00	6.70	Pavement Rehab (phase 2)	In Rancho FR 7th ST UC to Sierra AV UC		0.15	$127.5	10/1/2012		PSR	CE	120	Roadway	2012/13			
2012/13	08	SBN	74	13.20	33.90	Upgrade Bridge Rail	Also RIV-15, 86, 95, 111, & SBD 38, 62, 142		0.10	$4.5	12/1/2012		PSR	ND	112	Bridge	2012/13			
2012/13	08	SBN	330	32.50	33.70	Replace Bridge Rail & approach rail	At City Ck BR #54-365 & # 54-345		1.00	$2.5	10/1/2102		PSR	CE	112	Bridge	2012/13			
2012/13	08	SBN	40	120.00	154.40	Treat decks w/metharylate, replace joint seals	Needles FR Water RD OC to Marina RD UC		0.10	$1.3	11/1/2012		PSR	CE		Bridge	2012/13			
2012/13	08	SBN	15	135.10	136.20	Replace Bridges & widen shoulders	In Baker at Mojave River BR #54-278R/l		0.10	$14.1	7/31/2012		PSR	ND	114	Bridge	2012/13			
2012/13	08	RIV	15	0.00	12.20	Install RMS, CCTV, CMS, VDS, HAR, ESU, RAMP widening, HUB TOS Cabinet & Fiber Optic Comm Sys	FR Temecula to Murrieta FR SD Con LN to 1.4 MI		0.15	$36.7	5/1/2013		PSR	ND	315	Mobility	2013/14			
2012/13	08	RIV	60	1.50	10.00	Construct Aux lanes, widen connector, widen ramps	Also Riv-60 RO 0/RO .334 IN Chino 7 Ontario FR		0.15	$185.3	5/1/2013		PSR	EIS/EIR	310	Mobility	2013/14			
2012/13	08	SBN	215	7.00	17.80	Install FOC backbone, RMS, CMS, CCTV, VDS, ESU, TOS, HUB & widen on-ramps	In SBD FR N/O 4th ST to JCT Rte 15/215		0.15	$8.4	5/1/2013		PSR	ND	315	Mobility	2013/14			
2012/13	08	SBN	15	16.20	26.50	Fiber optic backbone commo system, CCTV, VDS & TOS cabinets	Near Devore FR .3 KM S/O Rte 15/215 IC to 2.1 MI S/O		0.15	$20.4	2/1/2013		PSR	ND	315	Mobility	2013/14			
2012/13	08	SBN	138	17.10	19.20	Construct 12 meter paved section on new alignment	NR Hesperia FR 3 KM E/O Rte 15 to .2 KM W/O Summit		0.15	$45.6	4/1/2013		PSR	EIS/EIR	310	Mobility	2013/14			
2012/13	08	RIV	95	20.50	26.00	Widen shoulders & rehab (D-11 173900)	Near Blythe FR 2.6 KM N/O Paradise Camp Rd to 12.4		0.15	$2.2	3/1/2013		PSR/PR	ND	310	Mobility	2013/14			
2012/13	08	RIV	15	26.00	41.80	Install RMS, CCTV, CMS, VDS, HAR, ESU, RAMP widening, HUB TOS Cabinet & Fiber Optic Comm Sys	FR Lake Elsinore to Corona FR .6 MI S/O Lake St .w MI		0.20	$27.6	6/1/2013		PSR	CE	315	Mobility	2013/14			
2012/13	08	SBN	15	26.00	48.00	Install TMS, Ramp meter stations (RMS'S)	Near Hesperia 2.2 MI S/O Oak Hill Rd to .3 MI N/O		0.50	$26.7	3/1/2013		PSR	CE	315	Mobility	2013/14			
2012/13	08	SBN	15	26.40	48.00	Install TMS, vehicle detection stations (VDS'S)	Near Hesperia 2.2 MI S/O Oak Hill Rd to .3 MI N/O		0.15	$6.5	3/1/2013		PSR	CE	315	Mobility	2013/14			
2012/13	08	SBN	10	6.20	9.20	Install landscaping & upgrade irrigation	In Ontario FR Vineyard AV to Milliken AV		0.15	$4.3	6/1/2013		PSR/PR	CE	210	Roadside	2013/14			
2012/13	08	RIV	10	134.00	138.00	Upgrade SRRA	17.5 MI W/O Blythe at Wiley's Well SRRA EB &		0.15	$7.6	5/1/2013		PSR/PR	CE	250	Roadside	2013/14			
2012/13	08	RIV	10	8.20	16.30	PCC Grinding & replace slabs & mill overlay ramps	In Banning FR Pennsylvania Av to Field Rd		1.00	$22.4	9/1/2012		PSR	CE	121	Roadway	2012/13			

FY 2010/11, 2011/12 & 2012/13

FY	District	County	Route	Begin Postmile	End Postmile	Improvement Description	Location	Estimated Total PY Cost for PID	Estimated PY Cost for FY	Project Cost with Support ($M)	Estimated PID Completion Date (Month/Year)	% Complete	Type of PID	Type of Environmental Document	Program Code (20.10.201.xxx)	SHOPP Program Category	Proposed Program Year	SHOPP Programming Cycle	CEQA Lead	Project Sponsor
2012/13	08	SBN	215	17.60		Rehab drainage system	At 15/215 IC in Devore		1.00	$2.5	3/1/2013		PSR	CE	151	Roadway	2013/14			
2012/13	08	SBN	10	30.90	39.10	PCC Grinding & replace slabs	In Redlands FR Jct SR 38/Orange St to Riv County Line		1.00	$8.4	4/1/2013		PSR	CE	121	Roadway	2013/14			
2012/13	08	RIV	79	35.40	37.50	Replace RSP Drainage Facilities	NR Beaumont, 1.5 MI N/O Sanderson to 1.7 MI Emerald		1.00	$2.5	5/1/2013		PSR	CE	151	Roadway	2013/14			
2012/13	08	SBN	38	46.60	56.10	Pavement Rehab	Mitchell Lane to .1 MI E/O Grout Creek BR		0.15	$3.4	12/1/2012		PSR	CE	120	Roadway	2012/13			
2012/13	08	RIV	10	74.00	105.00	Cold plane .2 ft & place .2 ft rubberized AC Type G	.2 KM w/o Hazy Gulch BR to Desert Center		0.15	$32.3	7/1/2012		PSR	ND	121	Roadway	2012/13			
2012/13	08	SBN	15	123.90	137.70	Grind and overlay pavement	NR Barstow FR Rasor RD to Baker RD		1.00	$7.4	6/1/2013		PSR	CE	121	Roadway	2013/14			
2012/13	08	SBN	62	131.00	142.70	Grind 45 MM, overlay 60mm DGAC (Type A)	NR Earp FR 7.4 MI S/O Rio Mesa to Arizona State Line		0.15	$9.6	8/1/2012		PSR	ND	121	Roadway	2012/13			
District 08 - 2012/13									**10.1**	**$619.9**										
2012/13	09	INY	190/136	11,14.5	36.1,17.5	Replace 34 cross drainage culverts		0.8	0.68	$1.2	7/1/2013		PSR	ND	151	Roadway	TBD			Caltrans
2012/13	09	MNO		5705		Upgrade Maintenance Facility	Near Lee Vining 2.6 km south of the north junction of SR	0.8	0.72	$5.8	7/1/2013		PSR	ND	352	Facilities	TBD			Caltrans
District 09 - 2012/13								**1.6**	**1.4**	**$7.0**										
2012/13	10					TBD (010 SHOPP)		0.8	0.8	$0.5			PSR/PR		010	Collision Reduction	2012/13			
2012/13	10					TBD (010 SHOPP)		0.8	0.8	$0.5			PSR/PR		010	Collision Reduction	2012/13			
2012/13	10					TBD (010 SHOPP)		0.8	0.8	$0.5			PSR/PR		010	Collision Reduction	2012/13			
2012/13	10					TBD (010 SHOPP)		0.8	0.8	$0.5			PSR/PR		010	Collision Reduction	2012/13			
2012/13	10					TBD (010 SHOPP)		1.0	1.0	$2.0			PSR		010	Collision Reduction	2012/13			
2012/13	10					TBD (010 SHOPP)		1.0	1.0	$2.0			PSR		010	Collision Reduction	2012/13			
2012/13	10					TBD (010 SHOPP)		1.0	1.0	$2.0			PSR		010	Collision Reduction	2012/13			
2012/13	10					TBD (010 SHOPP)		1.0	1.0	$2.0			PSR		010	Collision Reduction	2012/13			
2012/13	10					TBD (015 SHOPP)		1.0	1.0	$2.0			PSR		015	Collision Reduction	2012/13			
2012/13	10					TBD (015 SHOPP)		1.0	1.0	$2.0			PSR		015	Collision Reduction	2012/13			
2012/13	10					TBD (361 SHOPP)		0.5	0.5	$0.5			PSR/PR		361	Mandates	2012/13			

FY 2010/11, 2011/12 & 2012/13

FY	District	County	Route	Begin Postmile	End Postmile	Improvement Description	Location	Estimated Total PY Cost for PID	Estimated PY Cost for FY	Project Cost with Support ($M)	Estimated PID Completion Date (Month/Year)	% Complete	Type of PID	Type of Environmental Document	Program Code (20.10.201.xxx)	SHOPP Program Category	Proposed Program Year	SHOPP Programming Cycle	CEQA Lead	Project Sponsor
2012/13	10					TBD (361 SHOPP)		0.5	0.5	$0.5			PSR/PR		361	Mandates	2012/13			
2012/13	10					TBD (361 SHOPP)		0.5	0.5	$0.5			PSR/PR		361	Mandates	2012/13			
2012/13	10					TBD (378 SHOPP)		0.5	0.5	$0.5			PSR/PR		361	Mandates	2012/13			
2012/13	10					TBD (378 SHOPP)		0.5	0.5	$0.5			PSR/PR		361	Mandates	2012/13			
2012/13	10					TBD (378 SHOPP)		0.5	0.5	$0.5			PSR/PR		361	Mandates	2012/13			
2012/13	10	SJ	26	17.10	17.90	Curve improvement.	In San Joaquin county, on SR-26, east of Duck creek	0.2	0.2	$4.0		100%	PSR	ND	310	Mobility	2012/13			
2012/13	10	CAL	4	42.82	43.64	Curve improvement and turnout.	In Calaveras county, on SR-4, near Calaveras Big trees	0.3	0.3	$4.0		100%	PSR	Other (explain	310	Mobility	2012/13			
2012/13	10	STA	99	0.3		Safety Roadside Rest Area Restoration	Enoch Christoffersen SRRA, Capacity	0.8	0.8	$16.9		0%	FS/PSR	ND	250	Roadside	2012/13			
2012/13	10	MER	5	0.6		Safety Roadside Rest Area Restoration	John Erraca SRRA, Capacity Increasing	0.8	0.8	$16.9		0%	FS/PSR	ND	250	Roadside	2012/13			
2012/13	10	SJ	4	15.10	17.70	Highway Planting Restoration	In Stockton-Fresno Ave to Wilson Way I/C	0.5	0.5	$3.1		0%	PSR	CE	210	Roadside	2012/13			
2012/13	10	SJ	99	16.70	18.10	Highway Planting Restoration	In Stockton-Mariposa Road to Main Street	0.5	0.5	$2.5		0%	PSR	CE	210	Roadside	2012/13			
2012/13	10	MER	99	20.00	23.40	Highway Planting Restoration	In Atwater-Canal Creek to West Atwater OH	0.5	0.5	$2.7		0%	PSR	CE	210	Roadside	2012/13			
2012/13	10	SJ	5	23.90	26.50	Highway Planting Restoration	In Stockton- Walker Slough to Stockton Channel Viaduct	0.5	0.5	$3.1		0%	PSR	CE	210	Roadside	2012/13			
2012/13	10	STA	99	R1.6	R4.7	Highway Planting Restoration	In Turlock- South of Lander to north of Fulkerth	0.5	0.5	$2.6		0%	PSR	CE	210	Roadside	2012/13			
2012/13	10	Alp	4	0	3.2	Cap M	Bear Valley	0.6	0.6	$1.2		100%	PR	CE	121	Roadway	2012/13			
2012/13	10	SJ	99	1.7	5.8	Cap M	Milgeo OC to Junction of 120/99	0.5	0.5	$9.0		100%	PSSR	CE	121	Roadway	2012/13			
2012/13	10	Mer	140	4.3	11.7	Structural Section Repair & Widen Three Bridges	Near Gustine, W Jct Rte 33 to San Joaquin River	1.0	1.0	$7.0		100%	PSSR	ND	120	Roadway	2012/13			
2012/13	10	SJ	580	5	9	Cap M	SR 132 to W/O Corral Hollow Rd OC	0.60	0.60	$6.0		10%	PSSR		121	Roadway	2012/13			
2012/13	10	Ama	88	5.5	14.3	Cap M	SR 124 to SR 49	0.60	0.60	$7.0		30%	PSSR		121	Roadway	2012/13			
2012/13	10	Tuo	120	9.5	12.1	A/C Overlay & Widen	W/O 108/120 Jct to W Jct 49	0.9	0.9	$22.4		100%	PSSR	CE	120	Roadway	2012/13			
2012/13	10	SJ	99	10	14	Cap M	N/O Lathrop OC to S/O Arch Rd UC	0.6	0.6	$5.6		100%	PSSR	CE	121	Roadway	2012/13			
2012/13	10	Tuo	120	12.1	16.3	Rehab/Widen Shoulders & A/C Overlay	Yosemite Jct to Shawmut Rd	0.6	0.6	$7.0		100%	PSSR	ND	120	Roadway	2012/13			
2012/13	10	Tuo	120	16.25	24.1	A/C Overlay & Widen Shoulders	Shawmut Rd to Moccasin Creek Bridge	0.8	0.8	$2.6		100%	PSSR	CE	120	Roadway	2012/13			
2012/13	10	Mer	33	17.1	26.5	Crack sealing, digouts, shoulder backing, AC overlay	S/O Plaza Rd to S/O SR 140	0.6	0.6	$2.8		100%		CE	121	Roadway	2012/13			
2012/13	10	Mer	99	17.6	24.5	AC Overlay & Widen Shoulders "Franklin Slough Rehab"	S/O Franklin Slough to Grove Ave	0.6	0.6	$10.6		100%	PSSR	ND	120	Roadway	2012/13			
2012/13	10	SJ	88	19.2	25.4	Cap M	SR 12 to Amador County Line	0.5	0.5	$4.6		100%	PSSR	CE	121	Roadway	2012/13			
2012/13	10	Mpa	140	22	25.3	Rehabilitate roadway	In Mariposa from North Jct SR 49 to Whitlock Rd	0.8	0.8	$4.7		100%	PSSR	ND	120	Roadway	2012/13			
2012/13	10	Mer	5	31.8	32.5	Ramp Rehabilitation	Fre/Mer Co Line to Sta/Sj Co Line	0.6	0.6	$28.0		100%	PSSR	ND	120	Roadway	2012/13			
2012/13	10	Tuo	108	R16.1	R18.9	AC Overlay	Near Sonora from Lyons Dam Rd to .2 KM East of Long	0.9	0.9	$3.2		100%	PSSR	CE	120	Roadway	2012/13			
2012/13	10	Tuo	108	R18.9	R24.5	Rehab & Shoulder Widening	Near Long Barn from .2 KM East of Long Barn	0.9	0.9	$11.0		100%	PSSR	ND	120	Roadway	2012/13			
2012/13	10	Cal	4	R58	R65.9	Cap M	W/O Cabbage Patch Log Rd to Calaveras County Line	0.5	0.5	$6.0		100%	PSSR	CE	121	Roadway	2012/13			
District 10 - 2012/13								**28.4**	**28.4**	**$211.5**										
2012/13	11	SD	8,94	VAR	VAR	Seimic Retrofit	Bridge 57-0529L and Bridge 57-0122	1.5	1.5	$1.0	2012/13	0%	PSR	Cat/EX	113	Bridge				
2012/13	11	SD	8	VAR	VAR	Bridge Rehabilitation	Various Locations	1.5	1.5	$1.0	2012/13	0%	PSR	Cat/EX	110	Bridge				
2012/13	11	SD	#####	2.80	3.5	Shoulder improvements,rumble strips		1.0	1.0	$1.0	2011/12		PSR/PR		015	Collision Reduction				
2012/13	11	SD	805	23.5	23.8	Rumble strips, signing		0.5	0.5	$1.0	2012/13		PSR/PR		015	Collision Reduction				
2012/13	11	SD	76	32.9	33.9	Rumble strips, signing		0.5	0.5	$1.0	2012/13		PSR/PR		015	Collision Reduction				
2012/13	11	SD	78	52.2	54.1	Rumble strips, signing		0.5	0.5	$1.0	2012/13		PSR/PR		015	Collision Reduction				
2012/13	11	SD	78	75.9	76.7	Rumble strips, signing		0.5	0.5	$1.0	2012/13		PSR/PR		015	Collision Reduction				
2012/13	11	SD	8.00	R26.6	R28.9	Shoulder improvements		1.0	1.0	$1.0	2011/12		PSR/PR		015	Collision Reduction				
2012/13	11	SD	8.00	R30.4	R31.2	Shoulder improvements, signing		1.0	1.0	$1.0	2011/12		PSR/PR		015	Collision Reduction				
2012/13	11	SD	8.00	R65.4	R65.9	Shoulder improvements, guardrail, signing		1.0	1.0	$1.0	2011/12		PSR/PR		015	Collision Reduction				
2012/13	11	IMP	86.00	var	var	Construct missing Curb ramps		1.7	1.7	$1.0	2012/13		PSR		361	Mandates				
2012/13	11	SD	#####	var	var	Construct missing Curb ramps		2.0	2.0	$1.0	2012/13		PSR		361	Mandates				
2012/13	11	SD	52.00	var	var	Construct missing Sidewalk		1.8	1.8	$1.0	2012/13		PSR		361	Mandates				
District 11 - 2012/13								**14.5**	**14.5**	**$13.0**										

FY 2010/11, 2011/12 & 2012/13

FY	District	County	Route	Begin Postmile	End Postmile	Improvement Description	Location	Estimated Total PY Cost for PID	Estimated PY Cost for FY	Project Cost with Support ($M)	Estimated PID Completion Date (Month/Year)	% Complete	Type of PID	Type of Environmental Document	Program Code (20.10.201.xxx)	SHOPP Program Category	Proposed Program Year	SHOPP Programming Cycle	CEQA Lead	Project Sponsor
2012/13	12	ORA	VAR	VAR	VAR	Bridge Rehabilitation	PROJECT I1112	0.50	0.3	$1.1	Jun-12	0	PSR	CE	110	Bridge	2014/15	2012		
2012/13	12	ORA	VAR	VAR	VAR	Bridge Preservation	PROJECT J1112	0.50	0.3	$0.9	Jun-12	0	PSR	CE	113	Bridge	2014/15	2012		
2012/13	12	ORA	VAR	VAR	VAR	Bridge Rehabilitation	PROJECT I1213	0.50	0.3		Jun-13	0	PSR	CE	110	Bridge	2015/16	2012		
2012/13	12	ORA	5	30.28	33.22	Replace Steel blocks with wood blocks on Metal beam guard rail	On SR-261 at various locations	0.50	0.50		Jun-13	0	PR/PSR	CE	015	Collision Reduction	2012/13	2012		
2012/13	12	ORA	VAR	VAR	VAR	Safety Improvement	PROJECT A1213	0.50	0.50	$0.6	Jun-13	0	PR/PSR	CE	010	Collision Reduction	2012/13	2012		
2012/13	12	ORA	VAR	VAR	VAR	Safety Improvement	PROJECT B1213	0.50	0.50		Jun-13	0	PR/PSR	CE	010	Collision Reduction	2012/13	2012		
2012/13	12	ORA	VAR	VAR	VAR	Safety Improvement	PROJECT C1213	0.50	0.50		Jun-13	0	PR/PSR	CE	010	Collision Reduction	2012/13	2012		
2012/13	12	ORA	VAR	VAR	VAR	Safety Improvement	PROJECT D1213	0.50	0.50	$0.6	Jun-13	0	PR/PSR	CE	010	Collision Reduction	2012/13	2012		
2012/13	12	ORA	VAR	VAR	VAR	Safety Improvement	PROJECT E1213	0.50	0.50		Jun-13	0	PR/PSR	CE	010	Collision Reduction	2012/13	2012		
2012/13	12	ORA	VAR	VAR	VAR	Safety Improvement	PROJECT F1213	0.50	0.50		Jun-13	0	PR/PSR	CE	010	Collision Reduction	2012/13	2012		
2012/13	12	ORA	VAR	VAR	VAR	Safety Improvement	PROJECT G1213	0.50	0.50	$0.6	Jun-13	0	PR/PSR	CE	010	Collision Reduction	2012/13	2012		
2012/13	12	ORA	VAR	VAR	VAR	Safety Improvement	PROJECT H1213	0.50	0.50		Jun-13	0	PR/PSR	CE	010	Collision Reduction	2012/13	2012		
2012/13	12	ORA	VAR	VAR	VAR	ADA Curb Ramps	PROJECT O1112	0.50	0.3	$1.8	Jun-12	0	PR/PSR	CE	361	Mandates	2011/12	2011		
2012/13	12	ORA	VAR	VAR	VAR	ADA Curb Ramps	PROJECT P1112	0.50	0.3		Jun-12	0	PR/PSR	CE	361	Mandates	2011/12	2011		
2012/13	12	ORA	VAR	VAR	VAR	ADA Curb Ramps	PROJECT Q1112	0.50	0.3		Jun-12	0	PR/PSR	CE	361	Mandates	2011/12	2011		
2012/13	12	ORA	VAR	VAR	VAR	ADA Curb Ramps	PROJECT O1213	0.50	0.3	$1.8	Jun-11	0	PR/PSR	CE	361	Mandates	2012/13	2012		
2012/13	12	ORA	VAR	VAR	VAR	ADA Curb Ramps	PROJECT P1213	0.50	0.3		Jun-11	0	PR/PSR	CE	361	Mandates	2012/13	2012		
2012/13	12	ORA	VAR	VAR	VAR	ADA Curb Ramps	PROJECT Q1213	0.50	0.3		Jun-11	0	PR/PSR	CE	361	Mandates	2012/13	2012		
2012/13	12	ORA	VAR	VAR	VAR	Relinquishment	PROJECT M1112	0.50	0.3	$3.5	Jun-12	0	PSR	CE	160	Mandates	2014/15	2013		
2012/13	12	ORA	VAR	VAR	VAR	Relinquishment	PROJECT N1112	0.50	0.3		Jun-12	0	PSR	CE	160	Mandates	2014/15	2013		
2012/13	12	ORA	VAR	VAR	VAR	Relinquishment	PROJECT M1213	0.50	0.3	$3.5	Jun-11	0	PSR	CE	160	Mandates	2015/16	2014		
2012/13	12	ORA	VAR	VAR	VAR	Relinquishment	PROJECT N1213	0.50	0.3		Jun-11	0	PSR	CE	160	Mandates	2015/16	2014		
2012/13	12	ORA	55	2.00	6	In the Costa Mesa, NB/SB from 19th to 405	slab replacement, grinding, AC shoulder & ramps	0.50	0.3	$8.1	Jun-13	0	PSSR	CE	121	Roadway	2016/17	2012		
2012/13	12	ORA	55	6.00	11	In Costa Mesa, Santa Ana, Tustin, NB/SB from 405 to 4th St.	slab replacement, grinding, AC shoulder & ramps	0.50	0.3	$11.2	Jun-13	0	PSSR	CE	121	Roadway	2016/17	2012		
District 12 - 2012/13								**12.0**	**9.0**	**$33.5**										
District 1-12, 2012/13 Total								**258.6**	**262.1**	**$1,961.4**										
District 1-12, 2010/11 Through 2012/13 Total								**895.4**	**790.0**	**$6,041.8**										

Office of Projects/Plan Coordination

DISTRICT 1-12 THREE-YEAR NonSHOPP PROJECT INITIATION DOCUMENT

PROJECTED WORK PROGRAM

DRAFT

FY 2010/11, 2011/12 & 2012/13

FY	LEAD or QA?	District	Improvement Description	Location	Estimated Total PY Cost for PID	Approved PY Allocation for Current FY	Estimated PY Cost for FY	Project Cost with Support ($M)	Type of PID	Type of Environmental Document	ITIP/RTIP/Other Funding	STIP, Mixed, or exclusively OTHER?	Proposed Program Year	CEQA Lead	SHA or Reimbursement?	Project Sponsor
2010/11	LEAD	01	Community Improvements	Fort Bragg Downtown	0.6		0.6	$1.0	TE Applic		Other (explain)			Caltrans	SHA	Caltrans
2010/11	LEAD	01	Improvements, Sidewalks, Beautification/ Landscaping	Clearlake North Shore- Nice (Sayre Ave to Manzanita)	0.4		0.4	$1.0	TE Applic		Other (explain)			Caltrans	SHA	Caltrans
2010/11	LEAD	01	Improvements, Sidewalks, Beautification/ Landscaping	Clearlake North Shore- Lucerne (Foothill Dr to Country Club Dr)	0.5		0.5	$1.0	TE Applic		Other (explain)			Caltrans	SHA	Caltrans
2010/11	LEAD	01	Improvements, Sidewalks, Beautification/ Landscaping	Oaks (Island Dr to Lake Point Lodge)	0.4		0.4	$1.0	TE Applic		Other (explain)			Caltrans	SHA	Caltrans
2010/11	LEAD	01	Intersection Improvements	Blosser Lane	0.5		0.5	$1.0	TE Applic		Other (explain)			Caltrans	SHA	Caltrans
2010/11	LEAD	01	Traffic Calming	Laytonville 2	0.5		0.5	$1.0	TE Applic		Other (explain)			Caltrans	SHA	Caltrans
2010/11	LEAD	01	Traffic Calming	Cobb	0.4		0.4	$1.0	TE Applic		Other (explain)			Caltrans	SHA	Caltrans
2010/11	QA	01	New Interchange	Between 6th St. exit and Trinidad Road exit	0.30		0.1	$17.6	PSR	OTHER (explain	RTIP/Other	2MIXED	2010/11	Trinidad Rancheria	SHA	Trinidad Rancheria
2010/11	QA	01	Roadway Improvements	Lake 29- Hartman Road	0.2		0.2	$1.0	PSR		Other (explain)			Lake County	Reimbursement	Lake County
2010/11	MIS/FS/SS (LEAD)	01	Modify Structure	Ukiah N. State Street Overpass/Corridor	0.80		0.6	$1.0	STUDY(MIS-FS-SS)	OTHER (explain	RTIP/Other	2Mixed	N/A	Caltrans	SHA	Caltrans
2010/11	MIS/FS/SS (LEAD)	01	Traffic Calming, Intersection & Safety Improvements	Smith River	0.80		0.5	$1.0	STUDY(MIS-FS-SS)	OTHER (explain	RTIP/Other	2Mixed	N/A	Caltrans	SHA	Caltrans
2010/11	MIS/FS/SS (LEAD)	01	Operational, Intersection & Safety Improvements (Feasibility Study)	In Eureka at various locations along the Broadway corridor	1.50		0.3	$30.0	STUDY(MIS-FS-SS)	OTHER (explain	ITIP/Other	2Mixed	N/A	Caltrans	SHA	Caltrans
2010/11	MIS/FS/SS (LEAD)	01	PCBR/CCT Engineering Feasibility Analysis- Phase 1	From the intersection with SR 128 to Highway 101	1.2		1.2	$1.0	STUDY(MIS-FS-SS)		Other (explain)			Caltrans	SHA	Caltrans
2010/11	MIS/FS/SS (LEAD)	01	Operational, Intersection & Safety Improvements	6-7 Intersections in the greater Middletown area	0.9		0.9	$1.0	STUDY(MIS-FS-SS)		ITIP/Other			Caltrans	SHA	Caltrans
2010/11	MIS/FS/SS (LEAD)	01	Pedestrian Improvements	Orleans	0.7		0.7	$1.0	STUDY(MIS-FS-SS)		Other (explain)			Caltrans	SHA	Caltrans
2010/11	MIS/FS/SS (LEAD)	01	Traffic Calming, Bike/Ped Improvements	Various locations in and around downtown Crescent City	0.9		0.9	$1.0	STUDY(MIS-FS-SS)		Other (explain)			Caltrans	SHA	Caltrans
2010/11	MIS/FS/SS (QA)	01	Route 53 Feasibility Study	State Route 53 in and around Clearlake	0.30		0.1	$1.0	STUDY(MIS-FS-SS)	OTHER (explain	Other (explain)	3Other	N/A	Lake County	SHA	
District 01 - 2010/11					**10.90**		**8.8**	**$62.6**								
2010/11	LEAD	02		Yreka Complete Street	0.4		0.2	$1.0	PSR							
2010/11	LEAD	02		6 lane Hooker to Cottonwood Crk BR	0.7		0.7	$1.0	PSR							
2010/11	LEAD	02		6 lane Riverside to Bonnyview	0.7		0.6	$1.0	PSR							
2010/11	LEAD	02	Susanvile Relief Route Follow-up project		0.9		0.2	$1.0	PSR							
2010/11	LEAD	02		Unknown Scope	0.4		0.1	$1.0	PSR							
2010/11	LEAD	02		lane time extension from 9/10 workplan	0.9		0.4	$1.0	PSR							
2010/11	LEAD	02		Graeagle Complete Streets	0.5		0.2	$1.0	PSR							
2010/11	LEAD	02		Los Molinos Phase 2	0.4		0.4	$1.0	PSR							
2010/11	LEAD	02		273 Bike Lane Phase 1	0.4		0.2	$1.0	PSR							
2010/11	LEAD	02		299 3 lane phase 2 PSR revisit	0.5		0.5	$1.0	PSR							
2010/11	LEAD	02		unknown Complete Streets	0.5		0.2	$1.0	PSR							
2010/11	LEAD	02		Hal. Jct to Poz	0.8		0.4	$1.0	PSR							
2010/11	LEAD	02		Johnstonville	0.7		0.7	$1.0	PSR							
2010/11	LEAD	02		Baker Rd to Main St	0.3		0.3	$1.0								
2010/11	LEAD	02		Future of 99	2.1		0.3	$1.0								
2010/11	LEAD	02		det. Feas. Alts for future PID	1.1		1.1	$1.0								
2010/11	LEAD	02		Down River	0.8		0.4	$1.0								
2010/11	LEAD	02		Middle Weaverville Complete Streets	0.5		0.2	$1.0								
2010/11	QA	02		Knighton	0.7		0.4	$1.0	PSR							
2010/11	QA	02		Airport	0.6		0.2	$1.0	PSR							
2010/11	QA	02		Riverside	0.6		0.3	$1.0	PSSR							

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2010/11	QA	02		Bowman	0.6		0.3	$1.0								
District 02 - 2010/11					**15.10**		**8.3**	**$22.0**								
2010/11	LEAD	03	Signal Improve	South Lake Tahoe - Stateline to SR 89	0.5		0.1	$5.0								
2010/11	LEAD	03	Add HOV Ln(s)	I-80 to City of Lincoln	4.0		2.0	$60.0								
2010/11	LEAD	03	Add Aux. Ln(s)	SB I-5 between Florin & Pocket	0.7		0.1	$3.5								
2010/11	LEAD	03	Add HOV Ln(s)	I-5/I-80 to Sacramento International Airport	3.0		1.0	$100.0								
2010/11	LEAD	03	Add Auxiliary Lane.	Northbound on I-5 from the Del Paso Road off-ramp, along the I-5	0.6		0.6	$7.0								
2010/11	LEAD	03	Reconstruct Interchange	I-5 - Del Paso to SR 99/70	3.0		1.0	$150.0								
2010/11	LEAD	03	Add Aux. Ln(s) in the eastbound direction	US 50 from Sunrise Blvd. to Scott Road	0.6		0.6	$5.0			Other (explain)					
2010/11	LEAD	03	Add Aux. Ln(s) in the westbound direction	Scott Road to Sunrise Blvd.	0.7		0.7	$0.0			Other (explain)					
2010/11	LEAD	03	Add Aux. Ln(s)	WB from NB Howe on-ramp to SB Howe on-ramp	0.7		0.1	$7.0								
2010/11	LEAD	03	Add Aux. Ln(s)	WB & EB 50 from Bradshaw to Mather	0.6		0.1	$4.0								
2010/11	LEAD	03	Extend #4 lane, modify structure and close existing on -ramp.	Overhead to the American River Bridge	0.7		0.2	$20.0								
2010/11	LEAD	03	Eastbound direction and extend #3 lane under I-5 Overcrossing.	I-5/I-80 Interchange to I-80/Truxel Rd. Interchange	0.8		0.1	$4.0								
2010/11	LEAD	03	Add Auxiliary Lanes.	East and westbound I-80 from Northgate to Norwood.	0.7		0.7	$6.0								
2010/11	QA	03	New Road Connection	SR 49 and Crestview Dr.	0.2		0.1	$5.0	PSR		Other (explain)			Grass Valley		
2010/11	QA	03	Bike/Ped Bridge over I-80 and bike path	I-80 between Hircshdale and Floriston	0.15		0.1	$2.0	PSR		Other (explain)			Donner Recreatio		
2010/11	QA	03	New Signal	SR20/ Acacia	0.2		0.1	$2.1	PSR		Other (explain)					
2010/11	QA	03	New Interchange	Southgate at SR 99	0.2		0.1	$20.0								
2010/11	QA	03	Signal Improve	Sunrise Blvd.	0.1		0.1	$1.0								
2010/11	QA	03	Reconstruct Interchange	Hazel Avenue south of Folsom Blvd.	0.1		0.1	$1.0								
2010/11	QA	03	Modify Ramp	WB On-ramp from SB Bradshaw	0.1		0.1	$1.0								
2010/11	QA	03	Reconstruct Interchange	County Road 6, Dunnigan	0.3		0.2	$1.0								
2010/11	MIS/FS/SS (LEAD)	03	Phasing plan for the prioritization and sequencing of specific	SR 113/Interstate 80 junction in Solano County to Sierra College	3.0		1.5	$3,800.0								
2010/11	MIS/FS/SS (LEAD)	03	Phasing plan for the prioritization and sequencing of specific	H 50/Interstate 80 junction in West Sacramento to Cedar Grove	3.0		1.5	$2,400.0								
2010/11	MIS/FS/SS (LEAD)	03	Phasing plan for the prioritization and sequencing of specific	SR 99: San Joaquin County Line to Hwy 50 in Sacramento County;	3.0		1.5	$2,800.0								
District 03 - 2010/11					**26.95**		**12.6**	**$9,404.6**								
2010/11	LEAD	04		along Highway 1 on the Unincorporated San Mateo	0.60		0.60	$1.0	PSR							
2010/11	LEAD	04	Modify Ramp	Operational improvements near SR 92 and Hillsdale	0.80		0.80	$30.0	PSR							
2010/11	LEAD	04	Add Aux. Ln(s)	I-80 EB and WB Air Base Pkwy to Travis Blvd Fairfield	0.80		0.56	$1.0	PSSR		ITIP/RTIP		2016/17			
2010/11	QA	04	Convert HOV lanes to HOT lanes	SR 237/I-880 HOV lanes direct connector in Milpitas	0.50		0.50	$8.0	PEER	CE						
2010/11	QA	04	New Interchange	Phillips Lane in Antioch	0.25		0.25	$50.0	PSR	EIR	Other (explain)	OTHER	2011/12			Antioch
2010/11	QA	04		Richmond/Chevron Refinery	0.25		0.25	$7.0	PSR	Other (explain	Other (explain)	OTHER	2012/13			Richmond
2010/11	QA	04	Convert HOV lanes to HOT lanes	SR 85 from junction US 101 in San Jose to junction US 101 in	0.25		0.25	$61.0	PSR	EIR						
2010/11	QA	04	Modify Interchange	US 101/Montague Expressway in Santa Clara	0.25		0.25	$23.0	PSR	ND						
2010/11	QA	04	Modify Interchange	I-880/280/Stevens Creek in San Jose	0.25		0.25	$112.0	PSR	EIR						
2010/11	QA	04	Reconstruct Interchange	Candlestick I/C	0.30		0.30	$72.0	PSR							
2010/11	QA	04	Bike/Ped O/C	O/Cin the vicinity of Santa Rosa Junior College	0.25		0.25	$9.0	PSR	Other (explain	Other (explain)	MIXED	2010/11			
2010/11	QA	04	Modify Interchange	US 101/Trimble/De La Cruz Blvd in San Jose	0.25		0.25	$36.0	PSR/PR	CE						
2010/11	QA	04	Bus and Pedestrian Bulb-Outs	Lincoln Way to Junipero Serra Blvd	0.50		0.50	$7.8	PSR/PR	CE	Other (explain)	OTHER				
2010/11	QA	04	Bus Rapid Transit facilities	13th Street to Lombard Street	0.50		0.50	$119.0	PSR/PR	EIR	Other (explain)	OTHER				

FY 2010/11, 2011/12 & 2012/13

FY	LEAD or QA?	District	Improvement Description	Location	Estimated Total PY Cost for PID	Approved PY Allocation for Current FY	Estimated PY Cost for FY	Project Cost with Support ($M)	Type of PID	Type of Environmental Document	ITIP/RTIP/Other Funding	STIP, Mixed, or exclusively OTHER?	Proposed Program Year	CEQA Lead	SHA or Reimbursement?	Project Sponsor
2010/11	QA	04	Reconstruct Interchange	Lagoon Valley Blvd I/C Vacaville	0.40		0.28	$1.0	PSR/PR	EIR	Other (explain)		2010/11			
2010/11	QA	04	Study	SR 24 Corridor, from I-680 to I-580	0.20		0.20	$0.2			Other (explain)	OTHER	2010/11			Caltrans, CCTA
2010/11	QA	04	Modify off-ramp at SR 17 Southbound Off-ramp /Hamilton	SR 17/Hamilton Ave in Campbell	0.50		0.50	$1.0	PEER	TBD						
2010/11	QA	04	Construct Transit Center at Curtola Parkway and Lemon St.	Vallejo	0.60		0.45	$66.0	PR/PSR	Other (explain	Other (explain)	OTHER		Vallejo		STA
2010/11	QA	04	Modify Ramp	Pinole Valley Road	0.60		0.60	$2.0	PSR		Other (explain)	OTHER	2010/11			Pinole
2010/11	QA	04	Reconstruct Interchange	Clayton Road in Concord	1.00		1.00	$41.0	PSR		Other (explain)	OTHER	2012/13			Concord
2010/11	QA	04	Convert HOV Lane to Express Lanes - add new Express Lanes	Richardson Bay Bridge to Sonoma County Line	1.00		1.00	$1.0	PSR	ND/ FONSI			2011/12			
2010/11	QA	04	SB Ramp I/S signalization	Miller Creek Road SB ramp	0.50		0.50	$1.4	PSR	CE			2010/2011			
2010/11	QA	04	Access Improvments to Hwy bus pads to ramps	Various on Hwy 101	0.50		0.25	$1.0	PSR	CE			2011/12			
2010/11	QA	04	Implement BRT	El Camino Real/The Alameda BRT from Palo Alto to San Jose	0.80		0.80	$1.0	PSR	TBD						
2010/11	QA	04	New interchange	US 101/Mabury Rd in San Jose	1.00		1.00	$1.0	PSR	TBD						
2010/11	QA	04	Convert HOV lanes to HOT lanes	US 101 from Cochrane Rd in Morgan Hill to Embarcadero	0.80		0.80	$416.0	PSR	EIR						
2010/11	QA	04	Modify interchange	SR 237/Mathilda Ave and US 101/Mathilda in Sunnyvale	1.00		1.00	$15.0	PSR	TBD						
2010/11	QA	04	Modify two interchanges and add auxiliary lanes	SR 237/Middlefield Rd and SR 85/El Camino Real in Mountain	1.00		1.00	$200.0	PSR	TBD						
2010/11	QA	04	New SR 152 Alignment	Corridor extends from US 101 to SR 156	1.20		1.20	$1.0	PSR	TBD						
2010/11	QA	04	Reconstruct Interchange	Ocean/Geneva Avenue Exit	1.00		0.66	$1.0	PSR	EIR	Other (explain)	OTHER				
2010/11	QA	04	Modify Structure	Manor Drive Overcrossing in Pacifica	0.80		0.80	$13.0	PSR							
2010/11	QA	04	Add Aux. Ln(s)	SR 92 from I-280 to SM Bridge	0.80		0.80	$100.0	PSR							
2010/11	QA	04	Modify Ramp	Holly St I/C	0.50		0.50	$3.7	PSR							
2010/11	QA	04	Add HOV Ln(s)	US 101 between Whipple and SF County line	0.80		0.80	$10.0	PSR							
2010/11	QA	04	Extend Charcot Avenue	Charcot Ave in San Jose	0.70		0.70	$53.0	PSR/PR	ND						
2010/11	QA	04	Modify Ramp	Chess Drive ramp modifications in Foster City	0.50		0.50	$3.0	PSR/PR							
2010/11	QA	04	Modify Ramp	Various locations in South San Francisco	0.50		0.50	$5.0	PSR/PR							
2010/11	QA	04	Add HOV Ln(s)	I-80 Red Top to I-505	0.80		0.53	$1.0	PSR/PR	EIR	Other (explain)		2013/14			
2010/11	QA	04	Canyon Way/Hiddenbrooke Parkway ramp junctions	Hidden Brooke I/C Vallejo	0.80		0.80	$2.0	PSR/PR	CE	Other (explain)		2011/12			
2010/11	QA	04	Modify Ramp	Vaca Valley I/C in Vacaville	0.50		0.50	$1.0	PSR/PR		Other (explain)		2011/12			
2010/11	QA	04	State Route Relinquishment	SR 82 Reliquishment in San Jose	0.80		0.80	$1.0	PSSR	TBD						
2010/11	QA	04	Implement BRT/State Route Relinquishment	SR 130 Relinquishment & Santa Clara/ Alum Rock BRT in San	0.80		0.80	$160.0	PSSR	TBD						
2010/11	QA	04	Implement BRT/State Route Relinquishment	SR 130 Relinquishment & Santa Clara/ Alum Rock BRT in San	0.80		0.80	$0.0	PSSR	TBD						
2010/11	QA	04	Add Decel Ln	Turn pockets on Willow Rd and University Ave	0.50		0.50	$1.5	PSSR							
2010/11	QA	04	Express Lane/Toll Road Study for Marin Sonoma Narrows	From Novato thru Petaluma	0.20		0.20	$1.0	Study	EIR			2011/12			
2010/11	QA	04	Study	I-5 to I-80	0.20		0.20	$1.0			ITIP/RTIP/Other		2016/17			
2010/11	QA	04	Study	I-80 Corridor through Vallejo	0.20		0.10	$1.0			ITIP/RTIP/Other		2014/15			
2010/11	QA	04	Reconstruct Interchange	Woodside Road I/C	1.00		1.00	$53.2								
2010/11	QA	04	Add Aux. Ln(s)	San Bruno to SF County Line	0.80		0.80	$54.1	PSR							
District 04 - 2010/11					**29.85**		**28.4**	**$1,750.9**								
2010/11	LEAD	05	Operational Improvements along Sanborn Road	Salinas, from Route 101 to the RR tracks west of 101	2.00		1.40	$20.0	PSR	TBD	ITIP/RTIP/Other	2Mixed	2015/16			
2010/11	LEAD	05	Right-turn Channelization	In San Luis Obispo on State Route 01 & 101 at Olive Ave.	0.50		0.35	$2.6	PSR	CE	RTIP	1STIP	2014/15			
2010/11	LEAD	05	Operational Improvements (Passing lanes)	166 East of Santa Maria and Rte 101	1.50		1.00	$11.2	PSR/PDS	ND	RTIP	1STIP	TBD			
2010/11	LEAD	05	Remove Billboards (TE Project)	From SLO City Limits to Mon County Line	0.50		0.35	$2.0	TE	TBD	ITIP	1STIP	2014/15			
2010/11	LEAD	05	Construct Multi-Use Pathway (TE Project)	Atascadero City limits to Main Street at Templeton	0.50		0.35	$1.9	TE	TBD	ITIP	1STIP	2014/15			

FY 2010/11, 2011/12 & 2012/13

FY	LEAD or QA?	District	Improvement Description	Location	Estimated Total PY Cost for PID	Approved PY Allocation for Current FY	Estimated PY Cost for FY	Project Cost with Support ($M)	Type of PID	Type of Environmental Document	ITIP/RTIP/Other Funding	STIP, Mixed, or exclusively OTHER?	Proposed Program Year	CEQA Lead	SHA or Reimbursement?	Project Sponsor
2010/11	LEAD	05	Seismic Retrofit, Historic Restoration (TE project)	the District Office Annex--20 So. Higuera St.	0.50		0.35	$7.0	TE	TBD	ITIP	1STIP	2014/15			
2010/11	LEAD	05	Upgrade facility, reconstruct I/C, and frontage road system	From Main Street OC in Chualar to Airport Blvd in Salinas	1.00		0.50	$300.0	PSR/PDS	EIR	RTIP/Other	2MIXED	TBD			
2010/11	QA	05	Replace/Widen Bridge	San Lorenzo Bridge between SR9 and SR17	0.50		0.50	$15.0	PSR	TBD	Other (explain)	3OTHER	2013/14			
2010/11	QA	05	New Interchange	Interchange - 1 mile south of Tefft Street	0.50		0.35	$1.1	PSR	ND	Other (explain)	3OTHER	2015/16			
2010/11	QA	05	Modify Interchange	In Nipomo at the Route 101/Teft Street I/C	0.50		0.35	$6.2	PSR	TBD	Other (explain)	3OTHER	2015/16			
2010/11	QA	05	New Interchange	In Greenfield at the Walnut Ave O.C.	0.50		0.35	$30.0	PSR	ND	Other (explain)	OTHER	2013/14			
2010/11	QA	05	Interchange Modification, Operational Improvements	(Front Street/Moronda Road) Interchange	0.50		0.50	$20.0	PSR	ND	RTIP	3OTHER	2013/14			
2010/11	QA	05	Construct Bike Lane	In Goleta between the Hollister UC and San Jose Creek Bridge	0.50		0.35	$2.0	PSR	ND	Other (explain)	3OTHER	2015/16			
2010/11	QA	05	Intersection Improvements	In Santa Barbara at I/S of Las Positas & Cliff Dr.	0.50		0.35	$2.5	PSR	ND	RTIP/Other	2MIXED	2015/16			
2010/11	QA	05	Reconfigure Interchange	In Templeton at the Route 101/Main Street I/C	0.50		0.35	$7.0	PSR/PDS	TBD	Other (explain)	3OTHER	2015/16			
2010/11	MIS/FS/SS (LEAD)	05	Landslide and Stailization Study	Big Sur Coast	3.00		1.50	$1.0	STUDY(MIS-FS-SS)	n/a	n/a	n/a	n/a			
2010/11	MIS/FS/SS (LEAD)	05	Traffic Study - Ramp Metering	Route 101 (Salinas Corridor)	1.50		1.50	$1.0	STUDY(MIS-FS-SS)	n/a	n/a	n/a	n/a			
2010/11	MIS/FS/SS (QA)	05	MIS	Nipomo Corridor Study	0.50		0.50	$1.0	STUDY(MIS-FS-SS)	n/a	n/a	n/a	n/a			
2010/11	MIS/FS/SS (QA)	05	MIS	SLOCOG North County MIS	0.50		0.50	$1.0	STUDY(MIS-FS-SS)	n/a	n/a	n/a	n/a			
District 05 - 2010/11					**16.00**		**11.4**	**$432.5**								
2010/11	LEAD	06	Widen from 4F to 6F	From Ave 12 to Ave 17			1.6	$50.0	PSR/PDS	ND	ITIP/RTIP	1STIP	2012/13			City of Madera
2010/11	LEAD	06	Centennial Parkway New 6-L Freeway on 8-L Alignment	From Westside Pkwy to SR 58			0.7	$650.0	PSR/PDS	EIR		OTHER	2010/11			Kern COG
2010/11	QA	06	At-Grade Intersection and Widen from 2C to 4E	Near Madera, from Ave 10 to Ave 12			0.6	$4.7	PSR	EIR	Other	3OTHER	2011/12			Madera County
2010/11	QA	06	Widen Highway from 4 to 6 lanes	From SR 43 to SR 99			0.3	$54.5	PSR	TBD		OTHER	2010/11			Kern COG
2010/11	QA	06	Modify Paige Ave I/C	At SR 99 and Paige Ave.			1.4	$50.0	PSR	ND	Other (explain)	3OHER	2012/13			City of Tulare
2010/11	QA	06	Improve Interchange	In Visalia, at SR 198 and Lovers Lane			0.75	$25.0	PSR	ND	Other	2MIXED	2012/13			City of Visalia
2010/11	QA	06	Closing Ramp	At Herndon / Grantland			0.7	$4.7	PSR-PR	EIR	Other (explain)	3OHER	2011/12			City of Fresno
2010/11	QA	06	Intersection Improvements (IC Alternative)	At Oak Street			0.2	$27.8	Supplemental PSR	TBD		OTHER	2010/11			Kern COG
2010/11	QA	06	Widen Highway from 4 to 6 lanes	From SR 99 to "M" ST			0.2	$45.2	Supplemental PSR	TBD		OTHER	2010/11			Kern COG
2010/11	MIS/FS/SS (LEAD)	06	Alignment and ICs for R/W Protection & Development Plans	From Ave 12 to Rte 145	0.60		0.60	$1.0	FS							Caltrans
2010/11	MIS/FS/SS (LEAD)	06	Alignment and ICs for R/W Protection & Development Plans	Fresno County to SR 99 in Madera County	2.50		2.50	$1.0	FS							Caltrans
2010/11	MIS/FS/SS (LEAD)	06	Improve Interchange	At American Ave	0.50		0.50	$35.0	FS	EIR	Other	3OTHER	2012/13			City of Fresno
2010/11	MIS/FS/SS (LEAD)	06	Construct Interdchange	At Cedar Ave. and North Ave	0.60		0.60	$66.5	FS	EIR	Other	3OTHER	2012/13			City of Fresno
2010/11	MIS/FS/SS (LEAD)	06	Feasibilty Study - IC for R/W Protection & Development Plans	Shaw Ave Interchange Study	0.50		0.50	$60.0	FS							Caltrans
2010/11	MIS/FS/SS (LEAD)	06	High Speed Rail	From LA to Merced Co Line	2.0		0.6	$199.5	STUDY(MIS-FS-SS)	ND	ITIP	ITIP	N/A			Caltrans
District 06 - 2010/11					**6.70**		**11.8**	**$1,274.9**								
2010/11	LEAD	07	Add HOV Lane in the EB & WB	Rte 110 to 405 (Segment 1) & Rte 405 to PCH (Segment 2)	5.0		1.5	$765.0	PSR/PDS	EIS	RTIP	STIP	2010/11		SHA	
2010/11	LEAD	07	Collector Distributor Improvement West Of I-10/110 IC	Arlington Ave to Hoover St	3.0		1.5	$1.0	PSR/PDS			TBD	TBD		~~Reimb~~ to SHA	
2010/11	LEAD	07	Modify Ramp	Add Flyover Ramp to end the HOV to Adams Blvd	4.0		0.0	$40.0	PSR/PDS			EIR	2012/13		SHA	
2010/11	LEAD	07	Add Lane to Connector, Add Lane to IC	605/405 IC	3.0		1.5	$280.0	PSR/PDS				TBD		~~Reimb~~ to SHA	
2010/11	LEAD	07	Bottleneck. Once the 60 HOV is Complete the HOV Will End East	605/60 IC	3.0		1.5	$220.0	PSR/PDS				TBD		~~Reimb~~ to SHA	
2010/11	LEAD	07	Add Lane to Connector, Add Lane to IC	605/91	3.0		1.5	$210.0	PSR/PDS				TBD		~~Reimb~~ to SHA	
2010/11	LEAD	07	Add Lane to Connector, Add Lane to IC	605 / 405 IC	5.0		1.5	$280.0	PSR/PDS			OTHER	2010/11		SHA	
2010/11	LEAD	07	60 HOV is completed the HOV will end East of the 60/605 IC	605 / 60 IC	5.0		1.5	$220.0	PSR/PDS			OTHER	2010/11		SHA	
2010/11	LEAD	07	Add Lane to Connector, Add Lane to IC	605 / 91	5.0		1.5	$210.0	PSR/PDS			OTHER	2010/11		SHA	
2010/11	QA	07	Soundwall Baldwin Ave to Santa Anita Ave	Rosemead Ave./California Ave.	1.0		0.4	$10.0	NBSSR			CE	2011/12		~~Reimb~~ to SHA	

FY 2010/11, 2011/12 & 2012/13

FY	LEAD or QA?	District	Improvement Description	Location	Estimated Total PY Cost for PID	Approved PY Allocation for Current FY	Estimated PY Cost for FY	Project Cost with Support ($M)	Type of PID	Type of Environmental Document	ITIP/RTIP/Other Funding	STIP, Mixed, or exclusively OTHER?	Proposed Program Year	CEQA Lead	SHA or Reimbursement?	Project Sponsor
2010/11	QA	07	Management Information and Security System	Los Angeles and Long Beach	1.0		0.2	$3.4	PSR			CE	2010/11		~~Reimb~~ to SHA	
2010/11	QA	07	Replace Bridge and Ramp Modification	Between Rte 103 and Dominguez Channel	1.5		0.0	$30.0	PSR			ND	2012/13		~~Reimb~~ to SHA	
2010/11	QA	07	Modify Interchanges	Parker Rd & Lake Hughes Blvd	1.5		0.0	$72.0	PSR			ND	2010/11		~~Reimb~~ to SHA	
2010/11	QA	07	Widen Ramp	Avenue K	1.5		0.4	$3.3	PSR			TBD	2010/11		~~Reimb~~ to SHA	
2010/11	QA	07	Modify Structure	Grand Ave. Bridge over US-101	1		1	$30.0	PSR	ND	Other (explain)	OTHER	2011/12	LABOE	QA Lead-	city of LA
2010/11	QA	07	fwy With 8 to 9 MF Lanes + 2 HOV Each Direction	I-405 to SR-14	5.0		0.8	$400.0	PSR/PDS			EIS	2013/14		Reimb to SHA	Measure R
2010/11	QA	07	El Monte Transit Connector	10 & Santa Anita	1.5		1.0	$1.0	PSR/PDS			EIR	2013/14		~~Reimb~~ to SHA	
2010/11	QA	07	Modify Ramp	Robertson and National	1.5		1.0	$1.0	PSR/PDS			ND	2011/12		~~Reimb~~ to SHA	
2010/11	QA	07	Add Aux. Ln(s)	Harbor Freeway (SR101) to Alvarado Street Off-ramp	3.0		0.0	$1.0	PSR/PDS			TBD	TBD		~~Reimb~~ to SHA	Tony Harris
2010/11	QA	07	add lane on 101SB to 134 EB and 101 NB /134 WB to 101 NB		5.0		1.0	$30.0	PSR/PDS			EIR	2013/14		~~Reimb~~ to SHA	Tony Harris
2010/11	QA	07	Reconstruct Interchange	Live Oak & Arrow Hwy	1.5		1.2	$1.0	PSR/PDS			ND	2011/12		~~Reimb~~ to SHA	
2010/11	QA	07	Construct POC	Sierra Madre Villa Blvd	1.5		0.4	$6.5	PSR/PR			CE	Other (explain)		~~Reimb~~ to SHA	
2010/11	QA	07	Modify Ramp for Dodgers Stadium	5 NB On Ramp From Riverside Drive, Widen 110 Stadium Way	1.0		0.5	$1.0	PSR-PR			TBD	2010/11		~~Reimb~~ to SHA	
2010/11	QA	07	New Bypass	Between Baldwin and Magnolia	1.0		0.5	$1.0	TBD			TBD	2011/12		~~Reimb~~ to SHA	
2010/11	QA	07	Widen Structure	Rte 14 and Avenue O	1.0		0.5	$3.2	TBD			TBD	2011/12		~~Reimb~~ to SHA	
2010/11	QA	07	Widen Structure	Rte 14 At Avenue M	1.0		0.5	$0.0	TBD			TBD	2011/12		~~Reimb~~ to SHA	
2010/11	QA	07	Add Aux. Ln(s)	Intersection of Sepulveda Bl (SR1) and Marine Avenue.	2		2	$2.6	TBD	ND	Other (explain)	OTHER	2011			
2010/11	QA	07	Modify Structure	Sepulveda Bl 600' SO Rosecrans Avenue	2		2	$17.3	TBD	ND	Other (explain)	OTHER	2011			
2010/11	QA	07	Modify Ramp	Pasadena & St. John Ave from Bellefontaine to Columbia Street			1	$3.0		CE	RTIP	STIP	2011			City of Pasadena
2010/11	QA	07	reconstruct IC	57/60 Confluence in Dimond Bar and City of Industry	3.0		1	$5.0		EIR						
2010/11	QA	07	Modify Ramp	I-10 at Robertson and National Blvds.			1	$2.0		EIS	Other (explain)	OTHER	2010/11			Culver City, City
2010/11	QA	07	Modify Ramp	I-101 at Barham Blvd.			1	$1.5		ND	Other (explain)	OTHER	2011			Metro, City of LA
2010/11	QA	07	Modify Ramp	Roxford St. at I-210 ramps			1	$3.0		ND	Other (explain)	OTHER	2012/13			Metro, City of LA
2010/11	QA	07	Modify Ramp	Roxford St. at I-5 SB ramps			1	$2.0		ND	Other (explain)	OTHER				Metro, City of LA
2010/11	QA	07	Modify Ramp	US-101 EB on-ramp at Burbank Blvd. E/O Reseda Blvd.			1	$2.0		ND	Other (explain)	OTHER	2012/13			Metro, City of LA
2010/11	QA	07	high speed rail structurs and overcrossings	05, 605, 710	3.0		1	$1.0								high speed rail
2010/11	MIS/FS/SS (QA)	07	Capping I-10	14th to 17th Street			0.3	$1.0	STUDY(MIS-FS-SS)			NA	TBD		~~Reimb~~ to SHA	
2010/11	MIS/FS/SS (QA)	07	Park Cap on Hollywood Freeway	Santa Monica Blvd to Hollywood Blvd			0.3	$1.0	STUDY(MIS-FS-SS)			NA	TBD		~~Reimb~~ to SHA	
2010/11	MIS/FS/SS (QA)	07	Several FS at 91/605/405 by Gateway Cities	Merge/Weave Conflicts. 2) WB SR91 to NB I-605 Connector 3)			0.0	$1.0	STUDY(MIS-FS-SS)						~~Reimb~~ to SHA	
District 07 - 2010/11					**76.50**		**34.0**	**$2,862.8**								
2010/11	LEAD	08	Add Aux. Lns, widen ramps, constr entrance loop ramp	In Chino at Central Ave			0.2	$13.0	PSR/PDS	FONSI	Other (explain)	3Other	2008/09			
2010/11	LEAD	08	Widen ramps, construct aux lanes	SR-60 at Mtn Ave			0.2	$3.4	PSR/PDS	FONSI	Other (explain)	3Other	2008/09			
2010/11	LEAD	08	New Interchange	In Highland at Victoria Ave			2.2	$106.0	PSR/PDS	ND	Other (explain)	3OHER	2011/2012			
2010/11	LEAD	08	ADD ON AND OFF RAMP (PSR/PDS)	I-10/Wabash			2.2	$49.0								
2010/11	LEAD	08	Add Truck Climb Ln(s)	SR-60 from Mo Val to I-10			5.0	$120.0								
2010/11	LEAD	08	Reconstruct Interchange	Tyler S. Interchange			4.0	$99.0								
2010/11	QA	08	Reconfigure ramps, widen Cal Oaks to 6Lns	Cal Oaks Rd/Kalmia St IC			0.1	$37.7		ND	RTIP	MIXED	2010/11			
2010/11	QA	08	Reconstruct Interchange	4th St./Grove Ave.			1.8	$101.0		ND	Other (explain)	3OHER	2009/10			
2010/11	QA	08	Ramp/Grade Mod.	In Banning @Sunset Ave UC			0.1	$26.0								
2010/11	QA	08	New Interchange	Da Vall			1.5	$70.0								
2010/11	QA	08	Widen eixting Ramps	Gof Ctr. Prkw IC in Indio			0.9	$18.5								

FY 2010/11, 2011/12 & 2012/13

FY	LEAD or QA?	District	Improvement Description	Location	Estimated Total PY Cost for PID	Approved PY Allocation for Current FY	Estimated PY Cost for FY	Project Cost with Support ($M)	Type of PID	Type of Environmental Document	ITIP/RTIP/Other Funding	STIP, Mixed, or exclusively OTHER?	Proposed Program Year	CEQA Lead	SHA or Reimbursement?	Project Sponsor
2010/11	QA	08	Reconstruct IC	City of Coachella at Dillion Rd.			0.9	$14.8								
2010/11	QA	08	Widen existing briges, local str. And reconf. Diamond IC	Monroe St. IC in Indio			0.9	$47.0								
2010/11	QA	08	Interchange improvements at I-10/ Cherry Valley Blvd.	County of Riverside at the I-10/ Cherry Valley Blvd IC			0.8	$31.5								
2010/11	QA	08	Improve IC	In Calimesa At Singleton Rd. IC.			0.6	$26.6								
2010/11	QA	08	Interchange improvements	10/San Timoteo Cyn IC (Oak Valley Pkwy.)			0.5	$21.0								
2010/11	QA	08	Reconstruct Interchange	Jackson			0.9	$0.0								
2010/11	QA	08	Modify Interchange	Murrieta at murrieta Hot Springs Rd			0.1	$7.5								
2010/11	QA	08	Const, MP Storm drain Facility	Cyn Rd OC and 0.1 n/o Duncan Cyn Rd OC at I-15			0.8	$8.7		ND	Other (explain)	3OHER	2009/10			
2010/11	QA	08	Realign I-15 & reconfigure conn with I-215	15 fr Glen Helen Pky. IC to Kenwwod IC on Rte 215 from s/o			0.7	$156.0		ND	Other (explain)	3OHER	2009/10			
2010/11	QA	08	New Interchange	I-15 at Muscatel (Joshua) St in the city of Hesperia			0.8	$70.0		ND	Other (explain)	3OHER	2009/10			
2010/11	QA	08	New Interchange	In Norco at Schiesman Ave IC			1.4	$70.0								
2010/11	QA	08	Reconstruct Interchange	In Norco at Limonite Ave			0.7	$29.1								
2010/11	QA	08	Interchang Improvements	Near Barstow on I-15 At Hodge Rd. IC			1.2	$8.0		ND	Other (explain)	3OHER	2009/10			
2010/11	QA	08	Reconstruct IC	Redlands			1.2	$1.0								
2010/11	QA	08	Reconstruct IC	Theodore			1.2	$1.0								
2010/11	QA	08	Reconstruct IC	Gilman Springs			1.2	$0.0								
2010/11	QA	08	Add HOV Ln(s)	43.9/45.3; In Sbd Co from Riv Co Line to Orange Show Rd; In			1.7	$173.0		ND	Other (explain)	3OHER	2011/2012			
2010/11	QA	08	RECONSTRUCT INTERCHANGE	I-215/Washington			1.2	$75.0								
2010/11	QA	08	RECONFIGURE EXISTING IC & RAMP	I-215 /Univeristy			1.1	$45.0								
2010/11	QA	08	Reconst. IC	City of Coachella at Dillion Rd.			0.9	$14.8								
District 08 - 2010/11							**37.0**	**$1,443.6**								
2010/11	MIS/FS/SS (LEAD)	09		Junction to the SR 120/ US 6 Junction	0.5		0.45	$1.0	STUDY(MIS-FS-SS)							Caltrans
2010/11	MIS/FS/SS (LEAD)	09		168 Junction to 1.7 miles west of Westgard Pass Summit	0.8		0.675	$1.0	STUDY(MIS-FS-SS)							Caltrans
District 09 - 2010/11					**1.25**		**1.1**	**$2.0**								
2010/11	QA	10	Interchange Improvements	Paradise Road Interchange	0.5		0.5	$1.0					2010/11			
2010/11	QA	10	New 2-Lane Expressway on New Alignment Bypass Valley Springs	Valley Springs, 1.7 mile East of SR 12/26 Junction	0.6		0.6	$55.0	PSR	EIS	Other (explain)	OTHER	2010/11			
District 10 - 2010/11					**1.10**		**1.1**	**$56.0**								
2010/11	LEAD	11	Add HOV Ln(s)	South Bay	3.5		2.0	$722.0	PSR	EIR	Other (explain)	MIXED	2012/13			
2010/11	LEAD	11	Add HOV Ln(s)	Escondido and San Marcos at Route 15-75 separation	3		2.0	$170.0	PSR	EIR	Other (explain)	MIXED	2012/13			
2010/11	LEAD	11		NB&SB I-5 HOV Extension and Sliver Outside Widening	3.0		2.0	$1.0	PSR	EIR	Other (explain)	MIXED	2011/12			
2010/11	LEAD	11	Add mainline capacity, improve ramps and add aux. Lanes		3.0		1.0	$103.0	PSR	EIR			2012/13			
2010/11	LEAD	11	Add Mix Flow Ln(s)		4.0		2.0	$100.0	PSR	EIR			2012/13			
2010/11	LEAD	11		Trifolium Canal northwest of Brawley	4.0		2.0	$1.0	PSR	EIR	Other (explain)	MIXED	2012/13			
2010/11	QA	11	Reconstruct Interchange	Quarry Falls	1.5		1.0	$1.0	PSR	EIR			2011/12			
2010/11	QA	11	Realign	Alvarado Road Realignment	2.0		1.0	$8.0	PSR	EIR			2012/13			
2010/11	QA	11	Reconstruct Interchange	Merriam Mountains	1.5		1.0	$1.0	PSR	EIR			2011/12			
2010/11	QA	11	Modify Ramp	Sycamore Landfill	1.5		1.0	$1.0	PSR	EIR			2011/12			
2010/11	QA	11	Reconstruct Interchange	Quarry Falls	1.5		1.0	$1.0	PSR	EIR			2011/12			
District 11 - 2010/11					**28.50**		**16.0**	**$1,109.0**								
2010/11	LEAD	12	Interchange Improvements	On I-5 at La Paz in the City of Mission Viejo	1.0		0.8	$200.2	PSR/PDS	EIR/EIS	Other (explain)	3Other	2011/12			
2010/11	LEAD	12	Interchange Improvements	Ramps @ El Toro Road from Avenida dela Carlota to Los	1.0		0.8	$200.2	PSR/PDS	EIR/EIS	Other (explain)	3Other	2011/12			

FY 2010/11, 2011/12 & 2012/13

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2010/11	QA	12	Construct Interchange at Trabuco Road	On SR-133 at Trabuco Road in the City of Irvine	1.0		0.1	$90.2	PSR/PDS	CE	Other (explain)	3OHER	2012/13			
2010/11	QA	12	Add mainline, aux, hov lanes and IC configurations	City of Lake Forest to SR-73 in the City of San Juan Capistrano	1.0		0.2	$350.2	PSR/PDS	CE	Other (explain)	3OHER	2011/12			
2010/11	QA	12	Interchange Improvements	On I-5 at Avenida Pico in the City of San Clemente	1.0		0.2	$60.2	PSR/PDS	CE	Other (explain)	3OHER	2011/12			
2010/11	QA	12	and interchange improvement at El Toro Road	In Orange county on I-5 from SR-55 to El Toro road	2.0		1.0	$215.3	PSR/PDS	EIR	Other (explain)	3OHER	2011/12			
2010/11	QA	12	Anaheim Street Car	Crossing over I-5 at Gene Autry Way in the City of Anaheim	0.5		0.5	$10.1	PSR/PDS	CE	Other (explain)	3OHER	2011/12			
2010/11	QA	12	Interchange Improvements	On SR-55 at Meats	1.0		0.6	$200.2	PSR/PDS	EIR/EIS	Other (explain)	3Other	2011/12			
2010/11	QA	12	Bridge modification for ARCTIC	On SR-57 in the City of Anaheim	1.0		0.5	$3.2	PSR/PDS	ER/ES	Other (explain)	OTHER	2011/12			
2010/11	QA	12	Anaheim Street Car	Crossing SR-57 at Douglas in the City of Anaheim	0.5		0.5	$10.1	PSR/PDS	CE	Other (explain)	3OHER	2011/12			
2010/11	QA	12	Trasnsportation gateway and mixed-use activity center	57, angel Stadium and Honda Center	0.5		0.5	$250.1	PSR/PDS	CE	Other (explain)	3OHER	2011/12			
2010/11	QA	12	Bridge modification for High Speed Rail Authority	On SR-57, SR-91, and SR-39	1.0		0.5	$50.2	PSR/PDS	ER/ES	Other (explain)	OTHER	2011/12			
2010/11	QA	12	Irvine OH west of Barrance Parkway to Laguna Canyon road	Along Technology Drive in the City of Irvine	1.0		0.5	$3.1	PSR/PR	CE	Other (explain)	3OHER	2009/10			
2010/11	MIS/FS/SS (QA)	12	Central County Corridor MIS	From I-405 to LA County Line	1.0		0.5	$2,000.2	STUDY(MIS-FS-SS)	EIR/EIS	LMP	Other Funding	Other			
2010/11	MIS/FS/SS (QA)	12	Construct a new interchange	On SR-91 at Fairmont	1.0		0.2	$30.2	STUDY(MIS-FS-SS)	CE	Other (explain)	3Other	2012/13			
2010/11	MIS/FS/SS (QA)	12	Retrofit Soundwall	NB I-5 from Newport Ave to SR-55	0.2		0.1	$3.0	NBSSR	CE	Other (explain)	3OHER	2009/10			
2010/11	MIS/FS/SS (QA)	12	Retrofit Soundwall	NB I-405 from Euclid St to Brookhurst St	0.2		0.1	$1.5	NBSSR	CE	Other (explain)	3Other	2009/10			
2010/11	MIS/FS/SS (QA)	12	Retrofit Soundwall	NB I-405 from Beach Blvd to Bolsa Ave	0.2		0.1	$1.5	NBSSR	CE	Other (explain)	3Other	2009/10			
2010/11	MIS/FS/SS (QA)	12	Retrofit Soundwall	NB I-5 frorm Vista Hermosa to Camino de Estrella	0.2		0.1	$1.5	STUDY(MIS-FS-SS)	CE	Other (explain)	3Other	2009/10			
2010/11	MIS/FS/SS (QA)	12	Develop and evaluate alternative condition and access concepts	On SR-55 from 15th Street to Bay Street	2.0		1.0	$250.3	STUDY(MIS-FS-SS)	EIR	Other (explain)	3OHER	2011/12			
2010/11	MIS/FS/SS (QA)	12	Implementation Plan	ON SR-91 from LA County Line to Riverside County Line	0.5		0.2	$12,000.1	STUDY(MIS-FS-SS)	EIR/EIS	Other (explain)	3OHER	2011/12			
2010/11	MIS/FS/SS (QA)	12	Construct 4-6 lanes facility	241/SR-133 I/C to I-15 at Cajalco in Riverside County	0.5		0.2	$150.1	STUDY(MIS-FS-SS)	CE	Other (explain)	Other	2011/12			
District 12 - 2010/11					**18.30**		**9.2**	**$16,081.5**								
District 1-12, 2010/11 Total					**231.15**		**179.6**	**$34,502.3**								
2011/12	LEAD	01	Pedestrian Improvements	Point Arena	0.4		0.4	$1.0	TE Applic		Other (explain)			Caltrans	SHA	Caltrans
2011/12	LEAD	01	Traffic Calming, Bike/Ped Improvements	At Enderts Beach/Humboldt Road Intersection	0.4		0.4	$1.0	TE Applic		Other (explain)			Caltrans	SHA	Caltrans
2011/12	LEAD	01	Vista Point	Near Laytonville	0.4		0.4	$1.0	TE Applic		Other (explain)			Caltrans	SHA	Caltrans
2011/12	MIS/FS/SS (LEAD)	01	PCBR/CCT Engineering Feasibility Analysis- Phase 2	From Gualala to the intersection with SR 128	1.2		1.2	$1.0	STUDY(MIS-FS-SS)		Other (explain)			Caltrans	SHA	Caltrans
2011/12	MIS/FS/SS (LEAD)	01	Pedestrian Improvements	Hopland	0.5		0.5	$1.0	STUDY(MIS-FS-SS)		Other (explain)			Caltrans	SHA	Caltrans
2011/12	MIS/FS/SS (LEAD)	01	Pedestrian Improvements	Philo	0.6		0.6	$1.0	STUDY(MIS-FS-SS)		Other (explain)			Caltrans	SHA	Caltrans
2011/12	MIS/FS/SS (LEAD)	01	Pedestrian Improvements	Boonville	0.8		0.8	$1.0	STUDY(MIS-FS-SS)		Other (explain)			Caltrans	SHA	Caltrans
2011/12	MIS/FS/SS (LEAD)	01	Bike/Ped, Shoulder Improvements	From Klamath to Klamath Glen (Yurok)	0.6		0.6	$1.0	STUDY(MIS-FS-SS)		Other (explain)			Caltrans	SHA	Caltrans
2011/12	MIS/FS/SS (LEAD)	01	Bike/Ped, Shoulder Improvements	North Bank Road	0.6		0.6	$1.0	STUDY(MIS-FS-SS)		Other (explain)			Caltrans	SHA	Caltrans
District 01 - 2011/12					**5.50**		**5.5**	**$9.0**								
2011/12	LEAD	02		Yreka Complete Street	0.4		0.2	$0.0	PSR							
2011/12	LEAD	02		6 lane Riverside to Bonnyview	0.7		0.1	$0.0	PSR							
2011/12	LEAD	02		6 lane CRI to N Rdg 273	0.7		0.3	$1.0	PSR							
2011/12	LEAD	02	Susanvile Relief Route Follow-up project		0.9		0.7	$1.0	PSR							
2011/12	LEAD	02		Unknown Scope	0.4		0.3	$1.0	PSR							
2011/12	LEAD	02		Eastside STIP cand	0.8		0.3	$1.0	PSR							
2011/12	LEAD	02		Graeagle Complete Streets	0.5		0.2	$0.0	PSR							
2011/12	LEAD	02		273 Bike Lane Phase 1	0.4		0.2	$0.0	PSR							
2011/12	LEAD	02		299 TCL Adin Summit	0.7		0.3	$1.0	PSR							

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2011/12	LEAD	02		unknown Complete Streets	0.5		0.3	$1.0	PSR							
2011/12	LEAD	02		Suzie 4 lane	1.1		0.6	$1.0	PSR							
2011/12	LEAD	02		unknown Complete Streets	0.5		0.1	$1.0	PSR							
2011/12	LEAD	02		Hayofrk Summit Area	0.6		0.2	$1.0								
2011/12	LEAD	02		Left Turn Lanes at Sam's Neck Rd	0.4		0.4	$1.0								
2011/12	LEAD	02		Determine Alternatives to study in future PSR	2.1		1.1	$1.0								
2011/12	LEAD	02		Left Turn Lanes at Sayler Loop Rd	0.5		0.2	$1.0								
2011/12	LEAD	02		along 299	0.4		0.4	$1.0								
2011/12	LEAD	02		Middle Weaverville Complete Streets	0.5		0.3	$0.0								
2011/12	QA	02		Knighton	0.7		0.2	$0.0	PSR							
2011/12	QA	02		Airport	0.6		0.4	$0.0	PSR							
2011/12	QA	02		Riverside	0.6		0.3	$0.0	PSSR							
2011/12	QA	02		Bowman	0.6		0.3	$0.0								
2011/12	QA	02		Sunset Hills	0.6		0.1	$1.0								
District 02 - 2011/12					**15.20**		**7.5**	**$14.0**								
2011/12	LEAD	03	Construct turn lanes and median refuge areas at various locations.	Cerrito Rd., Ladybird Dr., Clivus Rd., Carriage Rd., and Brewer	1.5		0.5	$16.0								
2011/12	LEAD	03	Phasing plan for the prioritization and sequencing of specific	SR 113/Interstate 80 junction in Solano County to Sierra College	3.0		1.5	$0.0								
2011/12	LEAD	03	Reconstruct Interchange	Park (SR 99/H50) IC, and H50 in between the 2 interchanges.	5.0		2.5	$600.0								
2011/12	LEAD	03	Phasing plan for the prioritization and sequencing of specific	SR 99: San Joaquin County Line to Hwy 50 in Sacramento County;	3.0		1.5	$0.0								
2011/12	QA	03	New Road Connection	SR 49 and Crestview Dr.	0.2		0.1	$0.0	PSR		Other (explain)			Grass Valley		
2011/12	QA	03	New Signal	SR20/ Acacia	0.2		0.1	$0.0	PSR		Other (explain)					
2011/12	QA	03	New Interchange	Whitelock Road City of Elk Grove	0.3		0.1	$1.0								
2011/12	QA	03	Reconstruct Interchange	County Road 6, Dunnigan	0.3		0.15	$0.0								
2011/12	QA	03	Reconstruct Interchange	Reed Avenue City of West Sacramento	0.3		0.1	$1.0								
2011/12	MIS/FS/SS (LEAD)	03	Phasing plan for the prioritization and sequencing of specific	H 50/Interstate 80 junction in West Sacramento to Cedar Grove	3.0		1.5	$0.0								
District 03 - 2011/12					**16.80**		**8.1**	**$618.0**								
2011/12	LEAD	04	interchange, including circulation and signal improvments to nearby	Tiburon/East Blithedale Interchange - update PSR	1.00		1.20	$21.8	PSR	CE			2011/12			
2011/12	LEAD	04	Add Aux. Ln(s)	I-80 EB and WB Air Base Pkwy to Travis Blvd Fairfield	0.80		0.24	$0.0	PSSR		ITIP/RTIP		2016/17			
2011/12	Lead	04	Mangement Plan for Route 101 Corridor	Golden Gate Bridge to Rodeo	0.50		0.50	$1.5	PSR	CE			2010/11			
2011/12	QA	04	Construct Transit Center at Curtola Parkway and Lemon St.	Vallejo	0.60		0.15	$0.0	PR/PSR	Other (explain	Other (explain)	OTHER		Vallejo		STA
2011/12	QA	04	Convert HOV lanes to HOT lanes	US 101 from Cochrane Rd in Morgan Hill to Embarcadero	0.80		0.80	$0.0	PSR	TBD						
2011/12	QA	04	Modify interchange	SR 237/Mathilda Ave and US 101/Mathilda in Sunnyvale	1.00		1.00	$0.0	PSR	TBD						
2011/12	QA	04	New SR 152 Alignment	Corridor extends from US 101 to SR 156	1.20		1.20	$0.0	PSR	TBD						
2011/12	QA	04	Reconstruct Interchange	Ocean/Geneva Avenue Exit	1.00		0.33	$0.0	PSR	EIR	Other (explain)	OTHER				
2011/12	QA	04	Reconstruct Interchange	Lagoon Valley Blvd I/C Vacaville	0.40		0.28	$0.0	PSR/PR	EIR	Other (explain)		2010/11			
2011/12	QA	04	Add HOV Ln(s)	I-80 Red Top to I-505	0.80		0.26	$0.0	PSR/PR	EIR	Other (explain)		2013/14			
2011/12	QA	04	Study	I-80 Corridor through Vallejo	0.20		0.10	$0.0			ITIP/RTIP/Other		2014/15			
2011/12	QA	04		Brentwood to Tracy	1.20		1.20	$1.0	PSR		Other (explain)	OTHER	2014/15			Costa County
2011/12	QA	04		Marina Vista Road in Pacheco	0.50		0.50	$8.0	PSR		Other (explain)	OTHER	2014/15			Martinez
2011/12	QA	04	Park & Ride Lot development	Various on Hwy 101	0.50		0.50	$1.0	PSR	CE			2012/13			
2011/12	QA	04	Access Improvments to Hwy bus pads to ramps	Various on Hwy 101	0.50		0.25	$1.0	PSR	CE			2011/12			

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2011/12	QA	04	Modify interchange	US 101/Old Oakland Rd in San Jose	1.00		1.00	$1.0	PSR	TBD						
2011/12	QA	04	Modify interchange	I-680/Montague Expwy in San Jose	1.00		1.00	$18.0	PSR	TBD						
2011/12	QA	04	New Interchange	US 101 Produce Ave I/C	1.20		1.20	$73.0	PSR							
2011/12	QA	04	Reconstruct Interchange	I-80 at Pederick Rd in Dixon	1.00		0.50	$1.0	PSR		Other (explain)					
2011/12	QA	04	Modify interchange	Modify northbound on-off ramps at SR 87/ Narvaez Ave/ Capitol	1.00		1.00	$1.0	Study	TBD						
2011/12	QA	04	Highway Modifications	Fourth St and Farmers Lane	0.80		0.80	$1.0	TBD	Other (explain	Other (explain)	MIXED	2011/12			
2011/12	QA	04	Reconstruct Interchange	Railroad Avenue	1.00		1.00	$1.0	TBD	Other (explain	Other (explain)	MIXED	2011/12			
2011/12	QA	04	New Bypass	West of Mirabel Rd to east of Packinghouse Rd in Forestville	1.20		1.20	$1.0	TBD	Other (explain	Other (explain)	MIXED	2011/12			
2011/12	QA	04	Reconstruct Interchange	Intersection of Highways 121 & 116	1.00		1.00	$1.0	TBD	Other (explain	Other (explain)	MIXED	2011/12			
2011/12	QA	04		SFOBB through Sacramento County	1.20		1.20	$1.0			Other (explain)	OTHER				Caltrans
District 04 - 2011/12					**21.40**		**18.4**	**$133.3**								
2011/12	LEAD	05	Operational Improvements along Sanborn Road	Salinas, from Route 101 to the RR tracks west of 101	2.00		0.60	$0.0	PSR	TBD	ITIP/RTIP/Other	2Mixed	2015/16			
2011/12	LEAD	05	Construct Auxiliary Lanes	Near Capitola from Bay/Porter to Park Ave	2.00		1.60	$25.0	PSR/PDS	ND	RTIP	1STIP	2017/18			
2011/12	LEAD	05	Construct Auxiliary Lanes	Near Capitola from 41st Avenue to Soquel Drive	2.00		1.60	$25.0	PSR/PDS	ND	RTIP	1STIP	2017/18			
2011/12	LEAD	05	New Interchange	At Union Road	2.00		1.60	$30.0	PSR	ND	RTIP/Other	Mixed	2015/16			
2011/12	LEAD	05	Right-turn Channelization	In San Luis Obispo on State Route 01 & 101 at Olive Ave.	0.50		0.15	$0.0	PSR	CE	RTIP	1STIP	2014/15			
2011/12	LEAD	05	Operational Improvements (Passing lanes)	166 East of Santa Maria and Rte 101	1.50		1.00	$0.0	PSR/PDS	ND	RTIP	1STIP	TBD			
2011/12	LEAD	05	Remove Billboards (TE Project)	From SLO City Limits to Mon County Line	0.50		0.15	$0.0	TE	TBD	ITIP	1STIP	2014/15			
2011/12	LEAD	05	Construct Multi-Use Pathway (TE Project)	Atascadero City limits to Main Street at Templeton	0.50		0.15	$0.0	TE	TBD	ITIP	1STIP	2014/15			
2011/12	LEAD	05	Seismic Retrofit, Historic Restoration (TE project)	the District Office Annex--20 So. Higuera St.	0.50		0.15	$0.0	TE	TBD	ITIP	1STIP	2014/15			
2011/12	LEAD	05	Upgrade facility, reconstruct I/C, and frontage road system	From Main Street OC in Chualar to Airport Blvd in Salinas	1.00		0.50	$0.0	PSR/PDS	EIR	RTIP/Other	2MIXED	TBD			
2011/12	QA	05	New Interchange	Interchange - 1 mile south of Tefft Street	0.50		0.15	$0.0	PSR	ND	Other (explain)	3OTHER	2015/16			
2011/12	QA	05	Modify Interchange	In Nipomo at the Route 101/Teft Street I/C	0.50		0.15	$0.0	PSR	TBD	Other (explain)	3OTHER	2015/16			
2011/12	QA	05	New Interchange	In Greenfield at the Walnut Ave O.C.	0.50		0.15	$0.0	PSR	ND	Other (explain)	OTHER	2013/14			
2011/12	QA	05	Construct Bike Lane	In Goleta between the Hollister UC and San Jose Creek Bridge	0.50		0.15	$0.0	PSR	ND	Other (explain)	3OTHER	2015/16			
2011/12	QA	05	Intersection Improvements	In Santa Barbara at I/S of Las Positas & Cliff Dr.	0.50		0.15	$0.0	PSR	ND	RTIP/Other	2MIXED	2015/16			
2011/12	QA	05	Reconfigure Interchange	In Templeton at the Route 101/Main Street I/C	0.50		0.15	$0.0	PSR/PDS	TBD	Other (explain)	3OTHER	2015/16			
2011/12	MIS/FS/SS (LEAD)	05	Landslide and Stailization Study	Big Sur Coast	3.00		1.50	$0.0	STUDY(MIS-FS-SS)	n/a	n/a	n/a	n/a			
2011/12	TBD	05	New Interchange and Frontage Road	In Salinas near Harris Road	2.00		1.60	$40.0	PSR/PDS	ND	RTIP/Other	Mixed	2017/18			
District 05 - 2011/12					**20.50**		**11.5**	**$120.0**								
2011/12	LEAD	06	PID Refreshers	VAR	1.5		1.0	$1.0								
2011/12	QA	06	Modify Interchange	At Avenue 17	1.0		0.8	$35.0	PSR	ND	Other	3OTHER	2012/13			City of Madera
2011/12	QA	06	Developer Mitigation Projects	Various Locations	0.5		0.50	$1.0	TBD	TBD			VAR			Caltrans
2011/12	MIS/FS/SS (LEAD)	06	Auxilliary Lanes - Various Locations	City of Fresno	1.30		0.70	$8.0	FS	TBD			2012/13			Caltrans
2011/12	MIS/FS/SS (LEAD)	06	Roeding Aux Lanes: Add NB & SB Auxilliary Lanes	From Fresno St to Clinton Ave	1.20		0.80	$20.0	FS	TBD			2012/13			Caltrans
2011/12	MIS/FS/SS (LEAD)	06	Construct Auxilliary Lane	From SR 58 to California Ave	1.00		0.65	$40.0	FS	ND			2012/13			Caltrans
2011/12	MIS/FS/SS (LEAD)	06	Construct Auxilliary Lane	From California Ave to Rosedale Highway	1.00		0.65	$40.0	FS	TBD			2012/13			Caltrans
2011/12	MIS/FS/SS (LEAD)	06	Construct Auxilliary Lanes	From Rte 204 to 7th Standard Rd	1.30		0.70	$35.0	FS	TBD			2012/13			Caltrans
2011/12	MIS/FS/SS (LEAD)	06	High Speed Rail	From LA to Merced Co Line	3.0		1.0	$0.0	STUDY(MIS-FS-SS)	ND	ITIP	ITIP	N/A			Caltrans
District 06 - 2011/12					**11.80**		**6.8**	**$180.0**								
2011/12	LEAD	07	Add HOV Lane in the EB & WB	Rte 110 to 405 (Segment 1) & Rte 405 to PCH (Segment 2)	5.0		1.5	$0.0	PSR/PDS	EIS	RTIP	STIP	2010/11		SHA	

FY 2010/11, 2011/12 & 2012/13

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2011/12	LEAD	07	Add Lane to Connector, Add Lane to IC	605 / 405 IC	5.0		1.5	$0.0	PSR/PDS			OTHER	2010/11		SHA	
2011/12	LEAD	07	60 HOV is completed the HOV will end East of the 60/605 IC	605 / 60 IC	5.0		1.5	$0.0	PSR/PDS			OTHER	2010/11		SHA	
2011/12	LEAD	07	Add Lane to Connector, Add Lane to IC	605 / 91	5.0		1.5	$0.0	PSR/PDS			OTHER	2010/11		SHA	
2011/12	LEAD	07		NB Lane 405 from Hawthorne to I-105	5.0		2.5	$253.0					2011/12		SHA	
2011/12	LEAD	07		SB Lane 405 from Inglewood to Rosecrans	5.0		2.5	$120.0					2011/12		SHA	
2011/12	LEAD	07		Interchange 405 / 101			2.5	$200.0					2011/12		SHA	
2011/12	QA	07	fwy With 8 to 9 MF Lanes + 2 HOV Each Direction	I-405 to SR-14	5.0		0.8	$0.0	PSR/PDS			EIS	2013/14		Reimb to SHA	Measure R
2011/12	QA	07	El Monte Transit Connector	10 & Santa Anita	1.5		1.0	$0.0	PSR/PDS			EIR	2013/14		~~Reimb~~ to SHA	
2011/12	QA	07	Modify Ramp for Dodgers Stadium	5 NB On Ramp From Riverside Drive, Widen 110 Stadium Way	1.0		0.5	0	PSR-PR			TBD	2010/11		~~Reimb~~ to SHA	
2011/12	QA	07	New Bypass	Between Baldwin and Magnolia	1.0		0.5	0	TBD			TBD	2011/12		~~Reimb~~ to SHA	
2011/12	QA	07	reconstruct IC	57/60 Confluence in Dimond Bar and City of Industry	3.0		1	$5.0		EIR						
2011/12	QA	07	high speed rail structurs and overcrossings	05, 605, 710	3.0		1	$0.0								high speed rail
2011/12	QA	07	Modify Ramp	New ramps would be located on the west side of SR 47.			1	$20.0		ND	Other (explain)	OTHER	2012/13			Los Angeles
2011/12	MIS/FS/SS (QA)	07	Capping I-10	14th to 17th Street			0.3	$0.0	STUDY(MIS-FS-SS)			NA	TBD		~~Reimb~~ to SHA	
2011/12	MIS/FS/SS (QA)	07	Park Cap on Hollywood Freeway	Santa Monica Blvd to Hollywood Blvd			0.3	$0.0	STUDY(MIS-FS-SS)			NA	TBD		~~Reimb~~ to SHA	
District 07 - 2011/12					**44.50**		**19.9**	**$598.0**								
2011/12	TBD	08	Construct 2 passing lanes for N/B & S/B Traffic	Vail Lake Marina in unincorporated RIV County			2.5	$3.7		ND	RTIP	OTHER	2010/11	Reimbursement		
2011/12	TBD	08	Construct new Eastern Bypass/I-15 IC & ramps & 4 Lns	S/O Temecula			1.5	$30.0		ND	RTIP	MIXED	2010/11			
2011/12	TBD	08	Construct EB Trk climbing lane	SBD County Ln to I 10 /SR 60 JCT			1.5	$26.0		ND	RTIP	MIXED	2010/11	Reimbursement		
2011/12	TBD	08	Reconstruct Interchange	I-10/vineyard			1.5	$1.0								
2011/12	TBD	08	Construct new Morongo PKWY OC (4 through lanes)	Between Seminole Drive & Main St.			0.5	$40.0		ND	RTIP	MIXED	2010/11	Reimbursement		
2011/12	TBD	08	Reconstruct Interchange	I-10/Cedar			1.5	$1.0								
2011/12	TBD	08	Reconstruct Interchange	I-10/Pepper (2nd phase)			1.1	$1.0								
2011/12	TBD	08	Reconstruct Interchange	I-10/Monte Vista			1.5	$1.0								
2011/12	TBD	08	Reconstruct Interchange	I-10/ Euclid Ave.			1.5	$1.0								
2011/12	TBD	08	Reconstruct Interchange	I-10/California			1.5	$1.0								
2011/12	TBD	08	Reconstruct Interchange	I-10/Alabama			1.5	$1.0								
2011/12	TBD	08	Reconstruct Interchange	I-10/University			1.5	$1.0								
2011/12	TBD	08	Reconstruct Interchange	I-10/Wildwood			3.0	$1.0								
2011/12	TBD	08	Add HOV Ln(s)	SBD County Ln to I 10 /SR 60 JCT			0.4	$1.0								
2011/12	TBD	08	Reconstruct Interchange	I-15/Foothill			1.5	$1.0								
2011/12	TBD	08	Reconstruct Interchange	I-15/Baseline			1.5	$1.0								
2011/12	TBD	08	Reconstruct Interchange	I-15/Baseline			1.5	$1.0								
2011/12	TBD	08	Reconstruct Interchange	I-15/Eucalyptus			1.5	$1.0								
2011/12	TBD	08	Reconstruct Interchange	I-15/6th-Arrow			1.5	$1.0								
2011/12	TBD	08	Reconstruct Interchange	I-15/Sierra			1.5	$1.0								
2011/12	TBD	08	Reconstruct Interchange	I-15/Mojave			1.5	$1.0								
2011/12	TBD	08	Reconstruct Interchange	I-15/Bear Valley			0.9	$1.0								
2011/12	TBD	08	Reconstruct Interchange	I-15/E-W Corr.			0.7	$156.0								
2011/12	TBD	08	Reconstruct Interchange	SR-60/Ramona			1.5	$1.0								
2011/12	TBD	08	Reconstruct Interchange	SR-60/Euclid			1.5	$1.0								

FY 2010/11, 2011/12 & 2012/13

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2011/12	TBD	08	Reconstruct Interchange	SR-60/Vineyard			1.5	$1.0								
2011/12	TBD	08	Reconstruct Interchange	SR-60/Archibald			0.8	$1.0								
2011/12	TBD	08	Curve Correct	Winchester Curve			1.2	$1.0								
2011/12	TBD	08	Reconstruct Interchange	SR-210/Waterman			1.2	$1.0								
2011/12	TBD	08	Reconstruct Interchange	SR-210/Del Rosa			1.5	$1.0								
2011/12	TBD	08	Reconstruct Interchange	SR-210/Baseline			1.5	$1.0								
2011/12	TBD	08	Reconstruct Interchange	SR-210/5th			1.5	$1.0								
2011/12	TBD	08	Reconstruct Interchange	I-215/Pepper-Linden			1.5	$1.0								
2011/12	TBD	08	Reconstruct Interchange	I-215/Palm			1.5	$1.0								
2011/12	TBD	08	Add Mix Flow Ln(s)	Mid County Parkway Downscope Project I-125 to San Jacinto			0.5	$1.0								
District 08 - 2011/12							**48.8**	**$285.7**								
2011/12	LEAD	09	Truck Climbing Lane	North Virgina Lakes Road to 1.7 Miles South of Jct,.Route270	1		0.9	$14.2	PSR				2012			Caltrans
District 09 - 2011/12					**1.00**		**0.9**	**$14.2**								
2011/12	LEAD	10	Widen from four to six lanes	SR 99 in Merced between Child's Ave and Webber Canal	2.0		2.0	$1.0	PSR				2011/12			
2011/12	QA	10	Reconstruct Interchange	Patterson on I-5 at Sperry Road Interchange	0.5		0.5	$7.0	PSR	ND/FI	Other (explain)	OTHER	2011/12			
District 10 - 2011/12					**2.50**		**2.5**	**$8.0**								
2011/12	LEAD	11	Add HOV Ln(s)	South Bay	3.5		1.0	$0.0	PSR	EIR	Other (explain)	MIXED	2012/13			
2011/12	LEAD	11	Add Pass Ln(s)	I-5/SR-78 Interchange	2.0		1.0	$150.0	PSR	EIR	Other (explain)	MIXED	2012/13			
2011/12	LEAD	11	Add HOV Ln(s)	Escondido and San Marcos at Route 15-75 separation	3		0.5	$0.0	PSR	EIR	Other (explain)	MIXED	2012/13			
2011/12	LEAD	11	Add HOV Ln(s)	I-5 to I-15	2.50		1.0	$600.0	PSR	EIR	Other (explain)	MIXED	2012/13			
2011/12	LEAD	11		NB&SB I-5 HOV Extension and Sliver Outside Widening	3.0		1.0	$0.0	PSR	EIR	Other (explain)	MIXED	2011/12			
2011/12	LEAD	11	Add mainline capacity, improve ramps and add aux. Lanes		3.0		1.0	$0.0	PSR	EIR			2012/13			
2011/12	LEAD	11	Add Mix Flow Ln(s)		4.0		2.0	$100.0	PSR	EIR			2012/13			
2011/12	LEAD	11		Trifolium Canal northwest of Brawley	4.0		1.0	$0.0	PSR	EIR	Other (explain)	MIXED	2012/13			
2011/12	QA	11	Reconstruct Interchange	Quarry Falls	1.5		0.5	$0.0	PSR	EIR			2011/12			
2011/12	QA	11	Realign	Alvarado Road Realignment	2.0		0.5	$1.0	PSR	EIR			2012/13			
2011/12	QA	11	Modify Ramp	Liberty Quarry *	1.0		1.0	$1.0	PSR	EIR			2011/12			
2011/12	QA	11	Reconstruct Interchange	Merriam Mountains	1.5		0.5	$0.0	PSR	EIR			2011/12			
2011/12	QA	11	Modify Ramp	Sycamore Landfill	1.0		0.5	$0.0	PSR	EIR			2011/12			
2011/12	QA	11	Modify Ramp	Oceanside Pavilion	1.0		1.0	$5.0	PSR	EIR			2011/12			
2011/12	QA	11	Reconstruct Interchange	Quarry Falls	1.5		0.5	$0.0	PSR	EIR			2011/12			
2011/12	QA	11	Add Aux. Ln(s)	University Towne Center	1.0		1.0	$1.0	PSR	EIR			2011/12			
District 11 - 2011/12					**35.50**		**14.0**	**$858.0**								
2011/12	LEAD	12	Interchange Improvements	accommodate improvements on SR-55 east and west of the IC.	2.0		1.0	$250.3	PSR/PDS	CE	LMP	Other Funding	2011/12			
2011/12	LEAD	12	arterial connection to I-605 serving the communitites of Los Alamitos	On I-605 in the cities of Los Alamitos and Cyoress	1.0		0.7	$20.2	PSR/PDS	CE	Other (explain)	3Other	2011/12			
2011/12	QA	12	Interchange Improvements	On I-5 at Avenida Pico in the City of San Clemente	1.0		0.1	$0.0	PSR/PDS	CE	Other (explain)	3OHER	2011/12			
2011/12	QA	12	Interchange Improvements	On I-5 at Avery Parkway in the City of Mission Viejo	1.0		0.6	$200.2	PSR/PDS	EIR/EIS	Other (explain)	3Other	2011/12			
2011/12	QA	12	and interchange improvement at El Toro Road	In Orange county on I-5 from SR-55 to El Toro road	2.0		1.0	$0.0	PSR/PDS	EIR	Other (explain)	3OHER	2011/12			
2011/12	QA	12	Interchange Improvements	On SR-55 at Meats	1.0		0.3	$0.0	PSR/PDS	EIR/EIS	Other (explain)	3Other	2011/12			
2011/12	MIS/FS/SS (QA)	12	SR-241 and Riverside County, construct reversible lanes on	ON SR-91 from SR-241 ot Orange/Riverside County Line	2.0		1.0	$925.3	STUDY(MIS-FS-SS)	CE	Other (explain)	3Other	2011/12			
District 12 - 2011/12					**10.00**		**4.7**	**$1,396.0**								

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District 1-12, 2011/12 Total					**184.70**		**148.6**	**$4,234.2**								
2012/13	QA	01	Channelization	Big Lagoon Rd	0.2		0.2	$1.0	PSR		Other (explain)			Lagoon Rancheria	Reimbursement	Lagoon Rancheria
2012/13	MIS/FS/SS (LEAD)	01	Traffic Calming	Hydesville	0.6		0.6	$1.0	STUDY(MIS-FS-SS)		Other (explain)			Caltrans	SHA	Caltrans
2012/13	MIS/FS/SS (LEAD)	01	Traffic Calming, Bike/Ped Improvements, Beautification	Orick	0.6		0.6	$1.0	STUDY(MIS-FS-SS)		Other (explain)			Caltrans	SHA	Caltrans
2012/13	MIS/FS/SS (LEAD)	01	Improvements/Relinquishment Improvements	Talmage	0.8		0.8	$1.0	STUDY(MIS-FS-SS)		Other (explain)			Caltrans	SHA	Caltrans
2012/13	MIS/FS/SS (LEAD)	01	Engineering Feasibility Study	SR 255/101 Interchange to F Street in Arcata	0.9		0.9	$1.0	STUDY(MIS-FS-SS)		Other (explain)			Caltrans	SHA	Caltrans
2012/13	MIS/FS/SS (LEAD)	01	Shoulder Widening	Konocti	0.7		0.7	$1.0	STUDY(MIS-FS-SS)		Other (explain)			Caltrans	SHA	Caltrans
2012/13	MIS/FS/SS (LEAD)	01	PCBR/CCT Engineering Feasibility Gap Analysis	Near Richardson Grove to the Oregon border	1.3		1.3	$1.0	STUDY(MIS-FS-SS)		Other (explain)			Caltrans	SHA	Caltrans
District 01 - 2012/13					**3.80**		**3.8**	**$6.0**								
2012/13	LEAD	02		CRI revisit PID	0.5		0.5	$1.0	PSR							
2012/13	LEAD	02		6 lane CRI to N Rdg 273	0.7		0.4	$0.0	PSR							
2012/13	LEAD	02		East Red Bluff Complete Streets	0.5		0.3	$1.0	PSR							
2012/13	LEAD	02		Eastside STIP cand	0.8		0.5	$0.0	PSR							
2012/13	LEAD	02		Passing Lane	0.5		0.5	$1.0	PSR							
2012/13	LEAD	02		299 TCL Adin Summit	0.7		0.4	$0.0	PSR							
2012/13	LEAD	02		Suzie 4 lane	1.1		0.5	$0.0	PSR							
2012/13	LEAD	02		Unknown Scope	0.4		0.4	$1.0	PSR							
2012/13	LEAD	02		unknown	0.5		0.4	$1.0	PSR							
2012/13	LEAD	02		Hayfork Summit Area	0.6		0.4	$0.0								
2012/13	LEAD	02		Dev Alts for Liberal Ave Rebuild	0.5		0.5	$1.0								
2012/13	LEAD	02		Left Turn Lane at Arlington Road	0.4		0.4	$1.0								
2012/13	LEAD	02		Determine Alternatives to study in future PSR	2.1		0.7	$0.0								
2012/13	LEAD	02		Left Turn Lanes at Sayler Loop Rd	0.5		0.3	$0.0								
2012/13	LEAD	02		Left Turn Lane at County Road 75	0.4		0.4	$1.0								
2012/13	LEAD	02		Big Flat	0.3		0.3	$1.0								
2012/13	QA	02		Sunset Hills	0.6		0.4	$0.0								
District 02 - 2012/13					**11.10**		**7.3**	**$9.0**								
2012/13	LEAD	03	Southbound passing lanes North of Cox to South of Palermo	SR 70 North of Cox to South of Palermo	2.0		1.0	$20.0	PSR		ITIP/RTIP/Other					
2012/13	LEAD	03	SB Passing lanes Palermo to Ophir	SR 70 Ophir to Palermo	2.0		1.0	$30.0	PSR		ITIP/RTIP/Other					
2012/13	LEAD	03	Passing Lanes	SR 70 Woodruff to Binney	2.0		1.0	$32.0	PSR		ITIP/RTIP/Other		2012/13			
2012/13	LEAD	03	Construct turn lanes and median refuge areas at various locations.	Cerrito Rd., Ladybird Dr., Clivus Rd., Carriage Rd., and Brewer	1.5		0.5	$0.0								
2012/13	LEAD	03	Reconstruct Interchange	Park (SR 99/H50) IC, and H50 in between the 2 interchanges.	5.0		2.5	$0.0								
2012/13	LEAD	03	New Bypass	Yuba City	5.0		1.0	$500.0								
2012/13	QA	03	Reconstruct Interchange	Hood/Franklin Road City of Elk Grove	0.3		0.1	$25.0								
2012/13	QA	03	Construct Overcrossing	El Centro	0.3		0.1	$1.0								
2012/13	QA	03	Reconstruct Interchange	SR 99/SR 104 City of Galt	0.3		0.1	$1.0								
2012/13	QA	03	New Interchange	Whitelock Road City of Elk Grove	0.3		0.1	$0.0								
2012/13	QA	03	Reconstruct Interchange	Reed Avenue City of West Sacramento	0.3		0.1	$0.0								
2012/13	QA	03	Reconstruct Interchange	SR 128/Walnut Roundabout City of Winters	0.3		0.1	$1.0								
2012/13	MIS/FS/SS (LEAD)	03	Phasing plan for the prioritization and sequencing of specific	Interstate 80 in Placer County to SR 70 in Yuba County	2.0		1.0	$1,000.0								
District 03 - 2012/13					**21.30**		**8.6**	**$1,610.0**								

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2012/13	QA	04	Modify interchange	US 101/Old Oakland Rd in San Jose	1.00		1.00	$1.0	PSR	TBD						
2012/13	QA	04	Modify interchange	I-680/Montague Expwy in San Jose	1.00		1.00	$18.0	PSR	TBD						
2012/13	QA	04	Reconstruct Interchange	I-80 at Pederick Rd in Dixon	1.00		0.50	$0.0	PSR		Other (explain)					
2012/13	QA	04	Modify interchange	Modify northbound on-off ramps at SR 87/ Narvaez Ave/ Capitol	1.00		1.00	$0.0	Study	TBD						
2012/13	QA	04	direct connector from NB101 to EB 580	San Rafael/vicinity of Bellam Blvd.	1.00		1.00	$80.0	PSR	ND/ FONSI			2013-14			
2012/13	QA	04	Interchange Improvements Hwy 101 / Freitas Pkway	San Rafael/vicinity Freitas Pkwy/Redwood Hwy	1.00		1.00	$3.0	PSR	CE			2013/14			SAN RAFAEL
2012/13	QA	04	Creek to Freitas Parkway to No. San Pedro; Andersen to SF Drake	Various on Hwy 101	0.80		0.56	$1.0	PSR	CE			2013/14			
2012/13	QA	04	Signal Andersen Dr/E. Sir Francis Drake Intersection	Andersen Dr. @ E. Sir Francis Drake	0.50		0.50	$3.0	PSR	CE			2012/13			SAN RAFAEL
2012/13	QA	04	Modify interchange	US 101/Buena Vista Ave	1.00		1.00	$27.0	PSR	TBD						
2012/13	QA	04	Modify interchange	I-280/Oregon Exwy/Page Mill in Palo Alto	1.00		1.00	$7.0	PSR	TBD						
2012/13	QA	04	Add Aux. Ln(s)	I-280 from I-380 to Hickey Ave	0.80		0.80	$90.0	PSR							
2012/13	QA	04	Southern Marin Parklands access Study	Sausalito / Mill Valley to Point Reyes	0.20		0.20	$1.0	Study	TBD			TBD			
2012/13	QA	04	Sir Francis Drake from Larkspur Ferry Terminal to I-580 Study	Larkspur & Marin County vicinity San Quentin	0.20		0.20	$1.0	Study	TBD			TBD			
2012/13	QA	04	GGNRA ITS Preliminary Engineering Study		0.20		0.20	$1.0	Study	TBD						
2012/13	QA	04	Modify interchange	US 101 southbound off-ramp at 10th St in Gilroy	1.00		1.00	$1.0	TBD	TBD						
2012/13	QA	04	Future Road Improvements for Highway 12 connector R/W	Highway 12 R/W in Santa Rosa	0.80		0.80	$1.0	TBD	Other (explain	Other (explain)	MIXED	2013/14			
2012/13	QA	04		From N. Main St in Walnut Creek to SR242 in Concord	0.80		0.80	$1.0			Other (explain)	OTHER	2012/13			TRANSPAC
2012/13	QA	04	Reconstruct Interchange	I-80 at "A" Street in Dixon	1.00		0.50	$1.0	PSR		Other (explain)					
District 04 - 2012/13					**14.30**		**13.1**	**$237.0**								
2012/13	LEAD	05	New Interchange	At Union Road	2.00		0.40	$0.0	PSR	ND	RTIP/Other	Mixed	2015/16			
2012/13	LEAD	05	Construct Auxiliary Lanes	Near Capitola from Bay/Porter to Park Ave	2.00		0.40	$0.0	PSR/PDS	ND	RTIP	1STIP	2017/18			
2012/13	LEAD	05	Construct Auxiliary Lanes	Near Capitola from 41st Avenue to Soquel Drive	2.00		0.40	$0.0	PSR/PDS	ND	RTIP	1STIP	2017/18			
2012/13	QA	05	Reconstruct Interchange	In the City of Marina at the 12th Street OC (Imjin Parkway)	0.50		0.50	$9.0	PSR	TBD	Other (explain)	3OTHER	2015/16			
2012/13	QA	05	Construct bicycle lanes and sidewalks	From Henry Cowell State Park to Glen Arbor Road	0.50		0.50	$9.0	PSR/PDS	CE	RTIP	1STIP	TBD			
2012/13	QA	05	Widen to Four Lanes	Ridgemark Dr/Fairview Dr. to 0.1 miles south of Prospect Ave/	0.50		0.50	$10.8	PSR	ND	RTIP/Other	2MIXED	TBD			
2012/13	TBD	05	New Interchange and Frontage Road	In Salinas near Harris Road	2.00		0.40	$0.0	PSR/PDS	ND	RTIP/Other	Mixed	2017/18			
2012/13	TBD	05	MIS	Route 68 Corridor	1.50		1.50	$1.0	STUDY(MIS-FS-SS)	n/a	n/a	n/a	n/a			
District 05 - 2012/13					**11.00**		**4.6**	**$29.8**								
2012/13	LEAD	06	Auxilliary Lanes	City of Fresno	1.20		1.20	$0.0	PSR	TBD			2012/13			Caltrans
2012/13	LEAD	06	Auxilliary Lanes	City of Bakersfield	1.20		1.20	$35.0	PSR	TBD			2012/13			Caltrans
2012/13	LEAD	06	PID Refreshers	VAR	1.0		1.0	$0.0								
2012/13	QA	06	Modify Interchange	At Bush Street	0.8		0.80	$5.0	TBD	TBD			2012/13			City of Lemoore
2012/13	QA	06	Developer Mitigation Projects	Various Locations	1.0		1.00	$0.0	TBD	TBD			VAR			Caltans
2012/13	MIS/FS/SS (LEAD)	06	Modify Interchange	At 13th Ave	1.2		1.20	$40.0	FS	TBD			2012/13			Kings CAG
2012/13	MIS/FS/SS (LEAD)	06	High Speed Rail	From LA to Merced Co Line	3.0		1.0	$0.0	STUDY(MIS-FS-SS)	ND	ITIP	ITIP	N/A			Caltrans
District 06 - 2012/13					**9.40**		**7.4**	**$80.0**								
2012/13	LEAD	07	Add HOV Lane in the EB & WB	Rte 110 to 405 (Segment 1) & Rte 405 to PCH (Segment 2)	5.0		1.5	$0.0	PSR/PDS	EIS	RTIP	STIP	2010/11		SHA	
2012/13	LEAD	07	Add Lane to Connector, Add Lane to IC	605 / 405 IC	5.0		1.5	$0.0	PSR/PDS			OTHER	2010/11		SHA	
2012/13	LEAD	07	60 HOV is completed the HOV will end East of the 60/605 IC	605 / 60 IC	5.0		1.5	$0.0	PSR/PDS			OTHER	2010/11		SHA	
2012/13	LEAD	07	Add Lane to Connector, Add Lane to IC	605 / 91	5.0		1.5	$0.0	PSR/PDS			OTHER	2010/11		SHA	
2012/13	LEAD	07		NB Lane 405 from Hawthorne to I-105	5.0		2.5	$0.0					2011/12		SHA	

FY 2010/11, 2011/12 & 2012/13

FY	LEAD or QA?	District	Improvement Description	Location	Estimated Total PY Cost for PID	Approved PY Allocation for Current FY	Estimated PY Cost for FY	Project Cost with Support ($M)	Type of PID	Type of Environmental Document	ITIP/RTIP/Other Funding	STIP, Mixed, or exclusively OTHER?	Proposed Program Year	CEQA Lead	SHA or Reimbursement?	Project Sponsor
2012/13	LEAD	07		SB Lane 405 from Inglewood to Rosecrans	5.0		2.5	$0.0					2011/12		SHA	
2012/13	LEAD	07		Interchange 405 / 101			2.5	$0.0					2011/12		SHA	
2012/13	LEAD	07	Add 1 HOV lane in each direction	San Bernardino Fwy (I-10) to Glendale Fwy(SR-2)	5.0		2.5	$300.0	PSR/PDS	EIR	RTIP	STIP	2012/13		SHA	
2012/13	LEAD	07	fwy with 8 to 9 MF lanes + 2 HOV each direction	I-405 to SR-14	5.0		2.5	$400.0	PSR/PDS	EIR	RTIP	STIP	2012/13		SHA	
2012/13	LEAD	07	Widen to 4 Lanes	Pearblossom Hwy / SB co. line	7.0		3.0	$1,000.0					2012/13		SHA	
2012/13	LEAD	07	Gap Closure	10 / Columbia-Pasadena	7.0		3.0	$5,280.0					2012/13		SHA	
2012/13	QA	07	fwy With 8 to 9 MF Lanes + 2 HOV Each Direction	I-405 to SR-14	5.0		0.8	$0.0	PSR/PDS			EIS	2013/14		Reimb to SHA	Measure R
2012/13	QA	07	reconstruct IC	57/60 Confluence in Dimond Bar and City of Industry	3.0		1	$5.0		EIR						
2012/13	QA	07	Modify Ramp	New ramps would be located on the west side of SR 47.			1	$0.0		ND	Other (explain)	OTHER	2012/13			Los Angeles
2012/13	QA	07	high speed rail structurs and overcrossings	05, 605, 710	3.0		1	$0.0								high speed rail
2012/13	QA	07	Add Aux. Ln(s)	(SR1) and Manhattan Beach Boulevard (SR1)			1	$4.0	TBD	ND	Other (explain)	OTHER	2013			
District 07 - 2012/13					**65.00**		**29.3**	**$6,989.0**								
2012/13	TBD	08	Add HOV Ln(s)	• I-10 Widening from I-15 to Riverside County Line			0.8	$1.0								
2012/13	TBD	08	Reconstruct Interchange	I-10/SR-60/SR-79 IC Reconstruction			4.0	$140.0								
2012/13	TBD	08	Add HOV Ln(s)	• I-15 Widening from Riverside County Line to I-215			0.8	$1.0								
2012/13	TBD	08	Construct new HOT Lanes	SBD County Ln to I 215 JCT			0.4	$1.0								
2012/13	TBD	08	New Corridor	SD County Line to San Jacinto			1.2	$1.0								
2012/13	TBD	08	Construct new HOT Lanes	OR County Ln to I 15 JCT			0.5	$1.0								
2012/13	TBD	08	Add HOV Ln(s)	• SR-210 Widening from I-215 to I-10 (revise current PID)			0.4	$1.0								
2012/13	TBD	08	Add Mix Flow Ln(s)	County Line to I-10 (Bi-County Phase II)			1.2	$1.0								
2012/13	TBD	08	Add Mix Flow Ln(s)	• I-215 Widening from SR-210 (formerly SR-30) to I-15			2.5	$0.0								
2012/13	TBD	08	Add Mix Flow Ln(s)	I-15 to Nuevo Rd			1.2	$1.0								
2012/13	TBD	08	Add Mix Flow Ln(s)	Future Alignment Study I-15 to I-215			1.5	$1.0								
2012/13	TBD	08	New Corridor	SR-241 in OR County to I-15 in RIV County			2.5	$4,000.0								
District 08 - 2012/13							**17.0**	**$4,149.0**								
2012/13	LEAD	09	Passing Lanes	On Route 395 Between PM 57.8 to PM 60.2	1		0.9	$20.0	PSR				2014			Caltrans
District 09 - 2012/13					**1.00**		**0.9**	**$20.0**								
2012/13	LEAD	10	Widen to Four Lane Expressway	from West-end of the San Joaquin River Bridge to 0.7 KM west of	1.0		1.0	$104.0	PSR	EIR/EIS	ITIP/RTIP	STIP	2012/13			
2012/13	LEAD	10	In Jackson, from Jackson St. to Martell, Widen 2C to 4c	Near Jackson	0.5		0.5	$247.0	PSR/PDS	EIR	RTIP/Other	MIXED	2012/13			
2012/13	LEAD	10	8-Lane Widening in South Stockton		1.0		1.0	TBD					2013/14			
2012/13	LEAD	10	6-Lane Widening in Lodi		1.0		1.0	$1.0					2013/14			
2012/13	QA	10	Provide Four Lane Expressway on New Alignment	from 0.7 KM west of Butler Rd. to 0.5 KM west of Dakota Ave.	0.6		0.6	$80.0	PSR	EIR/EIS	ITIP/RTIP	STIP	2012/13			
2012/13	QA	10	Intersection Improvements.	Intersection in Calaveras County in the City of Angels Camp.	0.5		0.50	$5.0	PSR/PDS	ND/FI	RTIP	STIP	2012/13			
2012/13	QA	10	Reconstruct Interchange	between Union Pacific Rail Road Undercrossing & west Canal Dr.	0.4		0.4	$8.0	PSR/PDS	ND	ITIP/Other	MIXED	2012/13			
2012/13	MIS/FS/SS (LEAD)	10	Widen to Eight Lanes.	and at Approach to Stanislaus River (KP 17.5/39.8)	1.2		1.2	$275.5	STUDY(MIS-FS-SS)	ND/FI	ITIP/RTIP	MIXED	2012/13			
2012/13	TBD	10	Widening	Between 49/104	0.5		0.5	$1.0					2013/14			
District 10 - 2012/13					**6.70**		**6.7**	**$721.5**								
2012/13	LEAD	11	Add HOV Ln(s)	South Bay	3.5		0.5	$0.0	PSR	EIR	Other (explain)	MIXED	2012/13			
2012/13	LEAD	11	Add Pass Ln(s)	I-5/SR-78 Interchange	2.0		1.0	$0.0	PSR	EIR	Other (explain)	MIXED	2011/12			
2012/13	LEAD	11	Add Mix Flow Ln(s)	Mission Valley	2.0		2.0	$800.0	PSR	EIR	Other (explain)	MIXED	2012/13			
2012/13	LEAD	11	Add Aux. Ln(s)		3.0		1.0	$0.0	PSR	EIR	Other (explain)	MIXED	2012/13			

FY 2010/11, 2011/12 & 2012/13

FY	LEAD or QA?	District	Improvement Description	Location	Estimated Total PY Cost for PID	Approved PY Allocation for Current FY	Estimated PY Cost for FY	Project Cost with Support ($M)	Type of PID	Type of Environmental Document	ITIP/RTIP/Other Funding	STIP, Mixed, or exclusively OTHER?	Proposed Program Year	CEQA Lead	SHA or Reimbursement?	Project Sponsor
2012/13	LEAD	11	Realign	Pala Indian Reservation	2.0		2.0	$25.0	PSR	EIR	Other (explain)	MIXED	2012/13			
2012/13	LEAD	11	Add Lanes	Tecate border crossing	1.50		1.5	$20.0	PSR	EIR	Other (explain)	MIXED	2012/13			
2012/13	LEAD	11	Add Aux. Ln(s)	805/54 in Chula Vista	2.0		1.0	$83.1	PSR	EIR	RTIP	STIP	2012/13			
2012/13	LEAD	11	Add HOV Ln(s)	Escondido and San Marcos at Route 15-75 separation	3		0.5	$0.0	PSR	EIR	Other (explain)	MIXED	2012/13			
2012/13	LEAD	11		Via de la Valle	2.00		2.0	$60.0	PSR	EIR	Other (explain)	MIXED	2012/13			
2012/13	LEAD	11	Add Aux. Ln(s)	Various	3.00		3.0	$1.0	PSR	EIR	Other (explain)	MIXED	2012/13			
2012/13	LEAD	11	Add HOV Ln(s)	I-5 to I-15	2.50		1.5	$0.0	PSR	EIR	Other (explain)	MIXED	2012/13			
2012/13	LEAD	11	Add Lanes	SR-78	2.50		2.5	$65.0	PSR	EIR	Other (explain)	MIXED	2012/13			
2012/13	LEAD	11	Add HOV Ln(s)	Rte 8 from the route 8/5 separation to 0.1 KM E of the	1.0		1.0	$1.0	PSR	EIR	Other (explain)	MIXED	2012/13			
2012/13	LEAD	11		Trifolium Canal northwest of Brawley	4.0		1.0	$0.0	PSR	EIR	Other (explain)	MIXED	2012/13			
2012/13	QA	11	Reconstruct Interchange	I-5 / Seaworld Drive	2.00		2.0	$60.0	PSR	EIR	Other (explain)	MIXED	2012/13			
2012/13	QA	11	Modify Ramp	On I-15 Deer Springs Rd.	1.00		1.0	$15.0	PSR	EIR	Other (explain)	MIXED	2012/13			
2012/13	QA	11	Reconstruct Interchange	Pala Indian Reservation	1.00		1.0	$16.0	PSR	EIR	Other (explain)	MIXED	2012/13			
2012/13	QA	11		City of Oceanside	1.00		1.0	$25.0	PSR	EIR	Other (explain)	MIXED	2012/13			
2012/13	QA	11	Realign	Alvarado Road Realignment	2.0		0.5	$1.0	PSR	EIR			2012/13			
District 11 - 2012/13					**41.00**		**26.0**	**$1,172.1**								
2012/13	LEAD	12	Interchange Improvements	accommodate improvements on SR-55 east and west of the IC.	2.0		1.0	$0.0	PSR/PDS	CE	LMP	Other Funding	2011/12			
2012/13	LEAD	12	arterial connection to I-605 serving the communitites of Los Alamitos	On I-605 in the cities of Los Alamitos and Cyoress	1.0		0.3	$0.0	PSR/PDS	CE	Other (explain)	3Other	2011/12			
2012/13	QA	12	Add new GP lanes and aux lanes	On I-5 from Orange/San Diego County Line to SR-1	1.0		0.5	$260.2	PSR/PDS	CE	Other (explain)	3Other	2015/16			
2012/13	QA	12	Add new GP lanes and aux lanes	On I-5 from SR-1 to SR-73	1.0		0.5	$240.2	PSR/PDS	CE	Other (explain)	3Other	2015/16			
2012/13	QA	12	Interchange Improvements	On I-5 at Avery Parkway in the City of Mission Viejo	1.0		0.2	$0.0	PSR/PDS	EIR/EIS	Other (explain)	3Other	2011/12			
2012/13	QA	12	Construct HOV Drop Ramps	On I-5 at Barranca Parkway in the City of Irvine	1.0		0.5	$56.2	PSR/PDS	CE	Other (explain)	3Other	2015/16			
2012/13	QA	12	Metered Fwy-to-Fwy Connector	From WB SR-22 to SB I-5	1.0		0.5	$75.2	PSR/PDS	CE	Other (explain)	3Other	2015/16			
2012/13	QA	12	Add new GP lanes and aux lanes	On SR-55 from I-5 to SR-91	1.0		0.7	$105.2	PSR/PDS	CE	Other (explain)	3OHER	2015/16			
2012/13	QA	12	Add new GP lanes and aux lanes	On SR-57 from I-5 to SR-91	1.0		0.5	$200.2	PSR/PDS	CE	Other (explain)	3Other	2015/16			
2012/13	QA	12	Add new GP lanes and aux lanes	On SR-57 from SR-91 to Lambert Road	1.0		0.5	$200.2	PSR/PDS	CE	Other (explain)	3Other	2015/16			
2012/13	QA	12	Add new GP lanes and aux lanes	On SR-57 from Lambert Road to Los Angeles County Line	1.0		0.5	$80.2	PSR/PDS	CE	Other (explain)	3Other	2015/16			
2012/13	QA	12	Metered Fwy-to-Fwy Connector	From WB SR-91 to NB SR-57	1.0		0.5	$75.2	PSR/PDS	CE	Other (explain)	3Other	2015/16			
2012/13	QA	12	Construct Direct Connector	WB SR-91 to SB SR-55 Direct Connector	1.5		1.0	$65.3	PSR/PDS	CE	Other (explain)	3Other	2015/16			
2012/13	QA	12	Metered Fwy-to-Fwy Connector	From WB SR-133 to NB I-405	1.0		0.5	$75.2	PSR/PDS	CE	Other (explain)	3Other	2015/16			
2012/13	QA	12	Add GP lanes from SR-55 to I-5	On I-405 from SR-55 to I-5	2.0		1.5	$320.3	PSR/PDS	CE	LMP	Other Funding	2015/16			
2012/13	QA	12	Construct HOV Drop Ramps	On SR-405 at Von Karman in the City of Irvine	1.0		0.5	$22.1	PSR/PDS	CE	Other (explain)	3Other	2015/16			
2012/13	QA	12	Construct HOV Drop Ramps	On SR-405 at Bear Street in the City of Irvine	1.0		0.5	$19.8	PSR/PDS	CE	Other (explain)	3Other	2015/16			
2012/13	QA	12	Proposed new East-West Connector	From Antonio Parkway to SR-73	2.0		0.5	$300.3	PSR/PDS	ER/ES	Other (explain)	OTHER	2015/16			
2012/13	MIS/FS/SS (QA)	12	including nearby local intercahnges such as Tustin Avenue and	On SR-91 from SR-55 to SR-57	2.0		1.8	$417.3	STUDY(MIS-FS-SS)	CE	Other (explain)	3Other	2015/16			
2012/13	MIS/FS/SS (QA)	12	SR-241 and Riverside County, construct reversible lanes on	ON SR-91 from SR-241 ot Orange/Riverside County Line	2.0		1.0	$0.0	STUDY(MIS-FS-SS)	CE	Other (explain)	3Other	2011/12			
District 12 - 2012/13					**25.50**		**13.5**	**$2,512.8**								
District 1-12, 2012/13 Total					**210.10**		**138.1**	**$17,536.2**								
District 1-12, 2010/11 Through 12/13 Total					**625.95**		**466.3**	**$56,272.7**								

2009/10 DRAFT SHOPP Shelf Project Initiation Documents (PID)

District	County	Route	Begin Postmile	End Postmile	Improvement Description (Type of Work)	Location	Estimated Total PY Cost for PID	Estimated PY Cost for PID During Current FY	Actual PY Cost for Current FY	Total Project Cost ($M)	Estimated PID Completion Date (Month/Year)	District Director Approval Date (Month/Day/Year)	FY PID SHELF	% Complete	Program Code (20.10.201.xxx)	SHOPP Program Element	Proposed SHOPP Programming Cycle	Proposed Program Year	09-10 SHELF STATUS	Updated Status
1	MEN	101	92.9	93.1	Replace Bridge	At Jitney Gulch				13.8	9/2007	9/12/2007	07-08	100	110	Bridge	2010	2013/14	Viable	Fundable
1	MEN	101	20.4	R42.6	Replace Bridge and Rail Upgrade	Robinson Creek Bridge & South Willits OH				3.9	8/2007	6/26/2007	07-08	100	110	Bridge	2010	2014/15	Viable	Fundable
1	MEN	1 128	40.10 0.00	40.90 0.20	Install MBGR	From .1M south to .6M north of Navarro River Bridge				2.9	5/2009	5/18/2009	08-09	100	015	Collision Reduction	2010	2013/14	Viable	Fundable
1	HUM	VAR	VAR	VAR	Reconstruct Guardrailing	342 Locations				7.1	9/2007	9/12/2007	07-08	100	015	Collision Reduction	2010	TBD	Viable	Fundable
1	HUM	36	1.7	27	CAPM	Wolverton Gulch to Past Little Larabe Cr.				13.3	10/1/2005	11/1/2005	05-06	100	121	Roadway	2010	2013/14	Viable	Fundable
1	LAK	20	1	46.3	Culvert Rehabilitation	Various Locations SR's 20,29 & 53				3.0	8/1/2004	7/26/2004	04-05	100	151	Roadway	2010	2013/14	Viable	Fundable
1	HUM	96	0.00	3.80	Rubberized AC Overlay- 2R	Jct 299 to just before Willow Crk .Bridge				4.6	9/2008	9/5/2008	08-09	100	122	Roadway	2010	2013/14	Viable	Fundable
1	MEN	101	64.7	69.3	Roadway Rehab	Past jct 162 to just before Laytonville				7.3	5/2008	5/13/2008	07-08	100	120	Roadway	2010	2014/15	Viable	Fundable
1	HUM	101	75.2	79.0	AC Surfacing	K Mart to the intersecton of 101 and "O" Street				11.6	9/2007	8/3/2007	07-08	100	121	Roadway	2010	2013/14	Viable	Fundable
1	MEN	101	0	R21.1	AC Overlay and Shoulder Backing	In Men County near Hopland				7.3		1/13/2006	05-06	100	121	Roadway			Non-Viable	Priority but Unfunded
1	MEN	128	31	38.8	CAPM	Robinson Cr Br. To Beebe Cr.				5.3	10/2/2005	11/1/2005	05-06	100	121	Roadway			Non-Viable	Priority but Unfunded
1	MEN	128	38.8	50.9	CAPM	Beebe Cr. To end of Men Co.				7.6	10/2/2005	11/1/2005	05-06	100	121	Roadway			Non-Viable	Priority but Unfunded
1	HUM	169	13.2	33.8	CAPM	From Wauteck to Jct 96				7.5	10/1/2005	11/1/2005	05-06	100	121	Roadway			Non-Viable	Priority but Unfunded
1	MEN	175	0.0/0.0	9.9/0.6	CAPM	SR 175 Men Co. to SR 29				6.2	10/2/2005	11/1/2005	05-06	100	121	Roadway			Non-Viable	Priority but Unfunded
1	LAK	175	4.9	28	CAPM	From Middletown to Jct SR 29				12.4	10/2/2005	11/1/2005	05-06	100	121	Roadway			Non-Viable	Priority but Unfunded
1	MEN	101	9.20	R21.10	Road Rehab	South of Ukiah- Hopland Rehab				42.8	4/2009	5/21/2009	08-09	100	120	Roadway			Viable	Priority but Unfunded
1	MEN	101	74.80	81.40	Roadway Rehab	Past Laytonville to Rattlesnake Cr Br.				20.4	5/2009	4/20/2009	08-09	100	120	Roadway			Viable	Priority but Unfunded
1	LAK	029	20.1	20.8	Replace OGAC. Install Inground	At Rt. 29/53 - Lower Lake				5.7	9/2007	9/24/2007	07-08	100	121	Roadway			Not Viable	Priority but Unfunded
1	MEN	101	19.50	23.90	Pavement Rehabilitation	Ukiah-El Roble OC to Austin Cr Bridge				8.3	9/2007	9/7/2007	07-08	100	120	Roadway			Not Viable	Priority but Unfunded
1	HUM	36	0	1.6	Roadway Rehabilitation	SR101 to west of Wolverton Gulch				8.3	9/8/1999	09/08/1999	99-00	100	120	Roadway			Not Viable	Priority but Unfunded
2	PLU	70	14.9		Yellow Creek	Near Belden at Yellow Creek Bridge	0.4	0.4	0.06	2.0	5/1/2007	8/20/2007	07-08	100	113	Bridge	2008	2011/12	Viable	Fundable
2	PLU	70	50.9	51.7	Bridge Rehab	Spring Garden	0.5	0.4	0.113	7.5	6/1/2007	8/20/2007	07-08	100	112	Bridge	2008	2011/12	Non-Viable	Fundable
2	SHA	5	R44.4	R58.0	Roadway Rehab/Pave	Upper Canyon	0.3	0.3	0.034	53.0	4/1/2007	6/29/2007	06-07	100	120	Roadway	2008	2009/10	Viable	Fundable
2	SHA	299	30.3	40.7	Roadway Rehab	East of Redding	0.4	0.4	0.036	34.0	5/1/2007	6/29/2007	06-07	100	120	Roadway	2008	2010/11	Viable	Fundable
3	BUT	70	26.81	26.99	Seismic Retrofit	2 bridges:Pentz OH and Cherokee OH	2	0.4	0.18	1.3	9/4/2007	9/11/2007	07-08	100	113	Bridge	2008	2011/12	Viable	Fundable
3	VAR	80	var	var	Gore paving	Various locations along I-80			0	1.5		11/1/2005	05-06	100	230	Roadside	2006	2008/2009	Non-Viable	Fundable
3	COL	5	R0.0	R21.0	Grind & Replace OGAC	Colusa/Yolo Co. line to approx. 4.8 km north Freshwater Road OC	0.62	0.2	0.03	15.0	9/1/2007	9/10/2007	07-08	100	121	Roadway	2008	2008/09	Viable	Fundable
3	SAC	99	0.1	12	RAC Overlay	North of San Joaquin Co line	0.2	0.2	0.05	24.0	09/2007	9/28/2007	07-08	100	121	Roadway	2008	2008/2009	Viable	Fundable
3	PLA	80	33	45	Drainage Rehab	Route 174 and Alta Road UC	1.62	0.2	0.12	2.5	9/1/2007	9/4/07	07-08	100	151	Roadway	2008	09/10	Non-Viable	Fundable
3	NEV	80	23.3	28.1	Water Quality Improve	Floriston Drainage	2	0.5	0.21	15.0	9/1/2007	9/14/2007	07-08	100	335	Mandates	2008	2011/2012	Non-Viable	Priority but Unfunded
3	NEV	80	20.3	23.3	Water Quality Improve	Boca Drainage	2	0.5	0.26	10.0	9/1/2007	9/14/2007	07-08	100	335	Mandates	2008	2011/2012	Non-Viable	Priority but Unfunded
3	SAC	5	11.11	11.11	Widen & reconfigure o	Elk Grove Blvd on-ramp to Northbound I-5	tbd	0.02	0.01	3.0	9/1/2009	10/5/2007	07-08	100	310	Mobility	2010	2010/2011	Non-Viable	Priority but Unfunded
3	var	var	var	var	Install CMS & CCTV at	Glenn, Yolo, Nevada, El Dorado, Yuba, Butte, Placer & Sutter (various Counties at	0.4	0.2	0.08	7.0	9/1/2007	10/10/07	07-08	100	315	Mobility	2008	09/10	Non-Viable	Priority but Unfunded
3	SAC	51	4.5	6	Highway Planting/Irriga	S.El Camino Ave OC to Howe Ave	0.56	0.25	0.08	2.3	9/1/2007	12/4/2007	07-08	100	210	Roadside	2010	2010/2011	non-Viable	Priority but Unfunded
3	SUT	99	tbd	tbd	Highway Planting/Irriga	In Yuba City	tbd	0.2	0.08	2.5	9/1/2007	9/10/2007	07-08	100	210	Roadside	2008	2010/2011	Non-Viable	Priority but Unfunded
3	BUT	99	33.9	35.3	SR 99 Highway Plantir	From Lido Channel Bridge to Lassen Avenue Undercrossing	0.66	0.2	0.06	2.5		9/5/07	07-08	100	210	Roadside	2008	09/10	Non-Viable	Priority but Unfunded
3	YUB	70,20	14	15.4	Roadway Rehabilitatio	Downtown Marysville	0.8	0.24	0.43	18.5	09/2007	9/24/2007	07-08	100	120	Roadway	2008	2010/2011	Viable	Priority but Unfunded

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3	YOL	5	R21.8	R28.9	Grind & replace AC Ov	North of County Road 91 OverCrossing	0.97	0.2	0.02	5.0	9/1/2007	8/31/07	07-08	100	121	Roadway	2008	08/09	Non-Viable	Priority but Unfunded
3	SIE	49	16.7	41.4	Overlay Roadway	Downieville to Yuba Pass			0	9.6		11/1/2005	05-06	100	121	Roadway	2006	2009/2010	Non-Viable	Priority but Unfunded
3	SAC	50	R2.6	14.2	Grind PCC Pavement	65th Street to East of Sunrise	0.78	0.2	0.16	15.0	9/1/2007	10/17/07	07-08	100	121	Roadway	2008	09/10	Non-Viable	Priority but Unfunded
3	BUT	70	28.8	35.5	Base Repair & AC Ove	End of West Branch Viaduct (Br#12-174) to 0.1 miles east of CalFire Station @ Jarbo	0.62	0.2	0.03	8.0	9/1/2007	9/5/2007	07-08	100	121	Roadway	2008	2009/10	Non-Viable	Priority but Unfunded
3	PLA	89	13.5	21.7	Base Repair & AC Ove	South of Squaw Valley Rd to the Nevada County line	1.64	0.2	0.05	7.0	9/1/2007	10/25/2007	07-08	100	121	Roadway	2008	2009/2010	Non-Viable	Priority but Unfunded
3	SAC	99	16.2	18.6	Reconfigure Florin Rd	Florin Road to Mack Road	3.04	0.2	0.01	20.7	9/1/2007	9/28/07	07-08	100	150	Roadway	2008	08/09	Non-Viable	Priority but Unfunded
3	YOL	505	0	R22.3	CAPM,Grind PCC Pav	Near Winters	0.82	0.2	0.05	12.0	9/1/2007	9/21/07	07-08	100	121	Roadway	2008	08/09	Non-Viable	Priority but Unfunded
4	ALA	880	20.8	20.9	Washington Avenue In	San Leandro	2.5	0.1	0.092	2.3	10/1/2005	12/28/2005	05-06	100	310	Mobility	2008	2008/09	Programmed	Fundable
4	ALA ALA ALA	880 238 92	0.00 14.40 2.60	24.10 16.70 6.40	Install Fiber, TOS/RM t	On 880 Route 112/Davis to SCL County Line, On 238 Route 880(BART) to Route	0.8			24.0	7/15/2005	7/15/2005	05-06	100	315	Mobility	2010	2012/13	Non-Viable	Fundable
4	SCL	237	7.1	7.8	Widen to add auxiliary	EB from North First St. to Zanker Road Interchange	0.6	0.1	0.16	11.0	5/1/2004	5/14/2004	03-04	100	310	Mobility	2012	TBD	Non-Viable	Priority but Unfunded
4	ALA ALA CC	024 580 004	2.5 0.5 0.0	6.0 30.5 30.5	Install traffic monitoring	Various locations on various routes	0.7	0.7	3.72	17.3	10/12/2007	10/1/2007	07-08	100	315	Mobility	2010	TBD	Non-Viable	Priority but Unfunded
4	ALA ALA CC	580 680 680	18.80 R20.0 R0.00	20.50 R21.7 25.40	Install Fiber, TOS/RM t	On 580 Dublin BART to Route 680, On 680 Route 580 to Route 780, SOL780	1.1			28.0	7/21/2005	7/21/2005	05-06	100	315	Mobility	2010	2012/13	Non-Viable	Priority but Unfunded
4	ALA CC SOL	80 80 80	2.00 0.00 0.00	8.00 14.10 2.20	Install Fiber, TOS/RM t	On 80 From SFOBB Toll Plaza to 780, On 580 Route 24 to Route 80, On 980	2.2			21.0	10/15/2005	10/24/2005	05-06	100	315	Mobility	2010	2012/13	Non-Viable	Priority but Unfunded
4	ALA ALA ALA	80 880 880s	0.0 23	3.8 35.	Install Fiber, TOS/RM t	On ALA 880, Rte 112/Davis to Route 80; on 1.5 mile connector from Rte 880 to	2			22.4	3/1/2007	3/30/2007	06-07	100	315	Mobility	2010	2014/15	Non-Viable	Priority but Unfunded
4	SM	92 92 101	0.0 12.1 11.7	4.50 18.8 26.2	US-101 Peninsula Nor	On SM101 from Rte 92 to SF County Line, On SM92 from Rte 101 to ALA County	1			10.1	1/1/2007	2/27/2007	06-07	100	315	Mobility	2010	2014/15	Non-Viable	Priority but Unfunded
4	Var	Var	Var	Var	Repair loop detectors	District-wide	0.1			2.5	TBD	1/13/2006	05-06	100	315	Mobility	TBD	TBD	Non-Viable	Priority but Unfunded
4	CC	24	3.8	4.6	Highway Planting Rest	In Lafayette from 0.6 miles w. of Acalanes Rd. UC to Pine Lane UC	0.3	0.6	0.23	2.1	12/1/2007	1/3/2008	07-08	100	210	Roadside	2010	TBD	Non-Viable	Priority but Unfunded
4	CC	24	7.3	8.3	Highway Planting Rest	In Lafayette from 1st Street UC to Curtola Blvd OC (Pleasant Valley Rd I/C)	0.4	0.6	0.17	2.0	12/1/2007	1/3/2008	07-08	100	210	Roadside	2010	TBD	Non-Viable	Priority but Unfunded
4	SOL	780	1.2	2.4	Highway Planting Rest	Hospital Rd to 0.4 miles west of E.2nd Street	1	0.2	0.25	2.1	10/1/2007	10/24/2007	07-08	100	210	Roadside	2010	TBD	Non-Viable	Priority but Unfunded
4	SOL	780	2.4	3.4	Highway Planting Rest	0.4 mi west of E.2nd St. to 0.5 mi west of 7th St.	1	0.2	0.2	1.7	10/1/2007	10/30/2007	07-08	100	210	Roadside	2010	TBD	Non-Viable	Priority but Unfunded
4	NAP	29	2.4	12.5	CAPM	Lombard OH to Napa River Bridge	0.5	0.2	0.1	8.0	9/1/2007	8/10/2007	07-08	100	121	Roadway	2010	TBD	Non-Viable	Priority but Unfunded
4	SM	82	12.3	15.84	Roadway Rehabilitatio	Santa Inez to Murchison	4.1			17.0	9/1/2007	10/24/2003	03-04	100	120	Roadway	2012	2015/16	Non-Viable	Priority but Unfunded
4	SON	101	53.4	54.1	Landslide Repair	Near Cloverdale Route 101, Along King Ridge Heights Rd.	1.3	0.1	0.46	3.0	9/1/2005	12/28/2005	05-06	100	150	Roadway	2010	TBD	Non-Viable	Priority but Unfunded
4	SCL	152	9.9	22	CAPM	US 101 to SR 156	0.2	0.1	0.247	5.2	6/1/2005	12/16/2005	05-06	100	121	Roadway	2010	TBD	Non-Viable	Priority but Unfunded
4	ALA	185	0	9.2	Pavement Rehabilitatio	ALA 185 in Alameda County in Hayward and San Leandro from Rte 92/238 to	1.3			12.5		7/5/2008	07-08	100	120	Roadway	2012	2015/16	Non-Viable	Priority but Unfunded
4	SM	280	R9.1	R10.3	Rehabilitation of hydra	Near Belmont from 3.7 km north of Edgewood Road to 1.0 km south of Route 92	0.9	0.1	0.23	3.9	11/22/2005	11/23/2005	05-06	100	151	Roadway	2010	TBD	Non-Viable	Priority but Unfunded
4	SM SM	101 2	1.2 0.0	24.9 27	Induction Sign Lighting	In San Mateo County, On Route 101 and 280, at Various Location	0.9			3.3	10/7/2005	9/1/2005	05-06	100	170	Roadway	2012	2014/15	Non-Viable	Priority but Unfunded
5	SB	101	R14.2		Bridge Rehab--Replac	In SB at Castillo Street UC			0	22.6		9/27/2001	BB 02-03	100	110	Bridge	2006		Viable	Fundable
5	MON	101	62.7		Bridge Replacement	North of Soledad at North Soledad OH			0	18.0		11/7/2003	03-04	100	110	Bridge			Viable	Fundable
5	MON	101	R91.5	98.8	Roadway Rehab	Near Salinas from south of Espinosa Rd to north of Echo Valley Rd		0.05	0.02	19.5	TBD	6/18/2007	06-07	100	110	Bridge	2010	2013/14	Viable	Fundable
5	MON	156	R1.1	R2.1	Replace W/B Castrovil	Near Castroville at Castroville OH			0	8.7		9/25/2002	02-03	100	110	Bridge	2006		Viable	Fundable
5	SCR	1	R0.04	10.2	Pavement Rehab	Near Watsonville from Pajaro River Bridge to North Aptos Underpass		0.03	0.03	24.0	7/1/2007	6/27/2007	06-07	100	121	Roadway	2010	2013/14	Viable	Fundable
5	SLO	101	63.6	R69.3	Roadway Rehab	Near Paso Robles from San Marcos Crk Br through County Line to south of East		0.05	0.42	24.9	8/1/2007	6/28/2007	06-07	100	120	Roadway	2010	2010/11	Viable	Fundable
5	SLO	101	46.1	50.7	CAPM	In & Near Atascadero from north of Traffic Way UC to Vineyard Drive OC		0.06	0.06	7.0	9/1/2007	9/13/2007	07-08	100	121	Roadway	2010	2013/14	Viable	Fundable
5	SLO	101	7.8	16.5	CAPM	In & Near Arroyo Grande from Los Berros Road UC to north of Pismo Creek Bridge		0.08	0.08	12.2	9/1/2007	9/13/2007	07-08	100	121	Roadway	2010	2013/14	Viable	Fundable
5	SBT	156	2.3	7.3	CAPM	Near San Juan Bautista from Monterey St. to Union Rd.		0.1	0.08	5.2	9/1/2007	9/5/2007	07-08	100	121	Roadway	2010	TBD	Viable	Fundable
5	SB	101	39.4	40.1	Realign S/B Lanes intc	Near Gaviota at Arroyo Quemado Bridge			0	5.3		10/4/2005	05-06	100	110	Bridge			Non-Viable	Priority but Unfunded

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5	SLO	var	var		Replace Bridge Rails	Various locations in San Luis Obispo County, Rts 1, 41, 58		0.15	0.12	7.4	9/1/2007	9/6/2007	07-08	100	112	Bridge	2010	2013/14	Non-Viable	Priority but Unfunded
5	SBT		L5706		Construct Maintenance	In Hollister			0	3.2		9/28/2005	05-06	100	352	Facilities		2005/06	Non-Viable	Priority but Unfunded
5	SCR	17	0	12.5	TOS	Between Rte 1 and Santa Clara County Line			0	5.9		11/29/2005	05-06	100	315	Mobility	2010		Non-Viable	Priority but Unfunded
5	SBT	25	51.4	60	TMS	At various locations			0	1.3		9/14/2005	05-06	100	315	Mobility	2006		Non-Viable	Priority but Unfunded
5	MON	68	4	18.1	TMS	At various locations			0	1.8		9/9/2005	05-06	100	315	Mobility	2006		Non-Viable	Priority but Unfunded
5	SLO	101	26.9	27.4	Construct N/B Auxiliary	In SLO from Los Osos Valley Rd to Madonna Rd			0	3.0		9/28/2001	BB 02-03	100	310	Mobility	2010		Non-Viable	Priority but Unfunded
5	SLO	101	11.83	30.36	Construct TMS - Vehic	In Arroyo Grande from El Campo Road to the Northern City Limits of SLO		0	0.01	5.0	9/26/2005	9/12/2005	05-06	100	315	Mobility	2010	2013/14	Non-Viable	Priority but Unfunded
5	MON	101	82	101.3	TMS	At various locations			0	2.9		9/14/2005	05-06	100	315	Mobility	2006		Non-Viable	Priority but Unfunded
5	SLO	101	30.3	59	TMS	At various locations			0	4.6		9/14/2005	05-06	100	315	Mobility	2006		Non-Viable	Priority but Unfunded
5	MON	156	0	5.4	TMS	At various locations			0	1.3		9/14/2005	05-06	100	315	Mobility	2006		Non-Viable	Priority but Unfunded
5	MON	1	72.3	89.1	Beautification & Moder	In & Near Monterey from Carmel River Br to the Salinas River Br			0	6.0		10/24/2000	BB 02-03	100	245	Roadside			Non-Viable	Priority but Unfunded
5	SLO	1	27.6	32	Highway Planting Rest	South Bay Blvd to Yerba Buena St in and near Morro Bay		0.04	0.05	1.6	9/1/2007	9/28/2007	07-08	100	210	Roadside	2010	2013/14	Non-Viable	Priority but Unfunded
5	SB	101	70	90.9	Replacement Planting	From Los Alamos to Santa Maria			0	1.7		9/13/2005	05-06	100	210	Roadside	2010		Non-Viable	Priority but Unfunded
5	SLO	101	R24.1	29.4	Highway Planting Rest	In San Luis Obispo from Santa Fe UC to California Blvd UP at various locations		0.08	0.09	3.1	10/1/2007	10/2/2007	07-08	100	210	Roadside	2010	2012/13	Non-Viable	Priority but Unfunded
5	SLO	101	29.1	30.2	Highway Planting Rest	In San Luis Obispo from 1/101 Sep to SLO Creek Bridge at various locations		0.12	0.14	1.6	10/1/2007	10/2/2007	07-08	100	210	Roadside	2010	2013/14	Non-Viable	Priority but Unfunded
5	SCR	1	R0.9	R1.4	Embankment Reconstr	Watsonville			0	8.3		11/29/2000	BB 02-03	100	150	Roadway			Non-Viable	Priority but Unfunded
5	SB	1	19.3	20.6	Roadway Rehab	In Lompoc at various locations			0	5.9		3/18/2003	02-03	100	120	Roadway	2006	2006/07	Non-Viable	Priority but Unfunded
5	MON	1	21.1		Protect Bridge Abutme	At Limekiln Crk Bridge			0	7.0	7/1/2004	9/14/2004	04-05	100	150	Roadway		2008/09	Non-Viable	Priority but Unfunded
5	SLO	1	58	73.5	Repair Culverts	In SLO & MON counties, from north of Cayucos to south of Lucia		0	0	6.4	8/1/2007	6/21/2007	06-07	100	151	Roadway	2010	TBD	Non-Viable	Priority but Unfunded
5	SCR	1	31.9	35.7	Replace Culverts	Near Davenport and, south of Waddell Creek		0.36	0.46	1.9	9/7/2007	8/29/2007	07-08	100	151	Roadway	2010	2013/14	Non-Viable	Priority but Unfunded
5	MON	1	0.1	43.8	Replace Culverts	At various locations from SLO/MON Co Line to 2.8 miles south of Big Sur		0.09	0.08	8.0	8/1/2007	9/5/2007	07-08	100	151	Roadway	2010	2013/14	Non-Viable	Priority but Unfunded
5	MON	1	22.3	31.9	Replace Culverts	At various locations from 0.4 miles south of Lucia to 0.5 miles south of John Little		0.05	0.06	5.1	8/1/2007	9/5/2007	07-08	100	151	Roadway	2010	2013/14	Non-Viable	Priority but Unfunded
5	MON	1	18.5	18.6	Construct Retaining W	Near Mill Creek		0.4	0.61	1.2	3/8/2008	3/18/2008	07-08	100	150	Roadway	2010	2013/14	Non-Viable	Priority but Unfunded
5	MON	1	7.1	7.7	Stabilize Rockfall area	Near Gorda between Villa Creek Bridge and Alder Creek Bridge		0.5	0.15	10.8	9/7/2007	9/6/2007	07-08	100	150	Roadway	2010	2013/14	Non-Viable	Priority but Unfunded
5	SLO	46	4.1	4.5	Embankment Repair	Near Cambria			0	2.6		4/4/2002	BB 02-03	100	150	Roadway	2010		Non-Viable	Priority but Unfunded
5	MON	68	1.9	3.8	Roadway Rehab	In and near Pacific Grove from Presidio Blvd to west of Rte 1/68 Seperation			0	2.7		8/30/2002	02-03	100	120	Roadway			Non-Viable	Priority but Unfunded
5	SB	101	45.5		Replace Culvert	Near Gaviota State Park, just south of Gaviota SRRA		0.02	0.02	2.1	6/1/2007	6/12/2007	06-07	100	151	Roadway	2010	2013/14	Non-Viable	Priority but Unfunded
5	SLO	101	34.2	34.5	Construct Retaining W	On Cuesta Grade along westerly flank of roadway		0.2	0.22	5.8	9/7/2007	9/19/2007	07-08	100	150	Roadway	2010	2013/14	Non-Viable	Priority but Unfunded
5	MON	183	2	8.4	Roadway Rehab -- CA	Near Salinas from Market Circle to north of Del Monte Ave.			0			8/24/2000	BB 02-03	100	120	Roadway	TBD		Non-Viable	Priority but Unfunded
5	MON	198	18.5	18.7	Realignment	Mustang Grade			0	2.0	10/30/2005	11/13/2007	07-08	100	150	Roadway	2008	2012/13	Non-Viable	Priority but Unfunded
5	SLO	1 & 4	0		Repair Replace Draina	On Rtes 1 & 46, various locations		0	0.02	2.0	11/1/2005	11/28/2005	05-06	100	151	Roadway	2010	2013/14	Non-Viable	Priority but Unfunded
5	Var	Var	Var	Var	Exit Sign Retrofit (686	At Freeway Exits throughout the District's 5 Counties		0	0	2.8		9/3/2003	03-04	100	170	Roadway	2010	TBD	Non-Viable	Priority but Unfunded
6	FRE	33	10.6	11.4	Replace bridge	Near Coalinga, at Jacalitos Crk Br	0.6	0.1	0.1	4.8		5/8/2006	05-06	100	113	Bridge	2010	2010/11	Viable	Priority but Unfunded
6	FRE	41	33.3	33.4	Relinquishment of San	At the San Joaquin River Bridge	1.2	0.25	0.08	2.6		11/1/2007	07-08	100	160	Bridge	2010	2010/11	Viable	Priority but Unfunded
6	MAD	41	27.8	28	Upgrade bridge rail an	In Coarsegold, at the Coarsegold Crk Br	0.3			3.5		09/30/05	05-06	100	114	Bridge	2008	2008/09	Non-Viable	Priority but Unfunded
6	KER	58	R108.0	R108.3	INSTALL WINDSCREE	SR 58 AT EXIT SR 165 (BUSINESS ROUTE 58) NEAR MOJAVE IN KERN	0.6	0.4	0.32	2.8		11/5/2007	07-08	100	15	Collision R	2010	2010/11	Non-Viable	Priority but Unfunded
6	FRE	180	58.1	59.4	Ramp Meter	At the SR 180 Connector Ramps	0.8	0.3	0.25	1.5		9/5/2007	07-08	100	315	Mobility	2008	2008/09	Non-Viable	Priority but Unfunded

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6	FRE	41	R29.3	R30.7	Highway planting resto	In Fresno, from south of the Bullard Ave OC to north of the Herndon Ave UC	0.3			1.9		9/28/05	05-06	100	210	Roadside	2010	2010/11	Non-Viable	Priority but Unfunded
6	KIN	41	33	39.3	AC overlay CAPM	Near Stratford, from Laurel Ave to north of Jackson Ave	0.6	0.1	0.01	3.9		7/17/07	07-08	100	120	Roadway	2008	2008/09	Viable	Priority but Unfunded
6	TUL	190	0	8	AC overlay, shoulder w	From the SR 99 Sep Br to Rd 184	0.5	0.1	0.02	13.7		10/31/2005	05-06	100	120	Roadway	2008	2008/09	Viable	Priority but Unfunded
6	KER	5	8.2	9.4	Retrofit ramp	North of the Fort Tejon OC Br	1			9.6		9/25/2000	BB 02-03	100	150	Roadway	2008	2008/09	Non-Viable	Priority but Unfunded
6	KER	5	0.0L	4.6L	Panel and shoulder rep	Near Ft. Tejon, from the Los Angeles County Line to north of the Grapevine Crk Br	0.7	0.35	0	26.4		9/20/2005	05-06	100	120	Roadway	2010	2010/11	Non-Viable	Priority but Unfunded
6	MPA	41	1.97	4.9	Replace, reline Culvert	1.82 Km S. of Summit Rd to 0.68 Km S. of Yosemite National Park	0.4	0.3	0.27	1.0		9/19/2007	07-08	100	151	Roadway	2008	2008/09	Non-Viable	Priority but Unfunded
6	KER	65	R0.0	R6.1	AC OVERLAY - REHA	ON RTE 64 FROM RTE 65/99 SEPARATION BRIDGE TO 0.1 KM S. OF	0.6			4.7		9/9/2005	05-06	100	120	Roadway	2008	2008/09	Non-Viable	Priority but Unfunded
6	TUL	99	L19.8	L25	Pavement rehab	From north of the Ave 152 OC to the Elk Bayou Br	1			10.5		10/17/2005	05-06	100	120	Roadway	2008	2008/09	Non-Viable	Priority but Unfunded
6	MAD	99	L22.7	L29.4	AC overlay CAPM	Near Madera, from the Califa UP Br to the Merced County Line	0.35	0.1	0.01	9.0		9/20/2005	05-06	100	121	Roadway	2008	2008/09	Non-Viable	Priority but Unfunded
6	FRE	168	57.8	65.45	Replace, reline Culvert	From 0.69 Km W. of Tamarack Creek Br 42-57 to 0.47 Km W. of Sierra	0.3	0.3	0.19	1.8		9/10/2007	07-08	100	151	Roadway	2008	2008/09	Non-Viable	Priority but Unfunded
6	FRE	168	T32.18	57.6	Replace, reline Culvert	From 0.69 Km W. of Prather Pond Rd to 1.04 Km W. of Tamarack Creek Br 42-57	0.4	0.3	0.2	1.4		9/10/2007	07-08	100	151	Roadway	2008	2008/09	Non-Viable	Priority but Unfunded
6	KER	178	13.7	27.2	AC OVERLAY	Near Baskersfield from the mouth of Kern Canyon to 0.8 Km east of Democrat Spring	0.35	0.25	0.3	4.6		8/30/2007	07-08	100	121	Roadway	2008	2008/09	Non-Viable	Priority but Unfunded
6	TUL	190	34.7	39.4	Replace, reline Culvert	IN LEMON COVE AT THE LEMON COVE MAINTENANCE STATION	0.4	0.3	0.13	1.9		9/10/2007	07-08	100	151	Roadway	2008	2008/09	Non-Viable	Priority but Unfunded
7	LA	138	69.30	74.97	Widen Shoulder and add rumble strip	Route 18 junction to San Bern. Co. Line	2.0	0.50	2.44	17.8	5/15/09	5/15/09		100	010	Collision Reduction	2010	2011/12	Viable	Fundable
7	VEN	126	R13.14	20.11	install median & shoulder Rumble strip	Hallock Dr. to E. St.	0.5		0.16	0.6	12/1/09	05/28/09		100	010	Collision Reduction	2010	2011/12	Viable	Fundable
7	LA	005	16.70	39.40	Install MBGR	At various locations from Jct Rte 60 to Jct Rte 118	0.25		0.25	3.9	4th Qtr 6/1/2007	5/31/2007		100	015	Collision Reduction	2010	2012/13	Viable	Fundable
7	LA	134	0.00	13.34	Install MBGR	At various locations from SR 170 to I-210	0.25		0.39	2.3	4th Qtr 6/1/2007	6/28/2007		100	015	Collision Reduction	2010	2012/13	Viable	Fundable
7	LA	110	9.00	14.00	Joint Seal Replacement	ROUTE 105/110 IC: RTE 105, P.M. 7.0/8.0, RTE 110 P.M.9.0/14.0, 53-2676F,	1.5		2.23	6.8	9/1/08	7/28/08		100	110	Bridge	2010	2012/13	Viable	Fundable
7	LA	134	0.00	10.00	Upgrade Bridge Rails	IN LA AND GLNDL ON RTE 134 BR NO 53-1072, 1106, 1107, 1108, 1345F,1452F,	1.5		2.44	4.9	12/30/08	11/21/08		100	112	Bridge	2010	2013/14	Viable	Fundable
7	LA	001	23.70	23.80	Seismic Retrofit	Manhattan UC	1.3		1.58	1.6	1st Qtr 0708 9/1/07	7/12/2007		100	113	Bridge			Non-Viable	Fundable
7	LA	210	0.00	25.81	CAPM - Slab Replacemenr & Grind	Route 5/Los Robles	0.3		2.05	112.1	1st Qtr 0708 9/1/07	7/8/2007		100	121	Roadway	2010	2013/14	Viable	Fundable
7	LA	101	30.90	38.19	CAPM - Slab Replacement & Grind	Kanan/VenCoLn	0.3		1.36	30.0	1st Qtr 0708 9/1/07	8/8/2007		100	121	Roadway	2010	2013/14	Viable	Fundable
7	LA	210	47	52.0	CAPM-Profile/Grind	W/O Wheeler Ave. OC to SB County Line	0.5		N/A	5.5	1/1/05	11/01/05		100	121	Roadway			Non-Viable	Fundable
7	LA	405	34	48.6	CAPM - Slab Replacement & Grind	Chalon/Route 5	1.5		0.99	60.0	9/1/05	9/30/2005		100	121	Roadway	2012	2014/15	Viable	Fundable
7	LA	14	32	52.6	CAPM - Slab Replacement & Grind	Santa Clara River/Barrel Springs	1.5		2.55	46.0	9/1/05	9/29/2005		100	121	Roadway			Non-Viable	Fundable
7	LA	14	53	59.2	CAPM - Slab Replacement & Grind	Barrel Springs/Anaverde	0.5		0.59	12.2	9/1/05	9/26/2005		100	121	Roadway	2010	2012/13	Viable	Fundable
7	LA	030	3.20	5.10	Rehab Roadway to Relinquish	Ramona/Williams	1.0		0.71	1.0	9/1/09	7/7/2008		100	160	Mandates	2010	2012/13	Viable	Fundable
7	LA	110	13.47	33.15	Trash TMDL Implementation-Phase 5	Various Locations	1.0		0.69	0.2	3rd Qtr 0708 1/30/08	1/29/2008		100	335	Mandates			Non-Viable	Fundable
7	LA	10	18.4	31.3	Trash TMDL Implementation-Phase 2C	Various Locations	1.0		0.72	2.4	1st Qtr 0708 9/28/07	9/27/2007		100	335	Mandates			Non-Viable	Fundable
7	LA	05	16.5	36.4	Trash TMDL Implementation-Phase 1c	Various Locations	1.0		1.03	12.0	3rd Qtr 1/30/2007	2/9/2007		100	335	Mandates			Non-Viable	Fundable
7	LA	210	0.0	18.9	Trash TMDL Implementation-Phase 3B	Various Locations	1.0		0.77	12.0	3rd Qtr 2/28/2007	3/28/2007		100	335	Mandates			Non-Viable	Fundable
7	VEN	101	14.05	21.06	GSRDs or other treatment BMPs to remove trash in	guess-estimated 25 Locations	2.0		2.22	14.9	9/9/09	4/1/09		100	335	Mandates	2012	2014/15	Viable	Fundable
7	LA	405	34.37		Extend Acceleration La	S/B from Sepulveda Blvd to 4	1	1.77		1.0	4th Qtr 6/30/07	6/28/2007	06-07	100	310	Mobility	2010	2011/12	Non-Viable	Fundable
7	VEN	101	12.60	37.0	CAPM - Slab Replacement & Grind	Arroyo Calleguas/Padre Juan	0.3		1.72	112.0	1st Qtr 0708 9/1/07	8/2/2007		100	121	Roadway			Non-Viable	Priority but Unfunded
7	LA	60	0.00	6.80	CAPM - Cold Plane + Ramp Overlay	SMCA Viaduct to Greenwood Ave. OC	0.3		0.90	35.9	1st Qtr 0708 9/1/07	8/29/2007		100	121	Roadway	2010	2013/14	Viable	Priority but Unfunded
7	LA	210	24.50	47.00	CAPM - Slab Replacement & Grind	Route 134/Raging Waters	0.3		0.52	81.6	1st Qtr 0708 9/1/07	7/5/2007		100	121	Roadway			Non-Viable	Priority but Unfunded
7	LA	05	72.68	88.6	CAPM - Slab Replacer	Vista Del Lago/KernCoLn	0.1		1.14	70.5	Qtr 6/30/20	6/14/2007		100	121	Roadway	2010	2013/14	Viable	Priority but Unfunded

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7	LA	05	59.7	72.7R	CAPM - Slab Replacement & Grind	Violin Cyn/Vista Del Lago	0.1		1.20	34.0	4th Qtr 6/30/2007	5/29/2007		100	121	Roadway	2010	2013/14	Viable	Priority but Unfunded
8	SBN	15	147.6		Rehab Bridge Deck	Near Baker at Halloran Wash Bridge	0.5	0.5	0.28	3.5	10/1/2007	9/3/2007	07-08	100	110	Bridge			Viable	Fundable
8	SBN	10	VAR		Construct New Bridge	Various locations on Routes RIV-10,60,62,111 & 243 SBD-15,40,58,62,189.			0	1.4	9/1/2005	9/1/2005	05-06	100	112	Bridge	2008	2011/12	Non-Viable	Fundable
8	RIV	74	13.2	33.9	Bridge Railing	Also Riv 15, 86,95,111,SBD-38, 58, 62 & 142			0	4.5	9/6/2005	9/1/2005	05-06	100	112	Bridge	2010		Non-Viable	Fundable
8	SBN	247	10.1	20.3	Construct std paved sh	In Landers, from s/o Reche Rd to n/o Boone Rd			0	14.8	9/1/2005	11/14/2005	05-06	100	15	Collision R	2006	2007/08	Non-Viable	Fundable
8	SBN		L5714		Remodel Office, Crew	Fawnskin Mtce Sta			0	2.4		9/27/2001	BB 02-03	100	352	Facilities			Non-Viable	Fundable
8	RIV	10	74	105	Pavement Rehab	W/O Hazy Gulch Br to Desert Center UC	0.1	0.01	0.02	28.6	6/30/2007	2/22/2007	06-07	100	121	Roadway	2008	2010/11	Viable	Fundable
8	RIV	10	8.2	16.3	PCC Grinding & Slab R	Pennsylvania Ave to Field Road in/near Banning	0.2	0.2	0.12	19.3	9/1/2007	9/4/2007	07-08	100	121	Roadway			Viable	Fundable
8	SBN	10	30.9	39.1	PCC Grinding & Slab R	Redlands Jct SR30/ Orange St to Riv. CoL	0.2	0.2	0.12	8.4	9/1/2007	9/4/2007	07-08	100	121	Roadway	2008	2011/12	Viable	Fundable
8	RIV	10	0	4.9	Replace failed slabs, p	Near Calimesa fr Co Ln Rd us to w of Oak Valley Pkwy	1	1	0.52	52.0	9/1/2007	9/13/2007	07-08	100	120	Roadway			Viable	Fundable
8	SBN	15	30.8	40.4	Grind 45 MM Overlay	Hesperia OH to Jct 15/18 in/near Victorville	0.2	0.2	0.12	12.5	9/1/2007	9/4/2007	07-08	100	121	Roadway	2008	2010/11	Viable	Fundable
8	SBN	40	28.1	51	Pavement Rehab	Desert Oasis RSR to .0 M E/O Cruchero Rd. Newberry Springs	0.8	0.8	0.67	103.0	9/1/2007	9/7/2007	07-08	100	120	Roadway	2008	2011/12	Viable	Fundable
8	SBN	40	3	28.1	Pavement Rehab	.25 mi w/o Peleliu Ditch to Desert RSR NR Barstow	0.5	0.5	0.49	112.0	9/1/2007	9/7/2007	07-08	100	120	Roadway	2008	2011/12	Viable	Fundable
8	SBN	40	138.3	154.6	Pavement Rehab	Needles Buzzard Wash to Ariz. Line	0.5	0.5	0.48	72.0	9/1/2007	9/7/2007	07-08	100	120	Roadway	2008	2011/12	Viable	Fundable
8	SBN	40	119	138.3	Pavement Rehab	From 0.5 miles w/o Tower Ditch to Buzzard Wash near Needles	0.5	0.5	0.46	95.2	9/1/2007	9/7/2007	07-08	100	120	Roadway			Viable	Fundable
8	SBN	15	3.8	12.8	Pavement Rehab (Pha	7th St to Sierra Ave UC	0.1	0.1	0.01	74.7	9/1/2005	9/19/2005	05-06	100	120	Roadway	2008	2010/11	Non-Viable	Fundable
8	SBN	18	20.8	20.9	Reconstr. slopes, wide	Also SBN-189-0.0/.04, Near Rim Forest from 18/198 to 0.5 km east	0.1	0.1	0.01	5.5	8/1/2005	9/5/2002	02-03	100	150	Roadway	2008	2010/11	Non-Viable	Fundable
8	SBN	18	44.3	68	Repair & replace culve	Big Bear, From Lake Dam to Arctic Cny Wash	0.02	0.02	0.02	5.9	9/14/2005	9/1/2005	05-06	100	151	Roadway	2008	2010/11	Non-Viable	Fundable
8	SBN	38	47.5	59.4	Repair & replace culve	Big Bear, Zaca Dr to S Big Bear Dam	0.01	0.01	0.01	4.0	9/14/2005	9/1/2005	05-06	100	151	Roadway	2008	2010/11	Non-Viable	Fundable
8	SBN	62	0.8	9.6	OGAC overlay	Yucca Valley, w/o Hess Blvd to e/o Kickapoo Trail	0.1	0.1	0.01	2.0	9/14/2005	9/1/2005	05-06	100	120	Roadway	2006	2008/09	Non-Viable	Fundable
8	SBN	62	13.6	18.5	AC Overlay	Yucca Valley from Balsa Ave. to Valley View	0.1	0.1	0.01	9.8	9/1/2005	9/1/2005	05-06	100	120	Roadway	2008	2011/12	Non-Viable	Fundable
8	SBN	62	18.5	34.2	AC Overlay	Yucca Valley from Valley View to Utah TR.	0.1	0.1	0.01	31.4	9/1/2005	9/1/2005	05-06	100	120	Roadway	2008	2010/11	Non-Viable	Fundable
8	RIV	62	0	R6.7	Pavement Rehab	Desert Hot Sprs., Jct Rte 10 to Indian Ave			0	14.6	9/11/2005	8/30/2005	05-06	100	120	Roadway	2010		Non-Viable	Fundable
8	SBN	62	131	142.7	Overlay	W/O Rio Mesa Dr. to Parker Dam Rd.	0.5	0.5	0.15	6.0	9/1/2007	9/4/2007	07-08	100	121	Roadway	2008	2011/12	Non-Viable	Fundable
8	RIV	74	8.6	9.6	Cut slopes & ditches	Lake Elsinore, 0.3 mi. W/O Brook Cny to 0.1 mi W/O Edwards Cny	0.4	0	0.31	6.0	12/30/2007	9/1/2007	07-08	100	150	Roadway	2008	2010/11	Non-Viable	Fundable
8	RIV	79	2.3	15.6	Pavement Rehab, wide	From Rte 371 to Butterfield Stage Rd			0	28.4	9/13/2005	9/1/2005	05-06	100	120	Roadway	2010		Non-Viable	Fundable
8	SBN	173	19.35	19.41	Construct Retaining W	N/O Emerald Dr. South	0.2	0.2	0.11	1.2	9/30/2007	9/1/2007	07-08	100	150	Roadway	2008	2010/11	Non-Viable	Fundable
8	SBN	395	12	16	AC Overlay	Victor St. to Bartlet Ave.	0.05	0.05	0.04	1.8	12/1/2005	12/20/2005	05-06	100	121	Roadway	2008	2010/11	Non-Viable	Fundable
8	RIV		L5756		Construct New Subsho	83-997 Indio Blvd at the Indio Mtce Sta	0.5	0.5	0.1	2.0	9/30/2007	10/2/2007	07-08	1	351	Facilities	2008	2010/11	Non-Viable	Priority but Unfunded
8	SBN		L5703		Remodel Bld, Pave Ya	Barstow Mte.	0.5	0.5	0.02	2.0	7/1/2007	8/23/2007	07-08	100	352	Facilities	2010	2010/11	Non-Viable	Priority but Unfunded
8	RIV	15	R0.0	41.8	Install FO, CCTV, CMS	From Temecula to Corona-RIV 15:SD/RIV CO Line to 15/91 IC			0	87.0	9/1/2005	10/24/2005	05-06	100	315	Mobility	2006	2008/09	Non-Viable	Priority but Unfunded
8	RIV	15	40.2	41.2	Extend 4th lane, modif	Corona on I15 South of NB Magnolia @ 91 Connector	1.5	1.5	1.04	16.8	9/1/2008	4/1/2008	07-08	100	310	Mobility	2008	2012/13	Non-Viable	Priority but Unfunded
8	SBN	40	R79.5	85	WB Truck Climbing La	E/O Kelbaker Rd to W/O Van Winkle Wash			0	23.5		4/4/2003	02-03	100	310	Mobility			Non-Viable	Priority but Unfunded
8	SBN	40	121	125.5	Add Truck Climb Ln(s)	1.6 km E/O Water Rd OC to 6.9 km W/O Arbol Ditch			0	21.5	5/1/2005	4/5/2005	04-05	100	310	Mobility	2006		Non-Viable	Priority but Unfunded
8	RIV	60	R0.9	R11.9	Install CCTV, CMS, VD	In Riverside from 0.2 mi E/O I-15/SR-50 to 0.2 miE/O Main St			0	34.9	9/1/2005	10/19/2005	05-06	100	315	Mobility	2006	2007/08	Non-Viable	Priority but Unfunded
8	SBN	60	0	10	Add Aux. Ln(s)	Chino/Ontario - SBD/LA Co. Line to I-15	1.9	1.5	1.76	8.3	9/1/2008	4/8/2008	07-08	100	310	Mobility	2010	2013/14	Non-Viable	Priority but Unfunded
8	RIV	71	0	8.4	Install F/O, CCTV, VDS	RIV & SBD CO, LA/SBD Co line to 71/91 IC			0	8.5	9/1/2005	9/14/2005	05-06	100	315	Mobility	2006	2009/10	Non-Viable	Priority but Unfunded

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8	SBN	210	21.8	33.4	Install F/O, CCTV, RM	I-210 from I-215 to I-210 IC			0	13.6	10/1/2005	10/19/2005	05-06	100	310	Mobility	2006		Non-Viable	Priority but Unfunded
8	RIV	215	R8.43	R38.5	Install F/O, CCTV, VDS	Murrieta to Perris -RIV 215:15/215 IC to 60/215 IC			0.05	55.2	12/1/2005	10/24/2005	05-06	100	315	Mobility	2006	2009/10	Non-Viable	Priority but Unfunded
8	SBN	10	6.2	9.2	Landscaping & Irrigatic	In Ontario from Vinyard Ave to Milliken Ave. (Por)			0	3.6		9/25/2001	BB 02-03	100	210	Roadside			Non-Viable	Priority but Unfunded
8	RIV	10	6.3	7	Landscaping & Irrigatic	Also RIV-60-30.3/30.5, In Beaumont at 10/60 IC			0	2.9		9/30/2003	03-04	100	210	Roadside	2008	2010/11	Non-Viable	Priority but Unfunded
8	RIV	10	71.8	72.4	Upgrade SRRA	15 mi e/o Indio at Cactus City SRRA			0.25	8.5	9/14/2005	9/1/2005	05-06	100	250	Roadside	2008		Non-Viable	Priority but Unfunded
8	RIV	10	R134.9	R135.2	Upgrade SRRA	Wiley's Well SRRA			0.01	6.0	9/1/2005	9/1/2005	05-06	100	250	Roadside	2008	2011/12	Non-Viable	Priority but Unfunded
8	RIV	10	R4	R4.3	Upgrade SRRA	In Calimesa at Brookside SRRA			0	6.0	9/14/2005	9/1/2005	05-06	100	250	Roadside	2012		Non-Viable	Priority but Unfunded
8	RIV	15	41	41.9	Landscaping & Irrigatic	Also RIV-91-7.0/7.8, 15/91 IC			0	4.7		9/25/2001	BB 02-03	100	210	Roadside	2008	2010/11	Non-Viable	Priority but Unfunded
8	SBN	15	160.8	162	Construct Parking Area	26 mi w/o Nevada State Line at Valley Wells SRRA	0.5	0.5	0.39	10.0	9/14/2007	10/5/2007	07-08	100	250	Roadside	2008	2010/11	Non-Viable	Priority but Unfunded
8	SBN	40	28.4		Upgrade SRRA	9 mi e/o Newberry at Desert Oasis SRRA			0	9.0	9/14/2005	9/1/2005	05-06	100	250	Roadside	2010	2009/10	Non-Viable	Priority but Unfunded
8	SBN	40	R105.3	R105.6	Upgrade SRRA	45 mi w/o Needles at John Wilkie SRRA			0.03	9.0	9/14/2005	9/1/2005	05-06	100	250	Roadside	2008	2011/12	Non-Viable	Priority but Unfunded
8	RIV	91	10.8	12.9	Landscaping & Irrigatic	In Riverside from W/O Pierce St. to W/O Tyler St.			0	2.2		9/25/2001	BB 02-03	100	210	Roadside	2008	2010/11	Non-Viable	Priority but Unfunded
8	SBN	2	0	3.7	Repair & replace culve	Also SBD-18-17.5/17.9 & SBD-138-37.2/37.8	0.1	0.1	0.02	2.9	9/14/2005	9/1/2005	05-06	100	151	Roadway	2008	2010/11	Non-Viable	Priority but Unfunded
9	MNO	5705			Upgrade Crestview Ma	Near Lee Vining from 2.6 km south of the north junction of SR 158	0.8	0.8	0.8	9.2	12/1/2007	12/21/2007	07-08	100	352	Facilities	2008	2009/10	Non-Viable	Priority but Unfunded
9	MNO	395	66	68	Widen shoulders and c	Near Mono Lake from 4.0 km north of Virginia Lakes Rd. to 2.9 km south of SR	0.6466	0	0.647	18.8	9/16/2002	9/16/2002	02-03	100	310	Mobility	2010	2011/2012	Non-Viable	Priority but Unfunded
9	INY	395	R17.9	R17.9	Rehabilitate SRRA	Near Coso Junction at Coso Rd.	0.565	0	0.565	6.8	38163	6/25/2004		100	260	ROADSIDE	2010	2011/2012	Non-Viable	Priority but Unfunded
9	INY	395	25.8	31.2	Resurface Roadway (F	IN INYO CO ON RTE 395 0.5 KM N OF HAIWEE CYN RD TO 2.9 KM N OF SAGE						8/26/2003	03-04	100	121	Roadway	2010		Non-Viable	Priority but Unfunded
9					Resurface Roadway (F	ON US ROUTE 395 IN INYO & MONO COUNTIES AT THREE LOCATIONS "(KP						8/28/2003	03-04	100	121	Roadway	2010		Non-Viable	Priority but Unfunded
9	MNO	395	R9.9	R12.6	Pavement Rehabilitatic	Near Tom's Place from 1.0 km south of Rock Creek Rd. to 2.1 km south of Crowley	0.1928	0	0.193	3.0	37515	9/16/2002		100	121	Roadway	2012	2011/2012	Non-Viable	Priority but Unfunded
9	INY	395	112.9	115	Rehabilitate roadway	Near Bishop from Warm Springs Rd. to Jay St.	not avai	0	not ava	5.3	34642	11/4/1994		100	120	ROADWAY	2008	2011/2012	Non-Viable	Priority but Unfunded
10	SJ	99	0.0	.3	Replace Bridge	SJ Co Line; Br No 29-0013L/R			0.17	43.0		12/27/05	150.10	###	110	Bridge			Was a Minor	Priority but Unfunded
10	Mer	5	17.5	17.5	Girder Diaphragm Retrofit	Bridge Nos 39-0161 L & R				2.5		9/23/05	150.10	###	110	Bridge			Former Minor; project combined with 0L430	Priority but Unfunded
10	SJ	99	10.9	12.5	Structure Rehab, bridge rail upgrade	N/O Lathrop Rd to S/O Arch Rd OC				21.2		9/18/01	150.10	###	112	Bridge				Priority but Unfunded
10	Mer		L5712		Cover material bins	Various Maintenance Stations				1.3		9/27/05	150.10	###	352	Facilities			3/25/08 Pgm Adv said to discontinue;	Priority but Unfunded
10	SJ	205	1.8	2.6	Construct Auxiliary Lane; Install CMS/CCTV	Between Mountain House Parkway & Eleventh Street Interchange				1.5		9/1/05	150.10	###	310	Mobility			Deleted from 2006 SHOPP per HQ.	Priority but Unfunded
10	SJ	26	17.1	17.9	Curve correction	E/O Duck Creek to W/O Sandstone Creek Bridge				4.0		6/28/07	150.10	###	310	Mobility				Priority but Unfunded
10	Ama	104	0.0	2.8	Shoulder Paving	Beginning at Ama Co Line to Dutchke Rd				3.4		9/12/01	150.10	###	310	Mobility			HB4N-PIN #114; high cost lowered PIN#	Priority but Unfunded
10	Cal	4	42.82	43.64	Curve Improvements & Turnouts	E/O Arnold; within Stanislaus National Forest				4.0		11/15/05	150.10	###	310	Mobility			SHELF	Priority but Unfunded
10	Sta	99	13.4	13.8	Construct NB Auxiliary Lane	Between Hatch Rd & So 9th Street				1.7	6/09	10/12/07	150.10	###	310	Mobility			Previously shelf; 10/20/08 moved back to shelf, lack	Priority but Unfunded
10	Mer	140	.30	4.19	Shoulder Widening	E/O I-5 & W/O SR 33			0.08	2.6	6/09	9/14/07	150.10	###	310	Mobility			10/20/08 moved back to shelf, lack of funding	Priority but Unfunded
10	Sta	Var	Var		TMS	Various locations				5.6	9/07	9/13/07	150.10	###	315	Mobility			Deleted from 2006 SHOPP (rebalance);	Priority but Unfunded
10	SJ	4	14.1	26.2	Install CMS & weather stations	Cross-Town				7.3	9/07	4/20/06	150.10	###	315	Mobility			Deleted from 2006 SHOPP (rebalance)	Priority but Unfunded
10	SJ	205	R5.9	R8.3	Highway Planting Restoration	South of Corral Hollow OC to .2 km east of MAcArthur Drive in Tracy				2.9		10/18/05	150.25	###	210	Roadside			On G-13 List from HQ SHELF	Priority but Unfunded
10	SJ	99	.2	1.7	Highway Planting Restoration	In Ripon .3 km north of Stanislaus River Bridge to Milgeo Ave OC				1.3		9/12/01	150.10	###	210	Roadside			K Phase closed 6/3/02	Priority but Unfunded
10	Mer	99	12.8	16.5	Highway Planting Restoration	S/O Childs Ave OC to W/O Merced OH				2.6		9/1/05	150.10	###	210	Roadside			10/20/08 moved to Active	Priority but Unfunded
10	SJ	99	20.1	34.7	Upgrade Planting & Irrigation	In & Near Stockton & Lodi at various locations				1.4		8/27/99	150.25	###	210	Roadside			K Phase closed 1/18/02	Priority but Unfunded
10	SJ	132	0	7.1	Rehab	Near Vernalis-SR 580 to Sta Co Line				11.8		10/3/05	150.10	###	120	Roadway			Previously shelf; 10/20/08 moved back to shelf, lack	Priority but Unfunded

2009/10 DRAFT SHOPP Shelf Project Initiation Documents (PID)

District	County	Route	Begin Postmile	End Postmile	Improvement Description (Type of Work)	Location	Estimated Total PY Cost for PID	Estimated PY Cost for PID During Current FY	Actual PY Cost for Current FY	Total Project Cost ($M)	Estimated PID Completion Date (Month/Year)	District Director Approval Date (Month/Day/Year)	FY PID SHELF	% Complete	Program Code (20.10.201.xxx)	SHOPP Program Element	Proposed SHOPP Programming Cycle	Proposed Program Year	09-10 SHELF STATUS	Updated Status
10	Ama	88	66.6	71.6	Pavement Rehab.	In and near Kirkwood				5.0		12/7/07	150.10	###	120	Roadway			Carry over from 05/06 FY	Priority but Unfunded
10	Sta	132	30.3	51		Near the City of Waterford				21.0			150.10	###	120	Roadway			Place on Inactive List 6/11/08 per Alvin	Priority but Unfunded
10	Tuo	120	R32.9	R41.5	Rehab	In Tuolumnet & Mariposa Counties, East of Buck Meadows				7.6		9/19/05	150.10	###	120	Roadway			Moved to Inactive 1/10/08 per Tony Singh	Priority but Unfunded
10	Tuo	120	16.25	24.1	A/C Overlay & Widen Shoulders	Shawmut Rd to Moccasin Creek Bridge				2.6		10/13/05	150.10	###	120	Roadway			Moved to Inactive 1/10/08 per Tony Singh	Priority but Unfunded
10	Sta	120	0	4.3	Roadway Rehab	From Sta Co Line to Sta River Bridge				5.2		9/4/07	150.10	###	120	Roadway				Priority but Unfunded
10	Tuo	120	9.5	12.1	A/C Overlay & Widen	W/O 108/120 Jct to W Jct 49				22.4		7/1/97	150.10	###	120	Roadway				Priority but Unfunded
10	SJ	12	5	9.5	Structural Section Repair	Near Terminous from Potato Slough Bridge .2 KM East of Guard Rd				4.0		10/2/01	150.25	###	120	Roadway				Priority but Unfunded
10	Alp	88	0	6.0	Rehab	From Ama Co Line to E/O Carson Pass Summit				12.6		10/14/05	150.10	###	120	Roadway				Priority but Unfunded
10	Tuo	120	12.1	16.3	Rehab/Widen Shoulders & A/C Overlay	Yosemite Jct to Shawmut Rd				7.0		10/18/05	150.10	###	120	Roadway				Priority but Unfunded
10	Mpa	140	22	25.3	Rehabilitate roadway	In Mariposa from North Jct SR 49 to Whitlock Rd				4.7		11/1/05	150.10	###	120	Roadway				Priority but Unfunded
10	Mer	165	0	11.7	Rehabilitate existing asphalt	Near Los Banos, from Rte 5 to Henry Miller Rd				26.4		10/27/05	150.10	###	120	Roadway				Priority but Unfunded
10	SJ	88	5.1	12.3	Rehab Roadway	Near Stockton; .3 km N/O Comstock to W Jct Rte 12				16.9		10/31/97	150.25	###	120	Roadway				Priority but Unfunded
10	Mer	99	17.6	24.5	A/C Overlay & Widen Shoulders "Franklin Slough Rehab"	S/O Franklin Slough to Grove Ave				10.6		11/4/05	150.25	###	120	Roadway				Priority but Unfunded
10	Ama	88	54.7	60.8	Roadway rehab	W/O Foster Rd; E/O Shot Rock Vista				10.7		11/29/05	150.10	###	120	Roadway				Priority but Unfunded
10	Mer	59	10.4	14.8	Rehab	Mariposa Creek to NB 99 on ramp				12.0		10/18/05	150.25	###	120	Roadway				Priority but Unfunded
10	Mer	140	4.3	11.7	Structural Section Repair & Widen Three Bridges	Near Gustine, W Jct Rte 33 to San Joaquin River Bridge				7.0		8/30/99	150.10	###	120	Roadway				Priority but Unfunded
10	Mer	5	31.8	32.5	Ramp Rehabilitation	Fre/Mer Co Line to Sta/Sj Co Line				28.0		3/2/06	150.25	###	120	Roadway				Priority but Unfunded
10	Tuo	108	R16.1	R18.9	AC Overlay	Near Sonora from Lyons Dam Rd to .2 KM East of Long Barn Connection				3.2		8/26/99	150.25	###	120	Roadway			K Phase closed 1/18/02	Priority but Unfunded
10	Tuo	108	R18.9	R24.5	Rehab & Shoulder Widening	Near Long Barn from .2 KM East of Long Barn Connection to .8 KM East of				11.0		8/31/99	150.25	###	120	Roadway			K Phase closed 1/18/02	Priority but Unfunded
10	Mer	140	34.5	35.8	A/C overlay & widen shoulders	El Capitan Canal to Jct. SR 99				1.0		9/2/97	150.10	###	120	Roadway			K Phase closed 1/18/02	Priority but Unfunded
10	SJ	580	0	5	Pavement Repair & Widen Shoulders	From Jct 5 to Jct 132			0.03	12.2		9/19/05	150.10	###	120	Roadway			Previously shelf	Priority but Unfunded
10	Ama	49	4	6.7	Rehab	S/O Jct SR 88 to N/O Amador Central RR Crossing				10.7		9/16/97	150.10	###	120	Roadway			Previously unparred; 10/20/08 Moved	Priority but Unfunded
10	Mer	165	0	11.7	Cap M	In & Near Los Banos			0.01	9.0		9/14/07	150.10	###	121	Roadway			Previously shelf	Priority but Unfunded
10	SJ	88	5.2	11.9	Cap M	Comstock Rd to W/O SR 12			0.03	6.0		9/14/07	150.10	###	121	Roadway			Previously shelf	Priority but Unfunded
10	SJ	99	10	14	Cap M	N/O Lathrop OC to S/O Arch Rd UC				5.6		10/16/07	150.10	###	121	Roadway			10/20/08 Moved to Active	Priority but Unfunded
10	SJ	99	1.7	5.8	Cap M	Milgeo OC to Junction of 120/99				9.0		9/14/07	150.10	###	121	Roadway			Substituted for 0M800 per Alvin 11/27/06	Priority but Unfunded
10	SJ	88	19.2	25.4	Cap M	SR 12 to Amador County Line				4.6		9/4/07	150.10	###	121	Roadway			Substituted for 0M800 per Alvin 11/27/06	Priority but Unfunded
10	Cal	4	R58	R65.9	Cap M	W/O Cabbage Patch Log Rd to Calaveras County Line				6.0		9/4/07	150.10	###	121	Roadway			Substituted for 0M800 per Alvin 11/27/06	Priority but Unfunded
10	Mer	33	17.1	26.5	Crack sealing, digouts, shoulder backing, AC overlay	S/O Plaza Rd to S/O SR 140				2.8		6/29/07	150.10	###	121	Roadway				Priority but Unfunded
10	Alp	4	0	3.2	Cap M	Bear Valley				1.2		10/17/03	150.10	###	121	Roadway				Priority but Unfunded
10	Tuo	49	2.5	2.8	Creek slip-out repair	Moccasin Creek; S/O Jackass Gulch Bridge			0.05	2.8		11/15/05	150.10	###	150	Roadway			Previously shelf	Priority but Unfunded
10	Mpa	140	50.9	51.2	Repair concrete rock slope	N Jct SR 140 & 49 to Whitlock Rd			0.02	4.9		11/23/05	150.10	###	150	Roadway			Previously shelf	Priority but Unfunded
11	SD	905	11.9	11.9	Cargo border crossing	In San Diego east of State Route 905 and the Otay Mesa Border Crossing at	0.2	0.1	0.625	0.9	7/28/2006	7/27/2006	06-07	100	310	Mobility	2006	2006/07	Non-Viable	Fundable
11	SD	5	23.7	29.5	Dowel Bar Retrofit	In San Diego - Del Sol Blvd UC to Otay River Br	0	0	0	9.2		12/11/2000	BB 02-03	100	121	Roadway			Viable	Fundable
11	SD	5	31.3	42.7	Grind PCC Pavement/S	Via De La Valle to Leucadia	0	0	0	18.0		9/24/2001	BB 02-03	100	121	Roadway			Viable	Fundable
11	SD	5	10	20	Grind PCC Pavement/S	19th St UC to Rte 5/209 Separation.	0	0	0	22.3		11/25/2001	BB 02-03	100	121	Roadway			Viable	Fundable
11	SD	5	0.9	10	Grind PCC Pavement/S	US/MEX Border to 0.6 KM south of 19th St. UC.	0	0	0	7.0		11/15/2005	05-06	100	121	Roadway			Viable	Fundable

2009/10 DRAFT SHOPP Shelf Project Initiation Documents (PID)

District	County	Route	Begin Postmile	End Postmile	Improvement Description (Type of Work)	Location	Estimated Total PY Cost for PID	Estimated PY Cost for PID During Current FY	Actual PY Cost for Current FY	Total Project Cost ($M)	Estimated PID Completion Date (Month/Year)	District Director Approval Date (Month/Day/Year)	FY PID SHELF	% Complete	Program Code (20.10.201.xxx)	SHOPP Program Element	Proposed SHOPP Programming Cycle	Proposed Program Year	09-10 SHELF STATUS	Updated Status
11	IMP	8	0	10.29	Pavement Rehabilitatic	Imperial County Line to Junction Rte 8/98 Sep.	0	0	0	5.5		10/25/2005	05-06	100	121	Roadway			Viable	Fundable
11	SD	52	0.3	3.8	Br. Approach/Depart. S	Rte 52/5 Sep to 52/805 Sep.	0	0	0	8.7		10/20/2005	05-06	100	121	Roadway			Viable	Fundable
11	SD	75	10.99	17.34	Grind PCC Pavement.	On NB SR-75, from Rainbow Dr to the Naval Amphibious Base.	0	0	0	1.3		10/27/2004	04-05	100	121	Roadway			Viable	Fundable
11	SD	78	5	12	Pavement Rehabilitatic	From east of Emerald Drive OC to San Marcos Blvd UC.	0	0	0	5.0		11/10/2005	05-06	100	121	Roadway			Viable	Fundable
11	SD	163	3.8	11.1	Grind PCC Pavement/S	Rte 163/8 Sep to Rte 163/15 Sep	0	0	0	9.3		9/21/2001	BB 02-03	100	121	Roadway			Viable	Fundable
11	SD	5	1.2	3	replace planting / upgr	Various Locations from Coronado Ave. OC to Clairemont Dr. O.C.	0	0	0	0.3		9/28/2005	05-06	100	210	Roadside			Non-Viable	Priority but Unfunded
11	SD	5	4	R22.3	Freeway Maintenance	Access	0	0	0	2.0		9/21/2005	05-06	100	210	Roadside			Non-Viable	Priority but Unfunded
11	SD	5	R15.4	R16.3	Replace Planting / Upc	San Diego - Pershing Dr to 6th Ave & on Rte 163 from A St to Richmond St (PM	0.1	0.05	0.106	4.7	8/1/2007	10/5/2007	07-08	100	210	Roadside	2008	2011/12	Non-Viable	Priority but Unfunded
11	SD	8	4.9	7.1	replace planting / upgr	In San Diego - Via De San Ysidro UC to south of 905/5 Sep	0	0	0	0.3		9/28/2005	05-06	100	210	Roadside			Non-Viable	Priority but Unfunded
11	SD	805	2.2	3.3	replace planting / upgr	In San Diego - Mission City Pkwy OC to Waring Rd UC & on Rte 15 from south of	0	0	0	0.4		9/27/2005	05-06	100	210	Roadside			Non-Viable	Priority but Unfunded
12	ORA	1	25.9	33.7	RESURFACE THE PA	SR-1 FROM GOLDENWEST TO COUNTY LINE	0.5	0.5	0.5	7.4	8/30/2005	8/30/2005	05-06	100	121	Roadway			Viable	Fundable
12	ORA	39	8.8	19.2	Remove and replace A	In Stanton, from Acacia to Rte. 90	0.5	0.5	0	16.8	12/1/2007	1/29/2008	07-08	100	120	Roadway	2008	2011/2012	Viable	Fundable
12	ORA	73	25.7	28	SLAB REPLACMENT,	IN COSTA MESA FROM CAMPUS DRIVE TO I-405	0.5	0.5	0.5	4.9	10/20/2005	10/20/2005	05-06	100	121	Roadway			Viable	Fundable
12	ORA	74	0	13.3	Remove and replace A	In SJC, unincorporated OC, EB/WB from I-5 to San Juan Canyon Bridge	0.5	0.5	0	8.8	12/1/2007	12/21/2007	07-08	100	120	Roadway	2008	2010/11	Viable	Fundable
12	ORA	91	0	10.1	RESURFACE TRAVEL	FROM LAKEVIEW AVENUE TO LA/OC COUNTY LINE	1	1	1	28.7	11/8/2004	11/8/2004	04-05	100	121	Roadway			Viable	Fundable
12	ORA	142	R0.75	6.35	REMOVE & REPLACE	IN BREA FROM IMPERIAL HWY TO SB COUNTY LINE	0.5	0.5	0.5	3.5	2/16/2006	2/16/2006	05-06	100	121	Roadway			Viable	Fundable
12	ORA	405	10.2	16.9	AC OVERLAY	FROM FAIRVIEW ROAD TO BEACH BLVD.	0.5	0.5	0.5	13.0	8/29/2005	8/29/2005	05-06	100	121	Roadway			Viable	Fundable
12	ORA	55	5.9	17.9	METHACRYLATE BRI	IN THE CITIES OF COSTA MESA, SANTA ANA, ORANGE, TUSTIN, AND	0.5	0.5	0.5	1.1	12/22/2003	12/22/2003	03-04	100	110	Bridge			Non-Viable	Priority but Unfunded
12	ORA				REPLACE STANTON I	STANTON IN ORANGE COUNTY	0.5	0.5	0.5	10.0	6/30/2006	6/30/2006	05-06	100	352	Facilities			Non-Viable	Priority but Unfunded
12	ORA	261	0	0.6	Replacement for Toll R	Walnut and SR-261 in the City of Irvine	2	2	0	15.0	12/1/2009	12/15/2007	07-08	100	335	Mandates	2008	2009/10	Non-Viable	Priority but Unfunded
12	ORA	5	16.77	18.33	CONSTRUCT AUXILIA	FROM ALICIA PKWY SB OFF-RAMP TO ON-RAMP IN THE CITY OF MISSION	0.5	0.5	0.5	3.9	7/18/2001	7/18/2001	BB 02-03	100	310	Mobility			Non-Viable	Priority but Unfunded
12	ORA	5	27.55	28.1	WIDEN EB JAMBORE	IN JAMBOREE ROAD IN THE CITY OF IRVINE	0.5	0.5	0.5	2.7	10/26/2005	10/26/2005	05-06	100	310	Mobility			Non-Viable	Priority but Unfunded
12	ORA	55	R8.08	4.81	CONSTRUCT NB AUX	FROM WB DYER ON-RAMP TO EB EDINGER OFF-RAMP IN THE CITY OF	1	1	1	27.9	6/1/2005	6/1/2005	04-05	100	310	Mobility			Non-Viable	Priority but Unfunded
12	ORA	405	0.95	1.5	RECONSTRUCT AUXI	I-405 AT IRVINE CENTER DR. OFFRAMP IN THE CITY OF IRVINE	0.5	0.5	0.5	3.0	11/24/2003	11/24/2003	03-04	100	310	Mobility			Non-Viable	Priority but Unfunded
12	ORA	405	0.2	8.7	INSTALL FIBEROPTIC	IN THE CITY OF IRVINE ON NB/SB I-405 & SR-55	0.5	0.5	0.5	4.2	8/31/2005	8/31/2005	05-06	100	315	Mobility			Non-Viable	Priority but Unfunded
12	ORA	405	3.09	3.87	Add aux lane on SB 40	SB 405 from Univesity On-ramp to Sand Canyon in the City of Irvine	1	1	0.8	3.0	6/1/2007	6/30/2007	06-07	100	310	Mobility	2012	2015/16	Non-Viable	Priority but Unfunded
12	ORA	405	2.45	2.89	Add aux lane on SB 40	SB 405 from Sand Canyon to SR-133 in the City of Irvine	1.5	1	0.8	4.0	6/1/2007	6/30/2007	06-07	100	310	Mobility	2012	2015/16	Non-Viable	Priority but Unfunded
12	ORA	1	4.7	14.1	PROJECT TO ADDRE	IN LAGUNA BEACH FROM VISTA DEL SOL TO NEWPORT COAST DRIVE.	0.5	0.5	0.5	7.7	8/11/2005	8/11/2005	05-06	100	121	Roadway			Non-Viable	Priority but Unfunded
12	ORA	5	14.6	14.6	REPAIR ERODED CH	IN THE CITY OF MISSION VIEJO	0.5	0.5	0.5	1.1	3/1/2005	3/1/2005	04-05	100	151	Roadway			Non-Viable	Priority but Unfunded
12	ORA	39	15.1	15.9	CONSTRUCT CURB &	IN BUENA PARK FROM MANCHESTER AVE TO CRAIG AVE.	0.5	0.5	0.5	2.2	8/11/2005	8/11/2005	05-06	100	151	Roadway			Non-Viable	Priority but Unfunded
12	ORA	39	0.74	1.12	Improve Drainage	WB SR-39 from Atlanta to Indianapolis	1	0.7	0.1	1.4	6/1/2007	6/1/2007	06-07	100	151	Roadway	2008	2010/11	Non-Viable	Priority but Unfunded
12	ORA	57	21.2	21.6	CUT SLOPE RE-GRAI	IN THE CITY OF BREA FROM LAMBERT TO TONNER CANYON	1	1	1	30.6	6/28/2005	6/28/2005	04-05	100	150	Roadway			Non-Viable	Priority but Unfunded
12	ORA	73	10.3	11.2	Repair freeway fill distr	On SR-73 between Paseo de Colinas to south of Cabot Road	1	1	0.1	3.5	2/1/2007	2/1/2007	06-07	100	150	Roadway	2008	2010/11	Non-Viable	Priority but Unfunded
12	ORA	133	0.33	13.6	GRIND & OVERLAY 6(	IN IRVINE AND LAGUNA BEACH FROM SR-1 TO OSO CREEK	0.5	0.5	0.5	6.4	9/1/2005	9/1/2005	05-06	100	121	Roadway			Non-Viable	Priority but Unfunded
12	ORA	241	25	39	GRIND & OVERLAY 6(	IN ANAHEIM FROM PORTOLA PKWY TO SR-91	0.5	0.5	0.5	12.6	8/31/2005	8/31/2005	05-06	100	121	Roadway			Non-Viable	Priority but Unfunded

2009/10 Non-SHOPP DRAFT Shelf Project Initiation Documents (PID)

SHELF FY	EAD or QA?	District	(5) Begin Postmile	(6) End Postmile	Improvement Description	Location	Estimated Total PY Cost for PID	Approved PY Allocation for Current FY	Project Cost with Support ($M)	Estimated PID Completion Date (Month/Year)	District Director Approval Date (Month/Day/Year)	% Complete	Type of PID	Type of Environmental Document	ITIP/RTIP/Other Funding	STIP, Mixed, or exclusively OTHER?	Proposed Program Year	PID Initiation Date (Month/Day/Year)	Updated Status
2009/10	LEAD	01	R21.59	27.41	Modify 6 Ramps/Interchanges &	UKIAH-Lake Mendo Dr to SR 253			2.40	09/2008	9/16/2008	100	PSR/PDS	ND	RTIP	1STIP	2010/11	9/4/2007	Fundable
2009/10	QA	01	12.37	12.80	Hoopa Valley Transportation Enhancement	Hoopa Valley Reservation			7.73	10/2007	1/15/2008	100	PSR	OTHER (explai	RTIP/Other	2Mixed	2009/10	3/1/2007	Fundable
2009/10	LEAD	01	10.69	13.72	Construct Pass Ln(s)	Route 20 West- Approx 10.5 KM east of Fort Bragg			18.72	07/2008	6/26/2008	100	PSR/PDS	ND	RTIP	1STIP	2010/11	9/19/2007	Fundable
2008/09	QA	03	6.30	7.30	Reconstruct Interchange	Cameron Park Drive	0.20	0.08	20.00	10/2008	11/17/2008	100	PSR	EIR	OTHER	3OTHER	2010/11	1/1/2008	Fundable
2009/10	LEAD	04	15.00	18.80	Add HOV lane	NB I-680 from North Main Street to SR 242 Separation	4.6		42.0	03/2007	3/30/2007	100	PSR	ND	RTIP/OTHER	2MIXED	TBD	12/7/2005	Fundable
2009/10	LEAD	05			Seismic Retrofit, Historic Restoration (TE project)	In the City of San Luis Obispo at the District Office Annex--20 So. Higuera St.		0.0	7.00	09/2007	9/27/2007	100	TE	TBD	ITIP	1STIP	TBD	7/26/2005	Fundable
2009/10	LEAD	05	27.00	69.10	Operational Improvements (Passing lanes)	In SB and SLO Counties, on SR 166 East of Santa Maria and Rte 101		0.0	11.20	06/2001	6/29/2001	100	PSR/PDS	ND	RTIP	1STIP	TBD		Fundable
2009/10	LEAD	05	49.32	52.44	Construct Multi-Use Pathway (TE Project)	In San Luis Obispo Co. from No. Atascadero City limits to Main Street at		0.0	1.90	na	na	100	TE		ITIP	1STIP	TBD	7/26/2005	Fundable
2009/10	LEAD	05	16.84	16.92	Right-turn Channelization	In San Luis Obispo on State Route 01 & 101 at Olive Ave.		0.0	2.60	03/2008	3/24/2008	100	PSR	CE	RTIP	1STIP	TBD	11/6/2006	Fundable
2009/10	LEAD	05	18.00	73.00	Remove Billboards (TE Project)	From SLO City Limits to Mon County Line		0.0	2.00	na	na	100	TE		ITIP	1STIP	TBD		Fundable
2009/10	LEAD	06	R1.9	R4.4	New interchange at Ave 12	From 2.0 Km south of Ave 12 to 1.3Km north of Ave 12	0.9		$53.5		6/2/1997 & 7/09/08	100%	PSR	EIR	RTIP/Other	2MIXED	2008/09	Reopen 12/21/06	Fundable
2009/10	LEAD	07	41.6	41.60	Construct Direct HOV Connectors	Route 5/405 IC	5.0	0.2	15.0	1st Qtr 9/30/2006	8/30/2006	100	PSR/PDS	EIS	Other	3Other		1/7/2002	Fundable
2009/10	LEAD	07	R23	R24.59	Extend connector lane from WB 210 connector to Lincoln	on I-210	4.0	0.6	0.65	12/2008	9/30/2008	100	PSR/PDS	EIS	Other	3Other	2011/12	5/1/2007	Fundable
2009/10	QA	07	0.00	36.80	Add Mix Flow Ln(s)	Rte 5 to 14	2.0	1.0		03/2009	3/20/2009	100	PSR/PDS	EIS	Other	2Mixed	2016/17	7/10/2006	Fundable
2009/10	LEAD	07	43.40	75.00	New Fwy/ Expwy (High Desert Corridor)	Rte 138/14 to County Line	0.5	0.5	75.0	2nd Qtr 12/30/2006	12/8/2006	100	PSR/PDS	EIS	Other	2Mixed		8/1/2006	Fundable
2009/10	LEAD	07	44.2	44.7	Widen Hwy & Modify Intersections & RR Grade	6th Street/Sierra Hwy	3.0	0.1	0.85	1st Qtr 8/30/2006	7/20/2006	100	PSR/PDS	ND	Other	3Other		7/7/2003	Fundable
2009/10	QA	07	31.90	31.9	Modify Local IC	Lost Hills Blvd	1.5	0.5		3rd Qtr 3/30/2007	3/26/2007	100	PSR/PDS	ND	RTIP/Other	2Mixed		6/4/2003	Fundable
2009/10	QA	07	10.2	10.80	Reconstruct Interchange	LA101at Universal Terrace Parkway OC (Campo Decahuenga) and NB 101	1.5	1.0		3/2009	3/18/2009	100	PSR	TBD	Other	3Other	2011/12	2/1/2008	Fundable
2009/10	LEAD	07	27.3	38.2	Add Mixed Flow Lanes Topanga Cyn Rd/Ven Co Ln	Topanga Cyn / VenCo Line	2.00	0.50	10.2	09/2005	10/11/2005	100	PSR/PDS	EIR	Other	2Mixed		10/1/2004	Fundable
2009/10	QA	07	23.69	24.7R	Modify connectors and local IC at 60/57	Grand Ave.	1.0	0.7	255.0	03/2009	3/27/2009	100	PSR	ND	Other	3Other	2012/13	8/17/2005	Fundable
2009/10	LEAD	07	11.6	11.8	Direct HOV Conn @ Rte 60/605 IC	Route 60/605 Interchange	8.00	6.00	8.16	03/2003	3/19/2003	100	PSR/PDS	EIS	Other	2Mixed		Commenced prior to 03/2003	Fundable
2009/10	LEAD	07	31.0	31.2	Direct HOV Conn @ Rte 10/605 IC	Route 10/605 Interchange	8.00	6.00	6.84	03/2003	3/19/2003	100	PSR/PDS	EIS	RTIP	1STIP		Commenced prior to 03/2003	Fundable
2009/10	LEAD	07	29.90	32.10	Construct elevated MF Connector	Route NB 605 to WB 10	4.0	0.6	3.15	09/2008	9/11/2008	100	PSR/PDS	EIS	Other	3Other	2011/12	4/7/2007	Fundable
2009/10	LEAD	07	R41.5	R45.9	Add one HOV Lane and one MFL in each direction.	Rte 405 to Rte 14	5.0	0.6	12.0	09/2008	9/25/2008	100	PSR/PDS	EIS	Other	3Other	2013/14	7/1/2006	Fundable
2009/10	QA	08	29.20	32.00	Interchange Improvements	In the City of Moreno Valley at Cactus Ave. Int.	1.14	0.10	20.5	09/2009		99	PR/PSR	ND	Other	3OTHER	2009/10	4/4/2005	Fundable
2009/10	QA	08	0.00	5.00	Add Mix Flow Ln(s) and 2 HOV Lns	VAR; Also, Riv 215 PM 43.9/45.3; In Sbd Co from Riv Co Line to Orange	1.69	0.50	173.0	09/2009		10	PR/ PSR	ND	Other	3OTHER	2011/2012	3/27/2002	Fundable
2009/10	QA	08	21.4	21.9	Reconstruct IC	Theodore	1.14	0.50	0.00	12/2009		0	PSR/PDS	ND	Other	3OTHER	2009/10	9/8/2008	Fundable
2009/10	QA	08	22.5	22.6	Reconstruct IC	Gilman Springs	1.14	0.50	0.00	12/2009		0	PSR/PDS	ND	Other	3OTHER	2009/10	9/8/2008	Fundable
2009/10	QA	08	20.4	20.9	Reconstruct IC	Redlands	1.14	0.50	0.00	12/2009		0	PSR/PDS	ND	Other	3OTHER	2009/10	9/8/2008	Fundable
2009/10	QA	08	11.03		New Interchange	In Fontana at Duncan Canyon Rd.	0.10	0.10	30.80	09/2009		99	PR/PSR	ND	Other	3OTHER	2010/11	7/7/2005	Fundable
2009/10	QA	08	9.47		Modify Interchange	Murrieta at murrieta Hot Springs Rd	1.14	0.50	7.5	07/2009		20	PR/PSR	ND	Other	3OTHER	2009/10	10/15/2006	Fundable
2009/10	QA	08	32.5	34.0	Construct new interchangg	I-15 at Muscatel St in the city of Hesperia	1.14	0.50	70.0	09/2009		65	PSR	ND	Other	3OTHER	2009/10	4/3/07	Fundable
2009/10	QA	08	15.0	16.0	Realign I-15 & reconfigure conn with I-215	also SBD 215-17.0/17.8, onRte 15 fr Glen Helen Pky. IC to Kenwwod IC on Rte	1.14	0.25	156.0	09/2009		40	PSR	ND	Other	3OTHER	2009/10	7/23/07	Fundable
2009/10	QA	08	11.10		Const, MP Storm drain Facility	City of Fontana, 0.0 n/o Duncan Cyn Rd OC and 0.1 n/o Duncan Cyn Rd OC at I-	1.14	0.20	8.7	09/2009		85	PSR	ND	Other	3OTHER	2009/10	7/11/2007	Fundable

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2009/10	QA	08	5.20		Reconstruct Interchange	4th St./Grove Ave.	1.14	0.50	101.0	09/2009		10	PSR/PDS	ND	Other	3OTHER	2009/10	8/21/2006	Fundable
2009/10	QA	08	R4.98	R6.08	Interchange improvements	In the City of Beaumont, at the I-10/San Timoteo Cyn IC (Oak Valley Pkwy.)	0.74	0.20	21.0	09/2009		97	PSR	ND	Other	3OTHER	2009/10	1/25/2005	Fundable
2009/10	QA	08	57.800	60.400	Reconstruct IC	City of Coachella at Dillion Rd.	1.14	0.65	14.80	12/2009		20	PSR	ND	Other	3OTHER	2009/10	9/17/07	Fundable
2009/10	QA	08	41.17		Construct 6 lane IC	In Cathedral City, proposed New Connection W/DA Vall Drive	1.14	0.50	133.0	09/2010		PSR	PSR	ND	Other	3OTHER	2009/10	3/1/2007	Fundable
2009/10	QA	08	11.1	11.6	Ramp/Grade Mod.	In Banning @Sunset Ave UC	1.14	0.60	26.00	09/2009		25	PSR	ND	Other	3OTHER	2009/10	3/1/2007	Fundable
2009/10	LEAD	09	90.8	92.3		Near Sonora Junction	1.45	0.00	5.3	11/2006	11/10/2006	100	PSR	ND	ITIP/RTIP	1STIP	2011/2012	6/1/2003	Fundable
2009/10	LEAD	01	31.13.2	32.57.45	Lake 20/53 Interchange & Lake 53 Corridor	On R20 .95 KM West of R20/53 Junction to 1.3 KM East of R20/53 Junction &			48.03		09/29/2000	100	PSR/PDS	OTHER (explai	RTIP	1STIP		12/15/1999	Priority but Unfunded
2009/10	LEAD	01	31.60	34.10	4 Lane Freeway	In & near Kelseyville fr .7KM N of Jct Rte 175 to Cruickshank Rd			67.00		3/20/2002	100	PSR/PDS	OTHER (explai	ITIP	1STIP		11/15/1999	Priority but Unfunded
2009/10	LEAD	01	34.10	R40.9	Convert to 4 Lane Freeway/Expressway	From Kelseyville to South Lakeport			114.50		2/19/2002	100	PSR/PDS	OTHER (explai	ITIP	1STIP		8/15/1998	Priority but Unfunded
2009/10	QA	03	M1.3	1.40	Reconstruct Interchange	West El Camino Avenue	0.30	0.00	TBD	12/2007	12/17/2007	100	PSR	Other (explain	Other	3Other	2011/12	7/1/2007	Priority but Unfunded
2009/10	LEAD	03	18.70	22.90	Realign	Woodruff Lane to Ramirez Road	3.78	0.00	62.40	11/2007	11/27/2007	100	PSR	CE	RTIP/Other	2Mixed	2008/09	8/1/2005	Priority but Unfunded
2009/10	LEAD	03	9.80	11.20	Add Pass Ln(s)	Add lanes for Focus Routes from LaBarr Meadows to Grass Valley	3.00	0.00	35.00	01/2008	1/11/2008	100	PSR	ND	RTIP/Other	2Mixed	2011/12	8/17/2007	Priority but Unfunded
2009/10	QA	03	R3.5	6.00	Signal Improve	East of City of Marysville near Plantz Road intersection	0.20	0.00	3.00	06/2008	3/18/2008	100	PSR	EIR	Other	3Other	2011/12	5/29/2007	Priority but Unfunded
2009/10	LEAD	04	6.90	8.70	Construct auxiliary lane westbound Rte 237	Rte 237 between North First St & Coyote Creek	5.5		29.9	06/2005	7/21/2005	100	PSR-PDS	IS/EA	RTIP/ Other	2MIXED	TBD	10/29/2003	Priority but Unfunded
2009/10	LEAD	05	16.60	17.80	Construct Auxiliary Lanes (Northbound)	Santa Barbara between Las Positas Road and Hope Ave/La Cumbra Road		0.0	6.10	07/2004	7/29/2004	100	PSR/PDS	ND	RTIP	1STIP	TBD	10/5/2001	Priority but Unfunded
2009/10	LEAD	05	78.80	83.70	Upgrade facility, reconstruct I/C, and frontage road	From Main Street OC in Chualar to Airport Blvd in Salinas		0.0	300.00	08/2003	9/22/2003	100	PSR/PDS	EIR	RTIP/Other	2MIXED	TBD		Priority but Unfunded
2009/10	QA	06	35.0	38.6	Passing lanes	Near Kerman, from Yuba Ave. to James Ave	1.5		$5.1		1/4/2004 & 5/29/08	100%	PSR	ND	Other	3OTHER	2010/11	Reopen 3/09/07	Priority but Unfunded
2009/10	LEAD	06	58.8	60.4	Construct Braided Ramps	In Fresno City on SR 180 from SR 41 to SR 168	1.0		$39.9		7/31/2009	100%	PSR/PDS	ND	Other	3OTHER	2012/13	12/21/2006	Priority but Unfunded
2009/10	QA	06	36.1	36.8	Reconstruct (Caldwell) Interchange	Near Tulare, from Prosperity Ave to Ave 200	1.91		$22.0		11/19/03 & 6/4/08	100%	PSR/PDS	ND	RTIP/Other	2MIXED	2010/11	N/A	Priority but Unfunded
2007/08	LEAD	06	25.40		Reconstruct Interchange	At SR 99 and Paige Ave.	0.80		1.00		9/20/1993	100%	PSR/PDS	CE	ITIP	1STIP		N/A	Priority but Unfunded
2009/10	LEAD	06	25.4	30.50	4F-6F	In and near the City of Tulare, from Ave 200 to Prosperity Ave	4.8		$172.9	Mar-09	3/18/2009	100%	PSR	EIR	ITIP	1STIP	2012/13	8/23/2002	Priority but Unfunded
2009/10	LEAD	06	1.70	7.5	From a 4 lane to a 6 lane Freeway	Ave 7 to Ave 12	1.19		$45.8		3/11/2008	100%	PSR/PDS	CE	ITIP	1STIP	2010/11	12/21/06	Priority but Unfunded
2009/10	LEAD	06	R52.4	R55.4	4F-6F	From Rt 99 to Cottonwood Rd	1.1		$32.1	Oct-08	3/16/09	100%	PSR/PDS	CE	ITIP	1STIP	2012/13	12/6/2006	Priority but Unfunded
2009/10	QA	07	10.8	11.4	Modify Local IC @ Avalon Ave	Avalon Ave.	0.50	0.10		03/2003	3/19/2003	100	PSR	EIR	RTIP	1STIP		Commenced prior to 03/2003	Priority but Unfunded
2009/10	QA	07	6.4	43.1	Soundwall Long Beach Blvd/Stagg St	Long Beach Blvd. / Stagg St.	1.00	0.70		03/2004	3/8/2004	100	NBSSR	CE	Other	3Other		Commenced prior to 03/2004	Priority but Unfunded
2009/10	QA	07	10.8	11.4	Soundwall Mt Helen/Figueroa	N/A	N/A	N/A		N/A	6/20/2003	100	NBSSR	CE	Other	3Other		Commenced prior to 06/2003	Priority but Unfunded
2009/10	LEAD	07	2.2	17.5	Widen HWY- Route 232/Route 23		N/A	N/A	N/A	N/A	1/10/1991	100	PSR	N/A	RTIP	1STIP		N/A	Priority but Unfunded
2009/10	QA	07	1.9	2.50	Widening Project at Topanga cny Narrowing Roadway	Topanga Cyn Creek	0.05	0.05		1/15/07	5/18/2004	100	PSR/PDS	EIR	RTIP	1STIP		12/15/2006	Priority but Unfunded
2009/10	QA	07	33.4	61.4	Mixed Flow Lanes Sand Cyn Rd/Ave P	Sandy Canyon Rd/ Ave P	1.00	0.50		03/2003	3/28/2003	100	PSR/PDS	EIR	RTIP	1STIP		Commenced prior to 03/2005	Priority but Unfunded
2009/10	QA	08	R21	22.9	Reconst. IC	City of Coachella at Dillion Rd.	1.14	0.50	14.80	09/2009		30	PSR/PDS	ND	Other	3OTHER	2009/10	9/17/07	Priority but Unfunded
2009/10	QA	08	47.80	49.10	Reconstruct Interchange	In Norco at Limonite Ave	1.14	0.50	29.1	09/2009		10	PSR	ND	Other	3OTHER	2009/10	11/5/2003	Priority but Unfunded
2009/10	QA	08	R55.7		Reconstruct Interchange	Jackson	1.14	0.50	0.0	09/2009		0	PSR/PDS	ND	Other	3OTHER	2009/10	10/2/2008	Priority but Unfunded
2009/10	QA	08	56.20	57.80	Widen eixting Ramps	Gof Ctr. Prkw IC in Indio	1.14	0.50	18.5	09/2009		20	PSR	ND	Other	3OTHER	2009/10	7/30/2007	Priority but Unfunded
2009/10	QA	08	87.70	88.40	Widen existing briges, local str. And reconf.	Monroe St. IC in Indio	1.14	0.50	47.0	09/2009		30	PSR	ND	Other	3OTHER	2009/10	7/30/2007	Priority but Unfunded

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2009/10	LEAD	08	R0.0	6.70	Add HOV Ln(s)	VAR: RIV/SBD Co.; Ford St UC to I-10/SR-60 IC	5.09	3.00	132.7	07/2010		80	PRS/ PDS	FONSI	RTIP	3OTHER	2011/2012	4/27/2000	Priority but Unfunded
2009/10	LEAD	09	57.8	60.2		Near Mono Lake from 0.6 km south of SR 167 to 0.3 km north of Conway Ranch	0.23	0.00	6.3	12/1998	12/28/1998	100	PSR	EIR	ITIP/RTIP	1STIP	2009/10	8/1/1998	Priority but Unfunded
2009/10	LEAD	09	72.8	73.4		1.4 km to 2.3 km north of Green Creek Road in the Bridgeport Valley	1.03	0.07	12.2	03/2007	6/22/2007	100	PSR/PDS	CE	RTIP	1STIP	2009/10	08/22/2003	Priority but Unfunded
2009/10	LEAD	09	R84	R84		Near Independence at the Division Creek SRRA	0.62	0.00	3.0	06/2004	6/7/2004	100	PSSR	ND	RTIP	1STIP	2010/11	2/17/2001	Priority but Unfunded
2009/10	QA	10	2.20	2.20	McKinley Interchange	In Manteca on SR 120 from 0.5 West to 0.5 East of McKinley Ave Interchange	0.2	0.2	30.20	06/2008	6/3/2008	100	PSR	ND/FI	Other	3Other	2011/12	3/1/2004	Priority but Unfunded
2009/10	QA	10	R3.2	R4.0	Reconstruct Interchange.	On Route 99 West Main Street Interchange Between Union Pacific Railroad	0.0	0.0	8.00	02/2006	2/1/2006	100	PSR/PDS	ND	RTIP/Other	2Mixed	2012/13	1/1/2000	Priority but Unfunded
2009/10	QA	10	9.10	11.70	New 2-Lane Expressway on New Alignment Bypass	Calaveras Count Route 12 near Valley Springs, 1.7 mile East of SR 12/26	0.0	0.0	55.00	05/2003	5/7/2003	100	PSR	EIS	Other	3Other	2010/11	10/1/1998	Priority but Unfunded
2009/10	QA	10	21.10	21.80	Intersection Improvements.	At South Junction, Route 4/49 Intersection in Calaveras County in the	0.0	0.0	5.00	06/2005	6/30/2005	100	PSR/PDS	ND/FI	RTIP	1STIP	2012/13	11/14/2002	Priority but Unfunded
2007/08	LEAD	11			Tecate Truck Rte	Tecate	1.0	0.4	6.6			100	PSR		OTHER	3Other		NU	Priority but Unfunded
2009/10	LEAD	11	3.20	9.60	Construct New 4E	I-8 to Evan Hewes	3.10	0.30	39.0	06/2004	5/4/2004	100	PSR-PDS	EIR	RTIP	1STIP	2009/10		Priority but Unfunded
2009/10	LEAD	11	R3.228	R7.994	upgrade to 4 lane freeway and diamond interchanges at Heber	Jasper to I-8	0.0	0.0	369.0		5/31/2007	100	PSR/PDS	EIR	Other	3Other			Priority but Unfunded
2009/10	LEAD	11	1.90	6.70	HOV Lanes	5/54 Jct. To SR-125/94 Jct.	3.0	0.2	$110.0	06/2005	8/22/2007	100	PSR/PDS	OTHER (explai	Other	3Other	2014/15	1/15/2002	Priority but Unfunded
2009/10	LEAD	11	R20.1	23.50	Improve connector w/Aux lane to Mission Bay	WB 8 to NB 5	2.30	0.30	25.0	05/2004	5/4/2004	100	PSR	ND	RTIP	1STIP	2007/08		Priority but Unfunded
2009/10	LEAD	12	12.80	13.50	Construct aux lane	NB/SB I-405 from Euclid to Brookhurst in the City of Fountain Valley	0.5	0.0	21.4	12/2004	10/1/2005	100	PSR	CE	RTIP	1STIP	2009/10	6/1/2001	Priority but Unfunded
2009/10	LEAD	12	13.90	14.70	Construct NB auxiliary lanes	NB I-405 from Brookhurst to Warner/Magnolia in the City of Fountain Valley	0.5	0.0	17.6	12/2004	5/2/2005	100	PSR	CE	RTIP	1STIP	2009/10	6/1/2001	Priority but Unfunded
2009/10	LEAD	12	14.01	15.13	Construct SB Auxiliary lanes	SB I-405 from Magnolia to Brookhurst in the City of Fountain Valley	0.5	0.0	17.2	12/2004	5/2/2005	100	PSR	CE	RTIP	1STIP	2009/10	6/1/2001	Priority but Unfunded
2009/10	LEAD	12	12.70	13.30	Construct aux lane	In Fountain valley from Talbert to Ellis/Euclid	0.5	0.0	12.2	12/2005	12/7/2005	100	PSR	CE	RTIP	2Mixed	2009/10	6/1/2001	Priority but Unfunded
2009/10	LEAD	12	0.00	24.18	Restripe HOV buffer to provide a continuous HOV	From I-5 in Irvine to I-605 in Seal Beach	0.5	0.5	4.9	07/2007	7/31/2007	100	PSR	CE	RTIP	2Mixed	2009/10	4/1/2007	Priority but Unfunded
2009/10	LEAD	12	10.89	13.65	Restripe HOV buffer to provide a continuous HOV	From Carmeita to beginning of toll road at SR-55	0.5	0.5	2.6	07/2007	7/31/2007	100	PSR	CE	RTIP	2Mixed	2010/11	4/1/2007	Priority but Unfunded
2009/10	QA	12	19.9	21.9	Interchange improvement	In Brea at Lambert off-ramp	3.0	1.5	12.0	12/2008		100	PSR/PDS	ND	ITIP/RTIP	1STIP	2006/07	9/15/2000	Priority but Unfunded
2009/10	LEAD	12	11.30	22.55	Restripe HOV buffer to provide a continuous HOV	From SR22/I-5/SR-57 IC to LA/OC County Line	0.5	0.5	2.40	07/2007	7/31/2007	100	PSR	CE	RTIP	2Mixed	2010/11	4/1/2007	Priority but Unfunded
2009/10	LEAD	12	R8.08	R9.21	Construt Aux Lane	NB from Dyer to Edinger in the City of Santa Ana	0.5	0.0	34.1	06/2005	9/1/2009	100	PSR/PDS	CE	RTIP	1STIP	2009/10	1/1/2005	Priority but Unfunded
2009/10	LEAD	12	5.70	16.30	Restripe HOV buffer to provide a continuous HOV	From 19th Street in Costa Mesa to SR-91 in Anaheim	0.5	0.5	3.0	02/2008	5/5/2008	100	PSR	CE	RTIP	2Mixed	2013/14	8/15/2007	Priority but Unfunded
2009/10	LEAD	12	27.60	28.10	WIDEN EB JAMBOREE ROAD TO I-5 NB ON-	IN TUSTIN AND IRVINE SB I-5 NEAR JAMBOREE ROAD	1.5	0.0	2.6	10/2005	10/26/2005	100	PSR	CE	RTIP	1STIP	2008/09	1/1/2005	Priority but Unfunded

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Draft - Forcast of Funding Available to On-System Projects Where Caltrans Forces Prepare PID's

	Approximate Formula Annual State and Federal Resources (Persistent Revenues)								Other "Annualized" Ad-hoc Revenues				
	STIP - RIP		CMAQ		RSTP		Tally		Local Sales Tax		Other Local	Other State or Federal	
County	New TIF Funds (Annual $'s in millions)	Historical On-System Percentage	Actual 08/09 (Annual $'s in millions)	Historical On-System Percentage	Actual 08/09 (Annual $'s in millions)	Historical On-System Percentage	Estimate of Annual On-system Resources	Programmed Un-Funded Need (millions)	07/08 Revenues (millions)[2]	Terminates	Mitigation Fees	Historical (Since ISTEA[1]) On-System Fed Earmarks	Future State Bond Proceeds
Alameda	16.3	37.7%	14.7	14.6%	13.4	27.5%	12.0	384.0	116.3	2022		2.5	
Alpine	0.5	0.0%		0.0%	0.1	0.0%	0.0						
Amador	1.1	89.5%	0.3	13.6%	0.4	0.0%	1.0	80.8					
Butte	3.1	92.4%	2.3	21.3%	2.4	0.0%	3.4				2.6	0.5	
Calaveras	1.2	94.0%	0.4	69.4%	0.5	0.0%	1.5	72.6				0.1	
Colusa	0.8	26.4%			0.2	0.0%	0.2				0.1		
Contra Costa	10.6	71.1%	9.6	0.0%	8.8	14.2%	8.8		74.7	2034		2.1	
Del Norte	0.8	81.0%			0.3	0.0%	0.6				0	0.1	
El Dorado	2.0	96.0%	1.8	82.1%	2.7	64.5%	5.2				26	0.1	
Fresno	11.3	93.0%	11.3	0.0%	9.6	1.5%	10.7	208.0	59.2	2027		3.1	
Glenn	0.9	33.3%			0.3	0.0%	0.3				0.1		
Humboldt	3.2	49.4%			1.5	0.0%	1.6	41.0			0	0.0	
Imperial	5.3	95.0%	1.4	0.0%	1.7	4.1%	5.1	132.3	3.8	2049		1.0	
Inyo	4.3	73.5%			0.7	0.0%	3.1	124.5					
Kern	14.8	32.5%	8.1	0.0%	7.9	0.0%	4.8	436.2				5.6	
Kings	2.2	93.5%	1.5	0.0%	1.6	0.0%	2.1						
Lake	1.4	38.0%			0.7	0.0%	0.5	182.8				0.0	
Lassen	2.0	15.3%			0.4	0.0%	0.3	3.2			0		
Los Angeles	100.0	52.8%	138.0	47.7%	114.2	31.7%	155.0	353.4	2,771.6	Never		8.3	
Madera	2.0	65.9%	1.5	5.5%	1.5	100.0%	2.9		7.6	2027			
Marin	3.1	90.3%	2.5	91.2%	2.3	0.0%	5.1		22.4	2025		1.6	
Mariposa	0.8	0.0%	0.2	0.0%	0.2	0.0%	0.0				0.01		
Mendocino	3.0	49.1%			1.0	0.0%	1.5	388.7			0	0.3	
Merced	3.6	95.4%	2.6	0.0%	2.5	0.0%	3.4	184.1			1.5	0.1	
Modoc	1.1	31.1%			0.3	0.0%	0.3				0		
Mono	3.2	9.9%			0.2	0.0%	0.3	49.4			0.3		
Monterey	5.8	73.7%			4.8	0.0%	4.3	520.6				1.3	
Napa	1.9	98.2%	1.3	100.0%	1.2	22.1%	3.4	84.9					
Nevada	1.7	96.3%	0.9	54.1%	1.1	0.0%	2.1	18.2			3.3	0.2	
Orange	30.2	63.3%	41.5	35.5%	34.2	36.8%	46.4		264.0	2041	33.8	1.9	
Placer	3.2	82.2%	3.9	8.9%	3.1	0.0%	3.0	11.0			8	2.0	
Plumas	1.2	12.2%			0.2	0.0%	0.1	5.0			0		
Riverside	21.6	84.8%	27.0	69.2%	18.6	46.1%	45.6		142.5	2039		3.3	
Sacramento	14.0	20.4%	17.5	21.6%	13.9	15.2%	8.8	43.7	101.4	2039	38	0.3	
San Benito	1.0	58.8%			0.6	78.9%	1.1					0.5	
San Bernardino	28.1	93.0%	27.3	59.7%	20.5	0.0%	42.4	2,001.4	140.8	2040		7.3	
San Diego	33.1	83.4%	31.4	56.8%	33.8	73.0%	70.1	1,851.4	244.4	2048		9.1	
San Francisco	8.4	50.7%	7.9	0.0%	7.2	0.0%	4.2		79.6	2033		0.8	
San Joaquin	7.3	63.9%	8.5	0.0%	6.6	3.0%	4.9		45.6	2041	2.2	1.8	
San Luis Obispo	5.9	77.6%			3.0	0.0%	4.6	159.5				2.3	
San Mateo	8.7	79.3%	7.2	12.5%	6.6	38.5%	10.3		68.7	2034		1.0	
Santa Barbara	6.7	93.0%			4.8	9.4%	6.7	647.7	32.6	2040		0.1	
Santa Clara	19.1	54.7%	17.1	3.7%	34.1	16.4%	16.7		323.5	2036		6.3	
Santa Cruz	3.3	56.3%			3.1	0.0%	1.9	423.5				0.2	

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Shasta	3.4	81.1%			2.0	0.0%	2.8	155.2			0	0.5	
Sierra	0.6	0.8%			0.1	0.0%	0.0				0		
Siskiyou	2.4	6.2%			0.7	0.0%	0.1				0		
Solano	5.0	0.7%	9.3	0.6%	3.7	0.0%	0.1	12.0				1.6	
Sonoma	6.1	93.3%	4.7	72.8%	4.3	0.0%	9.1		19.0	2025		1.2	
Stanislaus	5.7	91.3%	6.5	0.3%	5.5	3.0%	5.4	1,215.0			10	0.9	
Sutter	1.3	97.5%	0.9	0.0%	0.7	63.2%	1.7					0.4	
Tahoe RPA	0.8	20.0%	0.6	0.0%	0.6	0.0%	0.2						
Tehama	1.7	56.2%			0.7	0.0%	1.0	45.4			0	0.1	
Trinity	1.2	15.0%			0.3	0.0%	0.2				0		
Tulare	7.0	40.7%	4.4	0.0%	4.4	0.0%	2.8	163.4	26.1	2037		1.0	
Tuolumne	1.4	92.1%	0.5	0.0%	0.7	0.0%	1.3				1		
Ventura	9.9	77.0%	7.8	3.9%	9.0	21.1%	9.8	53.2				0.8	
Yolo	2.7	82.7%	2.4	7.5%	1.6	30.1%	2.9	53.9				0.7	
Yuba	1.0	63.5%		0.0%	0.6	0.0%	0.6						
Total County	**450**	**60.4%**	**424.8**	**22.4%**	**407.7**	**11.9%**	**544.1**	**10,105.9**	**4,543.8**		**126.91**	**71.2**	
ITIP	150.0							2,000.0					

[1] The Intermodal Surface Transportation Efficiency Act of 1991

[2] http://selfhelpcounties.org/salestax.html

Mac Taylor
Legislative Analyst

2009-10 Budget Analysis Series

Transportation

February 3, 2009

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EXECUTIVE SUMMARY

The Governor's budget proposes $16.5 billion in expenditures (mostly from special funds) for transportation programs in 2009-10. This includes $13 billion for the Department of Transportation (Caltrans), $2 billion for the California Highway Patrol (CHP), $963 million for the Department of Motor Vehicles (DMV), and $125 million for the High-Speed Rail Authority.

Balancing the 2009-10 Budget

Eliminate Transit Assistance to Fund Home-to-School and Regional Center Transportation. The Governor proposes to use $541 million in Public Transportation Account (PTA) funds for home-to-school and regional center transportation in order to help address the General Fund shortfall. In order to provide sufficient funding to do so, the Governor proposes to reduce funding for State Transit Assistance (STA) by one-half ($153 million) in the current year and to statutorily eliminate the program in the budget year, thereby providing no funding beginning 2009-10. Given the state's fiscal condition, we recommend the Legislature approve the suspension of program funding in 2009-10, as well as reducing the current-year funding by $153 million. (Below, we discuss the opportunity for improving the program if the Legislature chooses to continue STA.)

Redirect Tribal Gambling Revenues for the General Fund. The Governor proposes to redirect $202 million in tribal gambling revenues to the General Fund in the current and budget years, instead of providing these revenues for transportation. We have made the same recommendation to the Legislature in the past. Accordingly, we recommend that the Governor's proposal be adopted.

Vehicle License Fee (VLF) Shift. The Governor proposes to redirect $451 million in vehicle license fee revenues from DMV to other public safety programs to provide relief to the General Fund—including $92 million in the current year, and $359 million in the budget year. To backfill DMV for the loss of those funds, the Governor proposes to increase vehicle registration fees by $12 from $56 to $68. We note that the opportunity for any current-year General Fund relief expires in early April.

Sweep Non-Article XIX Revenues in Motor Vehicle Account (MVA). As an additional budget solution, we recommend the Legislature transfer MVA revenues that are not subject to the restrictions of Article XIX of the State Constitution to the General Fund to help address the state's budget problems. Specifically, we recommend transferring $70 million to the General Fund in both 2008-09 and 2009-10.

Other Issues

Unstable Funding Negatively Affects Transportation Programs. We explain how a number of major funding sources for transportation are unstable, and the ramifications of this situation for transportation programs. We offer several recommendations to the Legislature to help stabilize funding for these purposes. The specific actions the Legislature can take include more clearly setting funding priorities, providing more funding from ongoing sources by raising the

per gallon tax on gasoline and diesel, and exploring new ways of funding transportation programs, such as charging a mileage-based fee to generate revenues for transportation.

Governor's Economic Stimulus Proposal May Have Limited Benefits. The Governor proposes to stimulate the economy by advancing state and local transportation capital projects. We find that the Governor's proposal may have limited benefits and recommend an alternative approach to accelerating projects through the issuance of revenue bonds backed by future state gasoline tax revenues.

Improving Implementation and Accountability of Proposition 1B. Programs funded with Proposition 1B bond funds are well under way, with about one-half of the $20 billion authorized by the bond measure already appropriated. We review the implementation and accountability of Proposition 1B and make various recommendations to improve these programs.

STA Elimination Should Be Considered on Policy Grounds. While concurring with the Governor's proposal not to fund STA in the budget year, we believe the Legislature should consider a number of policy issues beyond the immediate budgetary solution before eliminating the program, as proposed by the Governor. If the Legislature chooses to continue funding STA in the future, we recommend improvements be made to the current program, including changes in the way monies are allocated to transit operators.

Caltrans Planning Staff Overbudgeted. Caltrans spends $50 million each year preparing initial planning documents for transportation capital projects. Our review finds the department has a shelf of completed documents and that the ongoing workload does not justify the level of resources being provided to produce more of them. We recommend that staffing for these activities be reduced and that the department better track its workload in this area.

More Cost-Effective Approach Needed to Meet Air Quality Rules. The budget proposes to spend $63 million in 2009-10 to replace and retrofit vehicles to meet state air quality rules. Our review finds that, in total, Caltrans' compliance with state air quality requirements will cost substantially much more ($260 million over multiple years) than was estimated by the state Air Resources Board (ARB) when the regulations were developed. We recommend that the Legislature have ARB and Caltrans provide the necessary information at budget hearings to determine a more cost-effective approach to meeting air quality requirements.

High-Speed Rail Authority Needs More Oversight. Proposition 1A, passed by voters in November 2008, authorizes $9 billion for the High-Speed Rail Authority to develop and construct a high-speed train system in California. We evaluate the authority's budget request and recommend additional accountability measures for the use of these bond funds.

CHP. The budget requests $35 million to add 240 new officers. We recommend the Legislature reject half of these positions (120 new officers) as they are not fully justified. In addition, our review found the request to be overbudgeted. We recommend a total reduction of $22 million.

DMV. We recommend that the Legislature reject an administration request for funding to implement Real ID because it is premature. The state is not required to begin issuing Real ID compliant cards in 2009-10, and the intentions of the new federal administration regarding this unfunded mandate are yet unknown. We provide an update on the numerous information technology (IT) projects currently under way at DMV, and identify some of the challenges the department has faced in implementing the IT projects.

BACKGROUND

Transportation Relies Heavily on Dedicated Revenue Sources

Traditional State Fund Sources. State transportation programs have traditionally been funded on a pay-as-you go basis from taxes and user fees. Two special funds—the State Highway Account (SHA) and the PTA—have provided the majority of ongoing state funding for highways and local transit programs. The SHA is funded mainly by an 18 cent per gallon tax on gasoline and diesel fuel (referred to as the gas tax) and truck weight fees. Revenues to the PTA come from a portion of the state sales tax on diesel fuel and gasoline. Since 2003, state gasoline sales tax revenues that previously were used for General Fund programs are used under Proposition 42 for highway improvements, transit and rail, and local streets and roads.

Other transportation-related programs, including traffic enforcement programs administered by DMV and CHP, also rely on dedicated revenue sources for their support. Specifically, both departments are funded mainly from fees imposed on drivers and vehicles.

Bonds. Since 2006, the state has increasingly used bond funds for various transportation programs. In 2006, voters passed Proposition 1B to provide about $20 billion in bond funding over multiple years for a variety of transportation improvement purposes. In November 2008, Proposition 1A was passed to provide $9.95 billion to develop a high-speed rail system and to improve other passenger rail systems in the state.

Expenditure Proposal and Trends

Budget Proposal. The Governor's budget proposes $16.5 billion in expenditures for transportation programs in 2009-10. This amount includes about $13 billion in state and bond funds, and $3.6 billion in federal funds. The total amount proposed is a net decrease of $3 billion, or about 16 percent, below the estimated current-year expenditure level. The drop is mainly due to the Governor's proposal to significantly increase current-year expenditures on transportation capital improvements, in order to stimulate the economy. Specifically, as part of his economic stimulus package, the Governor is proposing to increase by about $1.7 billion the current-year funding from Proposition 1B bonds for state highways, transit capital improvements and local streets and road improvements.

For 2009-10, key proposals in the budget would:

- Transfer $1.7 billion in Proposition 42 gasoline sales tax to transportation. The amount reflects the revenue projected to result from the higher state sales tax rate proposed by the Governor.
- Provide $3.5 billion in bond money for various Proposition 1B programs.
- Use $769 million in GARVEE bonds backed by future federal funds to pay for three highway rehabilitation projects.
- Use $125 million in Proposition 1A (2008) bonds to develop a high-speed rail system.
- Provide no operating assistance to transit operators.
- Increase CHP traffic officers by 240 positions.

Overall Growth Trends. Figure 1 shows expenditures for state transportation programs from state, bond, and federal funds from 2002-03 through 2009-10. The figure shows that total state transportation expenditures were relatively stagnant up until 2004-05, but have grown steadily since. The increase is mainly due to the availability of bond funding.

As Figure 1 shows, bond expenditures increased beginning 2007-08. In fact, bond expenditures are estimated to increase to about $7 billion in the current year, accounting for 36 percent of all expenditures on state transportation programs. Figure 1 also shows that while bond expenditures have increased, expenditures from non-bond state funds have decreased, and will make up a smaller proportion of expenditures on state transportation programs. Specifically, non-bond funding will account for about 53 percent of all state transportation expenditures in 2009-10 compared to 71 percent in 2002-03. A main reason for the decrease in the past couple of years is the redirection of transportation funds to help the General Fund, as discussed later in this section.

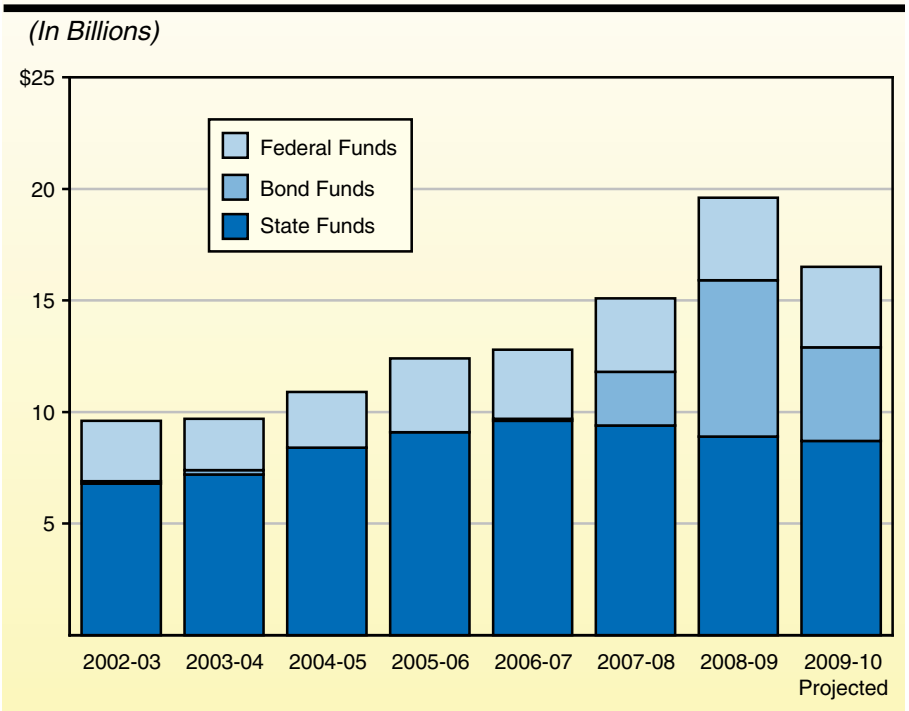
Spending by Major Programs

Figure 2 shows spending for the major transportation programs and departments from all fund sources, including state, federal, and bond funds, as well as reimbursements.

Caltrans. The Governor's budget proposes total expenditures of $13 billion in 2009-10 for Caltrans—about $1.3 billion, or 9 percent, less than estimated current-year expenditures. As Figure 2 shows, Caltrans expenditures from the General Fund are projected to increase—by $400 million (or about 30 percent)—while expenditures from all other funds are projected to decrease. The higher General Fund expenditures reflect the projected increase in Proposition 42 gasoline sales tax transfers to transportation, resulting from the increase in the state sales tax rate proposed by the Governor. The decrease in bond-funded expenditures in the budget year (mainly from Proposition 1B) reflects the Governor's proposal to increase current-year bond spending as an economic stimulus, as noted earlier.

Figure 1

Expenditures on State Transportation Programs



CHP and DMV. Spending for CHP is proposed at about $2 billion, which is 3 percent higher than the current-year estimated level. About 90 percent of all CHP expenditures would come from MVA, which generates its revenues primarily from driver license and vehicle registration fees. The increase includes first-year support for an additional 240 traffic officers.

For DMV, the budget proposes expenditures of $963 million—essentially the same as the current-year level. Traditionally, support for DMV comes from MVA and vehicle license fee revenues. Vehicle license fees are an in-lieu property tax, which DMV collects for local governments. In past years, these revenues typically paid for a significant portion of the department's support (from 35 percent to 40 percent). For 2009-10, the

Figure 2

Transportation Budget Summary—Selected Funding Sources

(Dollars in Millions)

	Actual 2007-08	Estimated 2008-09	Proposed 2009-10	Change From 2008-09	
				Amount	Percent
Department of Transportation					
General Fund	$1,416.3	$1,351.0	$1,751.7	$400.7	29.7%
Other state funds	3,948.4	3,010.1	2,590.7	-419.4	-13.9
Federal funds	3,265.4	3,662.0	3,578.5	-83.5	-2.3
Bond funds	1,003.3	4,773.1	3,746.5	-1,026.6	-21.5
Other	1,704.6	1,467.7	1,288.4	-179.3	-12.2
Totals	**$11,338.0**	**$14,263.9**	**$12,955.8**	**-$1,308.1**	**-9.2%**
California Highway Patrol					
Motor Vehicle Account	$1,652.8	$1,743.8	$1,802.9	$59.1	3.4%
State Highway Account	57.7	61.6	60.4	-1.2	-1.9
Other	110.8	140.5	140.6	0.1	0.1
Totals	**$1,821.3**	**$1,945.9**	**$2,003.9**	**$58.0**	**3.0%**
Department of Motor Vehicles					
Motor Vehicle Account	$480.6	$619.3	$887.2	$267.9	43.3%
Vehicle License Fee Account	358.5	267.7	—	-267.7	-100.0
State Highway Account	49.7	51.5	52.5	1.0	1.9
Other	20.2	21.8	23.3	1.5	6.9
Totals	**$909.0**	**$960.3**	**$963.0**	**$2.7**	**0.3%**
State Transit Assistance					
Public Transportation Account	$306.4	$153.2	—	-$153.2	-100.0%
Bond funds	530.3	1,219.7	350.0	-869.7	-71.3
Totals	**$836.7**	**$1,372.9**	**$350.0**	**-$1,022.9**	**-74.5%**
High-Speed Rail Authority					
Public Transportation Account	$1.7	$5.6	—	-$5.6	-100.0%
Bond funds	15.6	37.3	$125.2	87.9	235.7
Other	3.6	3.5	—	-3.5	-100.0
Totals	**$20.9**	**$46.4**	**$125.2**	**$78.8**	**169.8%**

budget proposes no vehicle license fee revenues for DMV support in order to free up funds for local public safety programs. Instead, the budget proposes to support DMV almost entirely with MVA funds. To generate sufficient funding in the MVA to cover the funding shift, the budget proposes to increase vehicle registration fees by $12 per vehicle. In addition, the budget proposes to increase driver license and identification card fees by $3 each in order to fund the production of a new license/card with enhanced security features.

Transit Assistance. The state provides funding assistance to transit systems for both operations and capital improvements. Current law allocates a portion of the annual PTA revenues to transit operators under the STA program, mainly for operations. In recent years, program funding has been limited and PTA funds were used instead for home-to-school transportation and regional center transportation, which previously had been paid from the General Fund. For instance, the current-year budget, as passed in September 2008, kept STA at the 2007-08 level of $306 million. However, due to deepening state fiscal problems, the Governor's budget now proposes to eliminate STA funding for the remainder of the current year, thereby reducing the current-year funding level to $153 million. For 2009-10, the budget proposes no STA funding.

Proposition 1B provides $3.6 billion in bond funds for transit capital improvements. As part of his economic stimulus package, the Governor is proposing to increase the current-year appropriation from Proposition 1B bonds by $800 million (from $350 million to $1.15 billion). For 2009-10, the budget proposes $350 million for transit capital improvements.

High-Speed Rail Authority. In November 2008, voters passed Proposition 1A, which authorizes $9 billion in general obligation bonds for the development and construction of a high-speed rail system. (Proposition 1A also authorizes another $950 million for capital improvements of other passenger rail systems in the state.) Under law, up to 10 percent of the bond funds may be used for noncapital costs, including planning, design, and engineering of the system. For 2009-10, the budget proposes $125 million in Proposition 1A funds to continue a number of contracts to plan and develop the system and to fund the authority's administrative expenses.

Recent Use of Transportation Funds to Help General Fund

Due to the state's difficult fiscal condition in the past several years, funding that has traditionally been dedicated to transportation has been loaned to the General Fund or redirected to pay for programs that previously were funded from the General Fund.

Loans and Repayments. Since 2001-02, various amounts of transportation funds have been loaned to the General Fund. Figure 3 shows the amount of loans outstanding, and the amount of repayments due to transportation. As Figure 3 shows, three substantial loans require repayment.

First, $1.4 billion was loaned from the Traffic Congestion Relief Fund (TCRF) to the General Fund in 2001-02 and 2002-03. (The TCRF provides funding for 141 transportation projects statewide.) About $1.2 billion of the loan was to be repaid from bonds backed by tribal gambling revenues. However, because these bonds have not been issued, repayment has been made in annual installments with tribal gambling revenues of about $101 million a year. The Governor's budget proposes to defer both the current- and budget-year repayments, and retain a combined $202 million for General Fund uses.

Figure 3

Transportation Loans and Repayments[a]

(In Millions)

	To General Fund[b] From:			
Year	**TCRF[c]**	**Proposition 42**	**SHA**	**Other**
Total Amount Borrowed	**$1,383**	**$2,079**	**$200**	**$31**
Balance through 2008-09	749[d]	587	200	31
2009-10	-100[d]	-83	—	—
2010-11	-100	-83	-200	-31
Beyond 2010-11	-549	-421	—	—

a Amounts do not include interest.

b Positive numbers are amounts payable to the General Fund, negative numbers are amounts payable from the General Fund.

c Funds shown from the General Fund as payment to the TCRF come from tribal gambling revenues.

d As part of his 2009-10 budget, the Governor proposes to delay the payment of tribal gambling revenues in 2008-09 and 2009-10.

SHA = State Highway Account; TCRF = Traffic Congestion Relief Fund.

Second, over $2 billion in Proposition 42 funds was loaned in 2003-04 and 2004-05 combined. As of the end of the current year, $587 million is still outstanding. Under the Constitution, the General Fund is required to repay the loan with interest by June 30, 2016, at a specified minimum rate each year. In accordance with the requirement, the Governor's budget proposes a General Fund repayment of $83 million in 2009-10.

Third, to help the General Fund in the current year, $231 million was loaned to the General Fund from SHA and other transportation accounts. The *2008-09 Budget Act* requires this amount to be repaid with interest by June 30, 2011.

Redirections and Broadened Use of Transportation Funds. In addition to the loans of transportation funds discussed above, the use of certain transportation revenues has been broadened to include purposes that had previously been paid from the General Fund to help address the state's fiscal problems. In particular, in 2007-08 and 2008-09, a portion of so-called "spillover" gasoline sales tax revenue was used to reimburse the General Fund for transportation-related expenses, such as bond debt service. Additionally, PTA revenues were used to fund home-to-school transportation as well as regional center transportation. In the current year, these uses total about $1.4 billion. For 2009-10, the budget proposes a total of $541 million for these uses, including $403 million for home-to-school transportation and $138 million for regional center transportation.

BALANCING THE 2009-10 BUDGET

Using Transportation Funds To Help the General Fund

The Governor's budget includes several proposals to use transportation funds to help the state address a significant General Fund deficit. In total, as Figure 4 (see next page) shows, the budget proposes to provide an additional $193 million in General Fund help in the current year. This amount is over and above the $1.6 billion in assistance to the General Fund already provided as part of the 2008-09 budget enacted last September. For 2009-10, the budget propos-

es to provide about $1 billion in additional help to the General Fund. In this section, we briefly describe the Governor's proposals and offer our recommendations for achieving additional General Fund relief.

Eliminate STA to Provide $541 Million for Home-to-School and Regional Center Transportation. As discussed earlier, the PTA has funded home-to-school and regional center transportation in the past couple of years. These activities have traditionally been General Fund expenditures. In 2008-09, PTA funds, together with spillover revenue (in the Mass Transportation Fund [MTF]), will provide a total of almost $1.4 billion to pay for home-to-school and regional center transportation and to repay the General Fund for transportation debt service payments. In the budget year, the Governor proposes to fund regional center transportation at the current level ($138 million) and provide $403 million for home-to-school expenditures from the PTA and MTF.

The PTA also funds the STA program, which provides operating assistance to transit operators. For 2008-09, STA is funded at $306 million. However, because spillover revenue is expected to be substantially lower than projected in the current year and minimal in the budget year, the administration proposes to statutorily eliminate the STA program beginning in 2008-09, in order to sustain the planned level of General Fund relief. This would reduce STA disbursements by $153 million (assuming half-year savings) in the current year and provide no transit operator assistance in future years.

Given the state's fiscal condition, the continued use of PTA funds for home-to-school and regional center transportation is reasonable. *We recommend the Legislature suspend STA funding for the current and budget years.* (Later in this report, we discuss the proposal to eliminate the program on an ongoing basis. Please see the "State Transit Assistance" section of this report.)

Redirect $202 Million in Tribal Gambling Revenue to General Fund. As shown in Figure 4, the Governor proposes to redirect about $202 million in tribal gambling revenues to the General Fund in 2008-09 and 2009-10 combined. These revenues, amounting to $100.8 million per year, are dedicated in statute to repay outstanding transportation loans. Absent the Governor's proposal, the revenues would fund highway rehabilitation projects under the State Highway Operation and Protection Program (SHOPP) and transportation projects in the Traf-

Figure 4

Governor's Proposals to Use Transportation Funds to Help the General Fund

(In Millions)

Proposal	2008-09 Estimated	Governor's Budget Proposals		
		2008-09[a]	2009-10	Total New Proposals
Shift vehicle license fees to public safety	—	$92.0	$360.0	$452.0
Fund home-to-school transportation	$622.8	—	402.7	402.7
Redirect tribal gambling payments	—	100.8	100.8	201.6
Fund regional center transportation	138.3	—	138.3	138.3
Debt service/Proposition 42 repayment	621.3	—	—	—
Borrow transportation funds	231.0	—	—	—
Totals	**$1,613.4**	**$192.8**	**$1,001.8**	**$1,194.6**

[a] As part of his 2009-10 budget, the Governor proposes additional uses of transportation funds to provide General Fund relief in 2008-09.

fic Congestion Relief Program (TCRP). To ensure that projects are not affected, the budget proposes that the redirection occur only if the state receives federal economic stimulus funding for transportation.

Given the severity of the state's fiscal problem, the Governor's proposal is reasonable, and we recommend that it be adopted. In fact, we had previously proposed the same budget-balancing option to the Legislature.

Shift $452 Million in Vehicle License Fee Revenue to Public Safety Programs. The DMV collects vehicle license fees for the counties. Historically, the department has retained a portion of the fee revenues to cover its administrative costs. The *2008-09 Budget Act* appropriates $359 million of vehicle license fees revenues to support DMV operations—a figure that represents about 37 percent of the department's total operating budget. The Governor's 2009-10 budget proposes to shift this funding to local public safety programs that would otherwise be funded by the General Fund. Specifically, the Governor's proposal would shift $92 million in the current year and $359 million in the budget year. To backfill the hole in DMV's budget created by the shift of vehicle license fees monies, the Governor proposes to increase the vehicle registration fee by $12, raising it from $56 to $68.

The Governor's proposal assumes that the vehicle registration fee increase would be effective in April 2009. At this point, however, we do not think it is reasonable to assume that effective date. This is because it takes DMV about 90 days from enactment of legislation to implement a fee increase. Given the lag time required to implement a fee increase, the opportunity for any current-year General Fund relief from the proposed shift of VLF monies expires by early April 2009.

In our recent report *2009-10 Budget Analysis Series*, titled *Criminal Justice Realignment*, we discuss the concept of expanding upon the Governor's shift of vehicle license fees revenues to realign criminal justice programs to local government.

LAO Alternative Proposals

In addition to these administration proposals to achieve General Fund savings, we offer two additional recommendations for the Legislature to consider to help address the state's severe fiscal problems.

Sweep Non-Article XIX Funds in MVA. The MVA supports the activities of the CHP, DMV, and ARB. The MVA derives its revenues from a variety of sources, but mostly from vehicle registration and driver license fees. The budget estimates that, in 2008-09, MVA revenues will total about $2.4 billion.

Under Article XIX of the State Constitution, any revenues from fees and taxes on vehicles or their use—such as driver license and vehicle registration fees—can only be used for vehicle-related programs. However, other MVA revenues, such as those from various miscellaneous services provided by DMV to the public or businesses, are not subject to the constitutional restriction. As such, these revenues can be used for general purposes.

The budget estimates that non-Article XIX revenues would be $117 million in 2008-09 and $119 million on 2009-10. Based on our projection of MVA revenues and expenditures, we estimate that $70 million can be transferred to the General Fund each year for 2008-09 and 2009-10 without having an adverse impact on programs funded from MVA. Accordingly, *we*

recommend transferring $70 million to the General Fund for each of the two years.

Suspend Local Airport Grants. Revenues generated by the state's excise tax on aircraft and jet fuel fund various state grant programs available to general aviation airports in the state. Annually, roughly $4 million is allocated through these grant programs to local airports. The largest program funded with this money is the Annual Credit Grant, which provides $10,000 annually to each of 149 general aviation airports for either capital projects or operating expenses. The other grant programs provide funding for specific capital projects or land acquisition. These funds are usually used as a small match (typically 2.5 percent of project costs) for federal funds.

Many of the airports that receive state grants have multimillion dollar budgets, and have the option of increasing fees to users of airport facilities to provide any necessary federal matching funds in the near term. Airports that cannot raise fees might be able to delay their projects for a year. Thus, we do not think suspending the grant programs for one year would have significant adverse impacts on local airports. Accordingly, *we recommend suspending the airport grant program for the budget year and using the $4 million for General Fund relief.*

OTHER ISSUES

Unstable Funding Adversely Impacts Transportation Programs

The state has several programs to fund capital improvements to state and local transportation systems. Figure 5 summarizes these programs and their respective state funding sources. In order to effectively plan, develop, and construct transportation projects, funding for these programs should be predictable over time. Currently, funding for the state's transportation programs is not predictable from year to year. This creates difficulties in the state's ability to plan and deliver capital improvements. In the following analysis, we review the outlook for funding and the effect that funding instability has on the state's transportation programs.

We note that, in the previous section of this report, we have recommended that the Legislature take various steps to use transportation funds to help address the state's General Fund deficit. While we continue to recommend such actions given the state's massive deficit, it is nonetheless important for the Legislature to understand the negative effects on the stability of California's transportation finance system. We discuss these and other aspects of these problems in this analysis.

Stable and Predictable Funding Assists With Multiyear Projects

As Figure 5 shows, two ongoing programs—the State Transportation Improvement Program (STIP) and SHOPP—are supported from special funds with monies collected mainly from taxes on fuels. These programs are multiyear plans to fund the various phases of work (such as environmental review, design, and construction) required to build transportation capital improvements. Both programs are updated once every two years, so that each program continually schedules funding for projects for several years into the future, based on funding that is projected to be available under existing law.

The state also has two major programs—Proposition 1B and the TCRP—that provide one-time funding for transportation projects. While these are one-time programs, like STIP and SHOPP they provide funding for projects over multiple years.

Multiyear Nature of Projects Requires Predictable Funding. The multiyear approach to funding transportation improvements is necessary because of the length of time it takes to build capital projects. Simple capital improvements generally take a couple of years to complete from the time initial plans are prepared, through project development, to the end of construction. Complex projects take longer, sometimes many years, to complete.

A lack of predictable funding from year to year complicates planning for project workload and the setting of priorities. For instance, it would not make sense to fund the first phase of a project in a particular year if the funding required to complete the project will not be available in subsequent years. Without predictable funding, future funding to complete the project cannot be assured at the time the decision is made to fund the start of the project. This could lead to poor decisions about which projects to fund and when to fund them. Having predictable levels of funding from year to year can avoid unnecessary complications in determining project workload and the setting of priorities.

Predictable Funding Needed Because Projects Funded From Many Sources. In addition, most transportation projects are funded from multiple sources, including state, bond, local, and federal funds. Each source generally has different requirements or limitations on how funds can be spent. If expected funding from one source does not materialize, a project could be delayed while it awaits replacement funding. Therefore, predictable and stable funding from each source helps to avoid unnecessary project delays that can often make projects more costly.

Frequent Changes Create Instability and Inefficiencies, Delay Projects

Since 2001-02, transportation funds have been used to help balance the state's budget.

Figure 5

The State's Transportation Programs and How They Are Funded

State Transportation Improvement Program (STIP) is the state's ongoing five-year program of projects to enhance and expand the capacity of the highways and transit systems. The STIP is funded mainly from a portion of Proposition 42 gasoline sales tax revenues deposited in the Transportation Investment Fund and from funds in the Public Transportation Account.

State Highway Operation and Protection Program (SHOPP) is the state's ongoing four-year program of projects to repair and rehabilitate the state's highways and to improve the system's safety. The SHOPP is funded from the State Highway Account, which receives funding from the state's 18 cents per gallon gas tax and from truck weight fees.

Proposition 1B approved by voters in 2006 provides one-time funding from general obligation bonds for various specific transportation programs, mainly to expand the capacity of the state's highways and transit systems.

Traffic Congestion Relief Program (TCRP) is a statutorily created one-time program to fund 141 specific highway and transit projects. The TCRP was funded from the state's General Fund and a portion of the state's gasoline sales tax revenues. Due to state budget problems, much of the funding was loaned back to the General Fund before it could be used on projects.

Because the decisions to do so are made annually, depending upon the state's overall budget requirements, it is difficult to predict from year to year (1) how much transportation money will be redirected to help the General Fund and (2) the funding source from which the money would be redirected. As a result, it is not possible to determine which programs and projects would be affected until after budgetary decisions are made. The resulting instability and unpredictability of funding delays project progress, complicates efforts to plan for future projects, and creates inefficiencies in the department.

Transportation Loans Increase Instability and Will Delay Projects. In the current year, $231 million was loaned from SHA and other accounts to help balance the state's budget. These funds are required to be repaid by June 30, 2011. This means that some projects that rely on SHA money, mainly highway repair projects, will not progress in 2008-09 as originally scheduled in the SHOPP. Instead, these projects will be pushed out to later years.

For 2008-09 and 2009-10, the Governor's budget proposes to redirect a total of $202 million of tribal gambling revenues to the General Fund. These funds are supposed to repay past SHA loans (about $114 million) and loans from TCRF ($86 million) which funds TCRP projects. The redirection of these funds would affect a mix of SHA-funded projects and TCRP projects. Under the Governor's proposal, the redirection would occur only if the state receives federal stimulus money for transportation. However, there is no assurance that the federal money would be available for the same set of projects. Depending on the conditions imposed on the use of the federal funds, the department may have to delay one set of projects and work to deliver other projects instead.

Funding Fluctuations Create Other Inefficiencies in Caltrans. As mentioned earlier, most transportation projects rely on multiple sources to be fully funded. For instance, many projects that receive Proposition 1B funds also receive STIP funding from Proposition 42 revenues or from SHA. Some of these projects also receive TCRF funding. Caltrans staff must monitor and keep account of the availability of money from each source when they work to deliver the projects. When funding is held up due to budgetary or other decisions, staff resources are expended to determine which projects would be affected and how to minimize the impact on the projects. Staff resources are also spent to seek alternatives to provide backfill funding. This additional staff work could be reduced and inefficiencies minimized if funding for projects in the various programs are more predictable from year to year.

Proposed Sales Tax Increase Would Increase Funding

Higher Sales Tax Rate Would Provide More Proposition 42 Funding. To help balance the state's budget, the Governor proposes to temporarily increase the state's sales tax rate by 1-1/2 cents for three years. At this higher rate, the sales tax on gasoline would generate about $1.7 billion in Proposition 42 gasoline revenue for transportation in 2009-10. This amount is about $400 million more than estimated in the current year. Proposition 42 revenues are allocated as follows: 40 percent to cities and counties for local streets and roads, 40 percent to the state for the STIP, and 20 percent to the PTA for mass transportation purposes.

Budget Display Incorrect; Caltrans Plans to Spend State's Share. The Governor's January budget documents suggest that the full amount of the STIP's share of Proposition 42 funds would not be spent in the budget year. The budget documents indicate that a portion ($160 million) would be held as a balance in the Transportation Investment Fund. Given the lack of transportation funding available from other sources, we questioned Caltrans as to why these funds should be held as reserve. The department has since indicated that the budget display is in error, and that Caltrans does intend to spend the STIP share of Proposition 42 funds in the budget year.

Uncertainty of Higher Revenue Complicates Project Delivery. The Governor's proposal assumes that the higher sales tax rate would be effective March 1, 2009. The prospect of having additional Proposition 42 money for STIP projects means that the department would need to reassess which additional projects it can fund in the budget year and be prepared to move the projects forward. However, if the proposal is not adopted, then the department would have to reverse course and make further delivery adjustments.

Additionally, the proposal has a particularly significant impact on the PTA, which receives 20 percent of total Proposition 42 revenues. If the sales tax increase is rejected, there would not be sufficient funds to pay all the expenses proposed from the account, as we discuss later.

Unavailable Bond Funds Disrupt Project Progress

Proposition 1B, passed by voters, provides $20 billion in bonds to fund transportation improvements. Although the bond measure is a one-time program, it was expected to provide a degree of predictability in funding for a number of years. Currently, the Proposition 1B programs are well under way with about one-half of the funds appropriated in 2007-08 and 2008-09 combined. However, using bonds to fund projects has recently become problematic, as the state's cash problems, together with a tight credit market, have held up the issuance of bonds.

Pooled Money Investment Account (PMIA) Provides Short-Term Financing for Projects. Current law allows cash from the PMIA—the state's short-term savings account—to pay expenses incurred on bond-funded projects before bonds are sold. This process (known as "AB 55 loans") provides short-term financing for projects that are to be funded from bonds, including projects in the Proposition 1B programs.

Bond Funds Unavailable Due to Cash Problems. In view of the state's overall cash condition and the inability to sell bonds, the Pooled Money Investment Board (PMIB) voted on December 17, 2008, to suspend disbursements from the PMIA for bond projects. As a result of the board's action, money is not currently available to pay for work to continue on most Proposition 1B projects. Consequently, Caltrans is holding back on awarding new contracts to build projects and may have to stop construction on some projects. (Please see "Improving Proposition 1B Implementation and Accountability" later in this report.)

Maintenance and Rehabilitation Funding Continues to Shrink

A key component of the state's transportation programs is the rehabilitation and repair of the state's highway system. Major repairs and rehabilitation, as well as safety improvements to the system, are accomplished under the SHOPP. Routine repairs and maintenance of the system are carried out by the department under the Maintenance

program. State funding for highway maintenance and rehabilitation comes from the SHA.

Maintenance Costs Continue to Increase, Leaving Less for Rehabilitation. In recent years, the cost of maintaining the state's highways has increased. Spending more to pay these increasing costs leaves less funding for major rehabilitation and repair work. As a result, a substantial number of repair projects planned by Caltrans have not been funded. In addition, as the highways age, the amount of major rehabilitation needed has increased.

Gas Tax Revenues Are Declining, Recommend Rate Increase. As noted earlier, revenue from the 18 cents excise tax on gasoline and diesel—commonly referred to as the "gas tax"—and from truck weight fees fund the SHA. Currently, these sources do not provide sufficient funding for highway maintenance and rehabilitation. In addition, revenues from the gas tax have declined in recent years. While in the past gasoline consumption has increased at a stable rate of between 1 percent and 2 percent, it has declined every year since 2005. In the future, increasing fuel efficiency and a switch to alternatively powered vehicles could continue to put downward pressure on the consumption of gasoline and therefore on gas tax revenues. If the declining trend continues, an increasing amount of highway repair and reconstruction work would not be funded.

In previous analyses, we have identified substantial requirements, in the tens of billions of dollars, to repair the state's highways over the next ten years. To provide an ongoing, stable source of funding for highway repairs we have recommended the Legislature increase the gas tax by 10 cents per gallon, and index it in order to keep pace with future inflation. (Please see our *Analysis of the 2008-09 Budget Bill,* page A-34). In light of the growing disparity between revenues and needed maintenance and rehabilitation work, *we continue to recommend a gas tax rate increase as a way to provide more ongoing funding for maintenance and rehabilitation.*

Explore Mileage-Based Fees. In the long term, we think the Legislature should evaluate new ways of funding the maintenance, rehabilitation, and improvements to the transportation system that are becoming available due to advancements in technology. One method, in particular, would be to charge fees to drivers based on the number of miles traveled. The state of Oregon has conducted a pilot program to test such a mileage-based fee system. While this could prove to be an effective new way of funding transportation programs, it would require a significant amount of research to determine if a mileage-based fee system is feasible for California, and if so, how such a system would best be implemented. *Accordingly, we recommend the Legislature begin exploring how a mileage-based fee system could potentially be implemented in California.* We are continuing to collect information about this issue.

PTA Expenditure Priorities Unclear

Recent Broadened Use of PTA Has Resulted in Project Delays. Traditionally, PTA funds the state's intercity rail service and the STA program, provides support for Caltrans' mass transportation program, and funds transit capital improvement projects that are programmed in the STIP. In the past several years, the use of PTA funds was broadened to include home-to-school and regional center transportation in order to help the General Fund. To free up PTA money for these latter uses, transit capital projects have been delayed.

According to the California Transportation Commission (CTC) staff, about $520 million in projects programmed for funding from 2007-08 through 2009-10 have been delayed or deprogrammed. Many of these projects would instead be funded with Proposition 1B funds to the extent they are still high in priority for transit operators.

Absent Sales Tax Increase, Home-to-School Transportation Funding Will Be Reduced. The Governor's budget projects PTA revenues of $752 million in 2009-10, assuming the proposed sales tax rate increase becomes effective. Given the state's fiscal problems, the budget proposes to use $541 million for home-to-school and regional center transportation. The remaining funds would go to pay for intercity rail service, Caltrans' support, and pay about $78 million in outstanding obligations on transit capital projects. (These are payments for STIP transit projects for which PTA funding was allocated in previous years.) In order to leave a small reserve ($9 million) in the account at the end of 2009-10, the budget proposes no funding for STA in the budget year and to eliminate program funding for the second half of the current year. (Please see further discussion in the "State Transit Assistance" section of this report.)

The small balance in the PTA creates significant risk for the programs it funds because revenues could come in lower than expected. If, for instance, the Governor's proposed sales tax increase is not adopted, PTA revenues would be lower in the budget year and the account would probably have a funding shortfall of about $70 million. The Department of Finance (DOF) indicates that, should this occur, the administration will provide less PTA for home-to-school transportation to make up the difference.

In order to avoid a shortfall in the fund, *we recommend that the Legislature reduce the home-to-school transportation funding from PTA by $79 million if the Governor's sales tax rate increase proposal is not adopted. Additionally, we recommend that the Legislature adopt budget bill language under Item 6110-111-0046 stating that if resources in the PTA fall short of projections, PTA appropriation for home-to-school transportation will be reduced correspondingly.*

Future Federal Funding for Transportation Is Uncertain

The state receives about $3 billion in federal transportation funds a year. However, the future level of federal funding is uncertain at this time.

Potential Federal Economic Stimulus Funding for Transportation. It appears that substantial amounts of one-time funding, potentially in the billions of dollars, may come to the state as part of a federal economic stimulus package in early 2009. Many details of the federal package are not yet available for review by the Legislature. Depending on the level of assistance provided, and the restrictions on its use, federal stimulus funding could potentially pay for state projects that have been delayed due to insufficient funding. However, it is likely that the one-time funding must be expended within a relatively short period of time. In order to meet that requirement, Caltrans would have to again readjust its project delivery priorities. So that Caltrans will have sufficient time to adjust its workload, *we recommend that the Legislature provide direction to the department on the use of federal funds.* Specifically, we think the Legislature should have Caltrans (1) identify and expedite SHOPP projects that are almost ready for construction, and (2) identify delayed Proposition 1B projects that would likely be able to use federal funds.

Ongoing Federal Funding Uncertain. The current federal act that authorizes funding for transportation programs over multiple years will expire at the end of September 2009. Given past congressional delays in enacting new transportation authorization acts, it could potentially be some time before a new federal act is approved. As a consequence, the proposed funding level and policy approach of the federal transportation program may not be known for a while.

In addition, due to lower-than-projected tax revenues, the federal highway trust fund, which funds federal transportation programs, ran out of funds in 2008. Congress subsequently provided $8 billion to allow funding for transportation programs to continue. Even with the infusion of funds, it is possible the account could run out of money again before the end of 2009, at about the same time the federal act expires. It is unclear what Congress and the new administration would do in such a situation. The uncertainty regarding the availability of federal funds makes it even more complicated for the state to plan and deliver the state's transportation programs.

Issues for Legislative Consideration

As we noted previously, a number of different factors are contributing to a lack of stability and predictability in the funding for transportation programs. Some of the factors, such as large variations in the availability of federal funding for transportation programs, are not within the state's control. The Legislature has only limited options in the short term for other factors, such as the redirection of state transportation funding to benefit the General Fund, due to the state's severe budget problems.

Neveretheless, we have identified in this analysis some actions the Legislature can take to provide greater predictability in the funding for transportation programs. For instance, *we recommend that the Legislature set clear budget-year priorities for programs funded from the PTA. We also recommend increasing the state's gas tax to provide additional funding for highway maintenance and rehabilitation.* In the longer term, the Legislature should consider additional strategies to provide more stable and predictable funding for transportation programs. One option, as noted previously, would be to explore the possible use of mileage-based fees.

The key strategy, we believe, is for the Legislature to think comprehensively about how the different pieces of the transportation funding puzzle can be fit together to provide a stable set of resources for the programs and projects it considers to be its highest priority. In the end, we believe this approach would lead to a more efficient, and cost-effective, use of each transportation dollar.

Governor's Transportation Economic Stimulus Proposal

As part of his budget plan, the Governor proposes an economic stimulus package that includes a number of proposals relating to transportation. In the following analysis, we review these proposals and recommend an alternative to accelerate transportation projects to stimulate the economy.

The Governor's Proposal

The Governor's economic stimulus package as it relates to transportation includes the following proposals:

- Exempting certain highway projects from environmental review.

- Authorizing the use of design-build procurement.
- Authorizing public-private partnerships for transportation projects.
- Making additional bond funds available for local transportation.

Exempt Several Large Highway Projects From Environmental Review. The administration proposes to exempt a number of large highway projects from the state's environmental review (California Environmental Quality Act, or CEQA) process. Since the initial stimulus proposal was made in November 2008, Caltrans has modified the list of projects to be advanced to include eight projects with estimated total construction costs of about $713 million, including $311 million funded from Proposition 1B bonds and $402 million funded from GARVEE bonds that are backed by future federal funds. Instead of being subject to the CEQA process, these projects would only need to obtain necessary permits to move forward. The proposal also includes streamlining certain state and local permitting processes, mainly by shortening the time period within which permits would be granted.

Authorize Design-Build. The Governor proposes to set up a demonstration program to allow the construction of up to ten transportation projects using the design-build procurement method. Projects would be sponsored and the contract awarded by either Caltrans or a local transportation entity, and the types of projects may include highway, bridge, tunnel, or public transit capital improvements. The design-build authority would expire January 1, 2016. The Governor is also proposing to broaden the authority for local entities to use design-build for non-transportation projects.

Authorize Additional Public-Private Partnerships. The Governor proposes to allow Caltrans and other state agencies to enter into public-private partnerships for certain projects. Partnerships could be agreements whereby a private partner assists the public sponsor to define a feasible project and negotiates reasonable terms to implement the project. Alternatively, partnerships could involve a private entity assuming the responsibility for delivering, improving, operating, or maintaining eligible facilities in exchange for payment. For transportation projects, such payments could be made from revenue generated by tolls or other road user fees.

Make Local Transportation Funds Available. The Governor proposes to increase by $800 million the amount of Proposition 1B bond funds available in the current year for local transit capital improvements. This would bring total current-year funding to $1.15 billion for these purposes. The Governor also proposes to make an additional $700 million available for local streets and roads, thereby increasing the current-year funding for these uses to $950 million.

Below, we discuss various issues and concerns we have with the Governor's proposals.

Bond Funds May Not Be Available to Advance Projects

The Governor's economic stimulus proposal relies heavily on the expenditure of additional Proposition 1B funds in 2008-09. However, simply appropriating the funds does not mean they would be available for expenditure on projects in a timely manner. As we noted in our earlier analysis of the state of transportation funding, due to the state's current cash problems, short-term loans from PMIA are not currently available to pay for project expenses before bonds are

sold. Additionally, the state has not been able to sell bonds due to the tight credit market. Without the ability to sell bonds or borrow from the PMIA, the state would not be able to spend more on Proposition 1B projects under the Governor's proposal, and the objective to stimulate the economy would not be achieved. Even when the state's cash (and budget) problems are resolved and access to the bond market is restored, we think there still are several additional factors that would limit the benefits of the proposal, as described below.

Highway Projects May Only Advance by Couple of Months

The Governor initially proposed to advance $822 million in highway projects as part of his economic stimulus package in November 2008. Our review of the proposal at that time found that exempting projects from the CEQA process would likely only advance projects by a couple of months. Since November, Caltrans has modified slightly the list of projects proposed for acceleration. Instead of 11 projects, the list now includes 8.

Projects Require More Than CEQA Exemptions to Be Expedited. Our review of the updated request to expedite eight projects finds that CEQA exemptions and streamlined permitting alone are not likely to advance most of these projects by more than a couple of months. For instance, most of the projects would also require expediting federal environmental permits or exempting the state from project development work required to get necessary federal permits, such as studying the impact of a project on an endangered species. It is unknown at this time whether and when the state would get the necessary federal waivers and permits. If all these requests were granted on an expedited basis, Caltrans indicates that it could advance some projects by a couple of years.

Caltrans Can Advance Some Projects With Existing Authority. In addition, our review shows that Caltrans intends to redesign some projects so that certain segments of the projects may proceed to construction early while the design and development of the remainder of the project is completed in the customary time frame. It appears that, by splitting these projects up into smaller components, Caltrans could accelerate some projects without the requested CEQA exemptions and state permitting changes.

Design-Build and Public-Private Partnerships Not Needed to Advance Projects

Design-Build Has Merit, but Not Needed to Advance Projects. Design-build procurement would allow Caltrans to contract with the same private business to perform both the design and construction of a given project. This differs from the traditional procurement method in which the state contracts with private businesses only for the construction of projects after they have been fully designed. As noted earlier, the Governor's proposal would allow Caltrans or local transportation agencies to use this procurement method for up to ten transportation projects.

We think a pilot program on the use of design-build procurement for transportation projects has merit, and we have recommended that the Legislature enact legislation to do so in the past. (Please see *LAO Recommended Legislation,* December 2008, page 54). Discussions with the department, however, indicate that design-build authority would not be used for any of the highway projects being proposed for acceleration.

While a design-build pilot program has merit, it is not a necessary element to implementation of the Governor's economic stimulus proposal.

Public-Private Partnerships Also Not Needed to Advance Projects. Similarly, Caltrans indicates that it does not plan to use the proposed public-private partnership authority to speed up any of the projects designated for acceleration. Additionally, it could take a significant amount of time for the state to identify appropriate projects, request proposals from the private sector to form partnerships, and negotiate the terms of the agreements to set up the partnerships. Consequently, it is not likely that the Governor's proposal to authorize public-private partnerships for transportation projects would result in economic stimulus in the near term. Nonetheless, because private-public partnerships provide a tool for attracting private investment and financing of state infrastructure, we think that the Legislature should evaluate the proposal to determine whether, and under what circumstances, this tool may be used to the state's benefit.

Stimulus Effect of Local Road Funding Would Be Delayed

One component of the Governor's proposal is to appropriate an additional $700 million from Proposition 1B to cities and counties for streets and road improvements in the current year. Because many street and road projects are relatively limited in scope (involving activities such as resurfacing and repaving), the additional funds could provide relatively immediate economic stimulus to localities—at least, to the extent cities and counties have projects ready for construction.

However, to deal with the state's cash crisis, the Governor is also proposing to defer about $900 million in regularly scheduled payments to cities and counties until October 2009. These payments involve fuel (excise and sales) tax revenues that the state provides to cities and counties on a regular basis. Thus, the full stimulus impact of accelerating $700 million for local streets and roads would be delayed.

Transit Funds Have Limited Economic Stimulus Benefit

The current-year budget provided $350 million in Proposition 1B funds for local transit capital improvements. The Governor is requesting an additional $800 million in the current year for the same purpose. (Separate from this stimulus proposal, the budget requests $350 million for these purposes for 2009-10.)

Our review, however, indicates that not all of the $800 million could be encumbered by recipients (mainly transit operators) in 2008-09. Specifically, in an initial survey conducted by Caltrans, transit operators indicated that they only have about $676 million in projects that are ready to go. In addition, other factors could limit the benefits of this proposal, as discussed below.

Economic Stimulus Benefits to California May Be Limited. Our review of the survey data shows that about one-half of the proposed funding would be used for projects other than the construction of facilities, which may have limited economic stimulus benefit for California. For instance, new bus procurement comprises 28 percent of the requested stimulus funding. According to Caltrans, there is only one bus manufacturer in the state. Depending on the manufacturer's production capacity, some or most of the funds would likely go to out-of-state manufacturers. In that event, spending millions of dollars all at one time to procure new buses would provide little economic stimulus to California directly. In ad-

dition, bus procurement typically takes a couple of years. Any stimulus to the economy (such as increased employment of drivers or maintenance workers) resulting from the added transit capacity supplied by new buses would be delayed until the new rolling stock is delivered.

Other potential projects include expenditures on Global Positioning System (GPS) systems, marketing, radios, and computer software. Because it is unknown how much spending for these items would remain in California, the amount these projects would benefit the state's economy is also unclear.

Some Transit Capital Allocation Not Used for Highest-Priority Projects. As discussed in the "Improving Proposition 1B Implementation and Accountability" section of this report, the uneven and uncertain disbursal of bond funds for transit capital improvement may result in funds being used for projects that are not the highest priority. This is because not knowing how much and when funding would be available makes it difficult for transit operators to effectively plan for the best use of the funds. Injecting additional funds midyear may only further complicate their planning efforts.

Since the budget already proposes to make $350 million available for 2009-10, *we recommend delaying the $800 million to the budget year and instead providing the combined amount ($1.15 billion) in 2009-10.* This would facilitate better planning opportunities for local operators and encourage higher priority use of the funds.

LAO Alternative

In a report we issued in December 2008, entitled *Advancing Transportation Projects to Stimulate the Economy: An Alternative Approach*, we reported our findings and recommendations in regard to the Governor's proposed economic stimulus package for transportation. In the report, we highlighted the potential challenges to success for the Governor's proposal and offered an alternative approach for the Legislature to provide economic stimulus to the state using available transportation funding.

Specifically, we recommend the use of revenue bonds backed by future state gas tax revenues to accelerate 122 highway rehabilitation projects. These projects would be ready for construction in 2008-09, 2009-10, and 2010-11 but are not scheduled for construction until later years due to limited funding.

Federal Stimulus Could Fund Highway Rehabilitation. In addition, if the state were to receive federal economic stimulus funds for transportation projects, we think funding highway rehabilitation projects such as those we identified in our report would have the greatest economic benefit to the state. *Accordingly, we recommend that the Legislature target any federal economic stimulus funds that California receives for transportation to highway repair projects to the extent possible.*

Improving Proposition 1B Implementation and Accountability

Proposition 1B, approved by voters in November 2006, authorizes the state to sell $20 billion in general obligation bonds for transportation projects through specific programs intended to relieve congestion, facilitate goods movement, improve air quality, and enhance the safety and security of the state's transportation system. (For a more detailed description of the Proposition 1B programs, please see our *Analysis of the 2008-09 Budget Bill,* page A-40.) These bonds provide a major one-time infusion of state funds into the

transportation system that are to be spent over multiple years.

Figure 6 shows the various Proposition 1B programs and the amount of funding allocated to each. As the figure shows, about $9.3 billion of the Proposition 1B funds have been appropriated in 2007-08 and 2008-09 combined. As part of his economic stimulus package, the Governor is requesting further Proposition 1B appropriations totaling $1.7 billion in the current year for highway projects, transit capital, and local streets and roads. For 2009-10, the Governor requests an additional $3.5 billion for Proposition 1B programs. Below, we discuss the challenges and risks the programs face, and make recommendations to improve the implementation and accountability of the Proposition 1B programs.

Cash Problems Cause Stoppage of Projects

Money from PMIA is used to provide short-term funding to pay expenses on projects incurred before bonds are sold, including those for Proposition 1B bond projects. These expenses include mainly construction costs. As noted earlier in this report, on December 17, 2008, PMIB voted to suspend disbursements from PMIA for projects funded from Proposition 1B due to the state's difficult cash situation. (The board did later allow some past obligations to be paid.)

As a result of the board's action, money is not currently available to pay for work to continue on most Proposition 1B projects. Figure 7 shows that there are 196 projects totaling about

Figure 6

Appropriations of Proposition 1B Funds

(In Millions)

Program	Authorized Amount	Appropriated 2007-08	Appropriated 2008-09	Proposed 2009-10	Balance
Corridor Mobility	$4,500	$733.5	$1,717.4[b]	$1,351.3	$697.7
Trade Corridors	2,000	0.1	468.9[b]	489.8	1,041.2
Local Transit	3,600	600.0	1,150.0[b]	350.0	1,500.0
State Transportation Improvement Program	2,000	908.4	995.9	57.0	38.7
Local Streets and Roads	2,000	1,037.0	950.1[b]	0.1	12.8
SHOPP[a]	750	402.8	214.2	78.0	55.0
State and Local Partnership Program	1,000	0.1	200.6	200.6	598.7
Grade Separations	250	123.1	62.0	0.7	64.3
State Route 99	1,000	14.3	108.5[b]	431.5	445.7
Local Seismic	125	13.6	21.1	31.2	59.1
Intercity Rail	400	188.1	72.4	126.4	13.2
School Bus Retrofit	200	193.0	—	3.0	4.0
Air Quality	1,000	250.0	250.1	250.1	249.7
Transit Security	1,000	101.5	101.5	101.5	695.6
Port Security	100	41.4	58.1	—	0.5
Total Appropriations	**$19,925**	**$4,606.9**	**$6,370.8**	**$3,471.3**	**$5,476.1**

[a] Includes $500 million for State Highway Operation and Protection (SHOPP) augmentation and $250 million for traffic light synchronization.

[b] Includes Governor's January proposal to appropriate an additional $162 million for corridor mobility, $52 million for trade corridors, $800 million for local transit, $700 million for local streets and roads, and $5 million for State Route 99 in 2008-09.

$4 billion that may be delayed. Depending on how long funding remains unavailable, projects would likely be delayed for at least several months and potentially up to a couple of years.

Projects Already Under Construction May Be Stopped. As Figure 7 shows, 98 Proposition 1B projects are currently under construction, with contracts already awarded. These projects have estimated total construction costs of $1.8 billion, including $1.5 billion from Proposition 1B. In view of the state's cash situation, DOF has indicated it will order Caltrans to suspend work on most if not all of these projects by early February. It is unclear, at the time this analysis was prepared, how many of the 98 projects have actually been stopped.

A stoppage of work not only causes delays, but can result in substantial additional costs to the state. As summarized in Figure 8, Caltrans estimates that it would cost about $150 million just to shut down these projects. There would be additional costs to restart these projects in the future when funding is again available. These restart costs are estimated by Caltrans to be about $200 million.

Projects Planned for Award in 2008-09 Are Delayed. In addition to stopping projects that are under construction, Caltrans has also stopped awarding any new contracts to construct Proposition 1B projects. From January 2009 through June 2009, Caltrans and local project sponsors had planned to award contracts for 98 projects with total construction costs of $2.1 billion (including $1.7 billion from Proposition 1B). These projects are now delayed until bonds can be issued or until the board allows new loans from the PMIA.

Disbursements for Local Programs Also Held Up. In addition, Proposition 1B provides grants to local transportation agencies for transit capital and street and road improvements. The disbursement of these funds has also been stopped due to the state's cash problem. Specifically, as much as $420 million for local transit capital improvements and about $290 million for local streets and roads may not be disbursed

Figure 7

Proposition 1B Projects at Risk in 2008-09

(Dollars in Billions)

	Number of Projects	Proposition 1B Funding	Total Project Cost
Already awarded construction contracts	98	$1.5	$1.8
Projects planned for award in 2008-09	98	1.7	2.1
Total Projects at Risk	**196**	**$3.2**	**$3.9**

Figure 8

Stopping Construction of Projects Has Substantial Costs

Cost to Secure Construction Sites When Work Is Stopped

- "Button up" costs include installing barriers to prevent traffic accidents, covering trenches, and preventing runoff. These activities are necessary to make highway construction sites safe for travel by the public.
- Caltrans cost estimate: About $150 million to stop work on projects under construction.

Future Cost to Restart Projects

- Project restart costs include rebidding terminated contracts, paying penalties on suspended contracts, and redeploying equipment back to construction sites.
- Caltrans cost estimate: About $200 million but unclear how costs would be paid.

to local entities in the second half of 2008-09 because of the current situation.

Delay of Bond Projects Has Many Negative Impacts. Delaying funding for projects currently in construction would cause a costly suspension of projects. The lengthened time to complete projects also delays the benefits (such as reduced traffic congestion) that are to be realized from improved transportation facilities. There are negative impacts to the state's economy as well. Because project construction is done by the private sector, delaying projects negatively affects the employment of construction workers. In addition, due to the current economic climate, the state now faces a substantially more competitive bidding environment than in recent years, and is able to bid projects at prices that are significantly lower than estimated. By delaying projects, the state may miss an opportunity to save on the cost of construction by building projects while prices are low.

Other Risks Threaten Project Delivery

The CTC is the administrative agency for a number of Proposition 1B programs. These include three predominantly highway-related programs for which CTC selected projects on a competitive basis: (1) the Corridor Mobility Improvement Account (CMIA) program, (2) the Trade Corridor Improvement Fund (TCIF) program, and (3) the State Route 99 improvement program. (The commission also administers other Proposition 1B programs that provide funding for non-highway purposes or are allocated by formulas.) Projects in these programs were selected based on criteria that include meeting set construction deadlines. Additionally, it is expected that the projects would be fully funded from a combination of sources, including a specific, fixed amount from Proposition 1B bonds.

In addition to the immediate risks to projects relating to the actions of PMIB, there are other risks to the delivery of projects in these three programs. We discuss these other risks below.

Less Local Money Available to Pay for Cost Increases. Because the amount of Proposition 1B funding allocated for each project is fixed, any increased costs must be paid from another source, most likely from local funds. Currently, 19 counties have adopted local sales tax measures to fund transportation improvements, including local contributions toward Proposition 1B projects. However, due to the downturn in the economy, potentially less revenue is available from these local sales taxes to cover any project cost increases. Discussions with local transportation agencies indicate that, in general, local sales tax revenues have declined by about 5 percent to 20 percent in the past one to two years. Additionally, many local agencies issue bonds against future sales tax revenues in order to raise money upfront to pay project costs. However, because of tight credit markets, these agencies may have difficulty issuing such bonds in the near future.

Some Projects Are Already Overbudget. Proposition 1B requires that CMIA projects begin construction no later than December 2012 in order to receive bond funds. Because of this requirement, a substantial amount of project development work (environmental review, design, acquisition of rights-of-way) has already been completed for most of the projects selected for CMIA. It is during these project development activities that cost increases are often discovered. For instance, the environmental review could reveal that additional costly mitigation measures would be required. Given that most CMIA

projects are already well into this development phase, it is not likely that these projects will have significant cost increases.

Nevertheless, our review found that as of November 1, 2008 about 20 percent (or 11 out of 54) of CMIA projects had known cost increases of at least either $5 million or 5 percent above the original cost estimate. While cost increases of $5 million or more may not be substantial when compared to the total cost of kinds of large projects that are typical in the CMIA program, any cost overrun can be problematic, because it would still require that additional monies be provided (from non-bond sources) to fully fund the projects.

At this time, it is too early to determine the extent to which projects in the TCIF and State Route 99 programs will incur costs that are higher than planned. Most TCIF and state Route 99 projects still require a substantial amount of project development work. Thus, there is a greater risk that the costs for these projects could escalate significantly before they are ready for construction.

CTC Should Report on Risks and Lagging Projects. In order to monitor the progress of the bond program, *we recommend that the Legislature enact legislation that requires CTC to include the following additional types of information in its annual report to the Legislature:*

- The overall status of the Proposition 1B programs.
- Risks to project delivery.
- Evaluations of projects that are more than six months behind schedule and/or more than 20 percent over cost.
- Recommendations to improve project delivery and program effectiveness.

This information would provide the Legislature with an annual, aggregate look at the progress of all Proposition 1B programs and identify the key risks and threats to program progress as well as means to mitigate them.

Intercity Rail Procurement Progress Slow

Intercity rail ridership has experienced substantial growth in recent years. The state's three intercity rail services had an average ridership increase of 12 percent in 2007-08. The Capitol Corridor service in particular has recorded nearly 50 percent ridership growth since 2003-04. In order to meet the growing demand, service capacity has to increase by procuring additional cars and locomotives (rolling stock). The department's most recent State Rail Plan projects a $290 million need for additional rolling stock and maintenance facilities over the next ten years.

Proposition 1B provides $400 million for intercity rail improvements, including at least $125 million for rail car and locomotive procurement. The Legislature appropriated $187 million of these funds in 2007-08 and an additional $71 million in 2008-09 for Caltrans to procure rail rolling stock and improve track and other rail facilities.

Caltrans Slow to Use Funds. Caltrans is spending the funds at a much slower rate than was anticipated when they were appropriated. To date, only $64 million (out of the total $258 million) has been encumbered for various track improvement projects, and Caltrans does not expect to encumber any more funds for these projects in the current fiscal year. The department did not use any of the funding provided to it in 2007-08. This is because statutory lan-

guage required an audit of intercity rail ridership before the funds could be encumbered for rolling stock, but the audit was not completed in time for the money to be spent.

Required Report Not Yet Submitted. Because of concerns over the fact that none of the funds appropriated for rail car procurement were spent in 2007-08, the Legislature added language to the 2008-09 budget that requires Caltrans to report to the Legislature by January 1, 2009 on the activities the department has undertaken to spend the money for rolling stock procurement. At the time this analysis was prepared, the report had not been submitted, and the department had yet to procure any rail cars or locomotives.

Caltrans Should Report Procurement Status at Budget Hearings. *We recommend that the Legislature direct the department to explain at budget hearings why it has not submitted the required report.* The department should also report on why it has not made any progress in procuring rail equipment.

Budget-Year Request for Track and Facility Improvements Warranted. The 2009-10 budget requests an additional $125 million for various intercity rail projects. These projects include mainly track and station improvements on all these corridors. Our review shows the requested projects to be reasonable.

Year-by-Year Transit Formula Hinders Project Planning and Skews Priorities

Proposition 1B provides $3.6 billion for transit capital improvements, including the construction and expansion of rail and bus systems and the acquisition of equipment. The Legislature appropriated $600 million of these funds in 2007-08 and $350 million in 2008-09. As of the beginning of 2009, somewhat over one-half of these funds had been provided to transit operators and regional transportation agencies. (As part of his economic stimulus package, the Governor is proposing to increase the current-year funding for this purpose by $800 million.)

Funding Uncertainty Hinders Project Planning. So far, the amount of funding appropriated for these projects has varied greatly from year to year. Also, the appropriated amounts have been allocated without a predictable, ongoing formula. Due to uncertainty about how much funding will be available each year, and over how funds will be allocated from year to year, planning efforts by project sponsors (mainly transit operators) are being hampered. Large projects are difficult to plan and fund without some knowledge of how future bond funding will be distributed annually, and how much funding a sponsor could reasonably expect over several years. Additionally, some small transit operators are having trouble effectively using their small annual allocations. This is because they are unable to carry the funds appropriated over multiple years to accumulate enough money to complete projects.

These challenges are leading sponsors to fund projects that may not be their highest priority just so that the project will fit the available funding. Eligibility guidelines require each project to be in a region's long-range plan, which should include all high-priority or important future projects. However, our review showed that many of the project applications for bond funding indicated that the recipients recently amended their plans to include these projects. This means that many projects were not sufficiently high in priority to be included in the sponsors' initial plans. Our review also found that over $100 million, or nearly 20 percent, of the disbursed bond funds have been spent on peripheral needs such as bus

stop and station improvements and upgrading farebox equipment. In the case of some small operators, funds were spent for bus benches, bus LED signs, brochure holders, and bus stop signage rather than projects that would directly increase the capacity of transit systems.

Legislature Should Establish an Ongoing Allocation Process... As we proposed in our *Analysis of the 2008-09 Budget Bill* (see page A-54), *we continue to recommend that the Legislature establish a formula that directs the allocation of the remaining funds such that the percentage of the total that each agency will receive over time is defined.* Doing so would allow transit agencies to better estimate their share of funding. This, in turn, would enable better project selection and use of the bond funds for high-priority projects.

... And Allow for "Banking" of Funds. *We also recommend that the Legislature enact legislation that allows recipients to either (1) bank their allocations over multiple years so that they can accumulate funds for large high-priority projects, or (2) fund projects in advance of future bond funding, with a commitment that future allocations would be made available as reimbursements for the project's cost.* This would allow fund recipients to use bond money more effectively to pay for large projects that are a high priority.

Improve Accountability for Proposition 1B Programs

After passage of Proposition 1B in 2006, the Legislature and the administration decided to require a greater level of accountability for the use of bond funds than other transportation programs in general. To achieve ongoing accountability over the course of the bond programs, the administration proposed to develop and maintain a "bond accountability" internet web site to report the progress and status of each bond project.

The Legislature agreed to the approach, but also adopted legislation requiring periodic reports on the Proposition 1B programs. Specifically, Chapter 181, Statutes of 2007 (SB 88, Committee on Budget and Fiscal Review), requires each Proposition 1B administrative agency to collect reports from bond fund recipients and to submit those reports to DOF every six months. The purpose of these reports is to ensure that projects are proceeding on schedule and within their estimated cost. As the administrative entity for many of the Proposition 1B programs, CTC is subject to this reporting requirement.

CTC Failed to Provide Statutorily Required Reports. Despite the statutory requirement, CTC has decided not to submit the semiannual reports for any of the Proposition 1B programs it oversees. Rather, on September 25, 2008, CTC notified DOF that it would not submit a report on the status of the Proposition 1B projects. The commission asserted that the information provided on the bond accountability web site developed by the administration fulfills its reporting requirements. (As we discuss below, our review found problems with the information posted on the web site.) In any event, CTC's failure to submit the required reports leaves a gap in Proposition 1B accountability, because CTC is the only entity charged with oversight of these bond programs.

Furthermore, discussions with CTC staff in October 2008 indicate that the commission has no role in ensuring that information reported on the administration's web site is accurate or helpful. For instance, CTC is not responsible for entering or even reviewing information on the web site. When asked about problems and changes to

the web site (as described below), the commission staff was unaware of either.

Bond Accountability Web Site Not Very Helpful. Our review finds that certain information that is essential to understanding the progress and status of Proposition 1B projects is missing from the bond web site. This missing information about projects, as shown in Figure 9, mainly includes planned and actual dates for the beginning and completion of various phases of a project (also known as project milestones) as well as cost information.

Our review shows that while the web site does provide some information on the projects for several programs (namely CMIA, State Route 99, SHOPP Augmentation, and Local Bridge Seismic programs), it is difficult, and in some cases impossible, to determine basic information about the status of projects. For instance, for many projects it is unclear when the milestones are being completed and if the project is generally proceeding on schedule. In addition, for other Proposition 1B programs—specifically TCIF, STIP Augmentation, Traffic Light Synchronization, and Grade Separation programs—only a listing of the projects and their original schedule and costs are available. For these programs, the web site does not provide any of the information needed to perform ongoing oversight, such as to determine if projects are within cost estimates, on schedule, or if the project has even been started.

Overall Project Status Indicators Were Misleading…and Now Are Missing. In order to provide an easy way to determine if bond projects are on schedule and within cost, the administration had previously proposed to include status indicators for each project on the web site. The status indicators would show a green checkmark for projects that were on schedule, a yellow diamond for projects with potential risks, and a red "X" for projects with known cost or schedule changes. As of July 2008, the indicators showed that all projects were on schedule and within cost, despite the fact that at that time some projects had known increases in cost and delays in schedule.

After discussions with Caltrans about the seemingly inaccurate information, the project status indicators were removed from the web site. While removing inaccurate information

Figure 9

Key Project Information Needed for Accountability

- ✓ ***Project Milestones.*** The development of projects occurs in phases that generally include environmental review, design, rights-of-way acquisition, and construction. The beginning and completion of these phases are called milestones. The achievement of project milestones are used to measure the progress of a project's development. Information should include:
  - Planned start date and completion date of each phase.
  - Actual or estimated start and completion of each phase.
  - An indicator to show when each phase has been completed.
- ✓ ***Project Costs.*** Information on the original cost estimate and any changes throughout the various phases of a project.
- ✓ ***Date When Information Was Last Updated.*** Information reported about projects should be clearly dated.
- ✓ ***Overall Status of the Project.*** Because projects can be impacted by factors that are not necessarily measured by the milestones, an overall assessment of whether the projects are on schedule and within cost is needed to facilitate oversight of the projects.

from the web site was appropriate, completely removing the status indicator feature means that the web site no longer provides a short-hand summary on the status of the bond projects.

CTC Should Report at Budget Hearings. As noted above, CTC has failed to provide the required Proposition 1B reports. In addition, the commission is contributing to a lack of accountability for the use of Proposition 1B funds by not reviewing information on the administration's web site to ensure its accuracy. Accordingly, *we recommend that the Legislature direct CTC to report at budget hearings on why the commission has disregarded the statutory requirement to submit semiannual reports on the status of the bond programs.* Given that the web site has proven to be a poor accountability tool, *we recommend that the Legislature enact legislation requiring CTC to provide additional information on the Proposition 1B programs in its annual report to the Legislature, as we recommended earlier.* Doing so would improve accountability and oversight of the bond programs.

State Transit Assistance

The state provides assistance to regional and local transit systems in two ways. First, the state funds transit capital improvements, such as equipment purchase, track, and facility construction. The PTA has provided over $1 billion to these types of transit and rail projects over the past five years, and since 2007, Proposition 1B has provided an additional $1.2 billion for these purposes. Second, the state provides financial support for transit operations through STA program. Funding comes from PTA and is allocated to local recipients (mainly transit operators) based on a statutory formula. Before 2001, STA funding ranged mostly from $40 million to $70 million a year. Since the passage of Proposition 42 in 2002, however, funding for STA has been significantly higher. The current-year funding of the STA program is at $306 million.

Governor Proposes to Eliminate STA Funding

Traditionally, PTA monies were used to fund the state intercity rail service, transit capital projects programmed in STIP, and Caltrans mass transportation and planning activities. As we noted earlier (see the "Background" section of this report), PTA uses have been broadened in recent years specifically to fund home-to-school transportation and regional center transportation in order to help address the state's General Fund shortfall. Falling fuel prices have led to an unanticipated decrease in the fuel tax revenues deposited into the PTA. In response to this problem, the Governor's budget proposes to reduce the current-year funding for STA by one-half, or $153 million, in order to ensure adequate funding for home-to-school and regional center transportation in 2008-09, as planned. Additionally, the Governor proposes to eliminate the STA program statutorily, thereby providing no further funding for this program as of 2009-10.

Approve the Governor's Budget Proposal

PTA Will Have Shortfall in Current Year Absent Corrective Action. As noted above, due to falling gasoline prices, PTA resources will be less than projected in the current year. After funding home-to-school and regional center transportation, maintaining the intercity rail program, and paying outstanding transit capital obligations, the account will not have sufficient resources to fund the STA program at the planned level

of $306 million. To avoid a significant shortfall in the account, the Legislature faces having to prioritize the use of PTA funds. Given the state's fiscal condition, we concur with the Governor's proposal to reduce STA by $153 million—the equivalent of half of the original full-year appropriation—in order to achieve the planned level of General Fund relief in the current year. *Accordingly, we recommend that the Legislature adopt the Governor's proposal.*

PTA Resources Will Continue to Be Limited in the Budget Year. The PTA's resources in the budget year are projected to be about $750 million. This amount, however, assumes that (1) the current-year proposed STA reduction is adopted and (2) the Governor's proposal to increase the state sales tax is effective in 2009-10. The budget proposes to provide $541 million for home-to-school and regional center transportation combined in 2009-10, as relief to the General Fund. Doing so and supporting all its other existing purposes—paying for state intercity rail service, as well as obligations on transit capital projects—would essentially deplete all projected PTA resources in 2009-10. Thus, there would be no resources left to fund STA in the budget year. Based on the lack of available funding and state budgetary concerns, *we recommend that the Legislature provide no funding for STA in 2009-10.* (See additional discussion about the PTA fund condition in "Unstable Funding Adversely Impacts Transportation Programs" in this report.)

Program Elimination Should Be Considered on Policy Grounds

In assessing the Governor's proposal to change state law to permanently eliminate the STA program, the Legislature should consider a number of policy issues beyond the immediate budgetary solution of using PTA to help address the current General Fund problem. For example, the Legislature should assess the state's role in funding local transit and the goals and objectives of any state assistance. We discuss these issues below.

State's Role in Funding Transit. Public transit exists primarily to serve local communities. In large metropolitan areas, integrated transit systems now provide an alternative to road and highway use within entire regions. As such, these services are primarily a local and regional responsibility.

However, the state has had a longstanding policy of assisting public transportation services and encouraging regional transportation coordination. The first step in this direction was the Legislature's enactment of the Transportation Development Act (TDA) in 1971. The law provides funding equal to ¼ cent of the general sales tax that is collected statewide to counties for transit assistance purposes. In 2007-08 (the most recent year of data from the State Controller's Office [SCO]), local transit received about $1.4 billion in TDA funds mainly for operating expenses. Since 1980, the STA program has provided supplemental state funding to the TDA monies to help support transit operations from a portion of the gasoline sales tax revenue.

As noted earlier, the state also provides substantial funding to transit operators to make capital improvements. Most recently, Proposition 1B allocated $3.6 billion in bond funds for these purposes. Given the substantial amount of state capital funds and TDA funds that transit operators receive, the Legislature should consider what other goals and objectives it may want to achieve with the additional assistance provided under STA. For instance, should STA be used to create

incentives for operators to provide specific types of transit service or to achieve specific service goals? Alternatively, should any additional state role in transit be limited to just capital assistance?

STA Accounts for Small Portion of Overall Transit Operations. Currently, transit operations total in excess of $6 billion statewide a year. About 70 percent of all transit operating revenues comes from local sources, including passenger fares and local (mainly sales) taxes. The TDA funds account for about 16 percent of annual transit revenues, while federal funds account for about 10 percent. The remaining funding—about 3 percent per year—comes from STA. The relative small portion of overall transit operations supported by STA raises the question of how significant a contribution the program provides to overall transit services in the state.

STA Funding More Important to Small Operators. Of the roughly 260 entities statewide eligible to receive STA funding, 150 operators received funding between 2001-02 and 2005-06, according to data reported to the SCO. For the 25 largest recipients (among them the Los Angeles County Metropolitan Transportation Authority, Bay Area Rapid Transit, and Santa Clara Valley Transportation Authority), which received the bulk (over 90 percent) of the total annual STA allocation, program funding constituted on average about 3 percent of operating revenues. However, STA was a significant resource for the 25 smallest recipients, comprising between 17 percent and 31 percent of their annual operating revenues. Most of the small operators each received amounts in the tens of thousands of dollars annually. Many of these recipients are specialized service operators located in rural areas such as Humboldt and Imperial Counties, providing mainly paratransit-type service.

Summary. The specific service-level benefits realized by the state's current role in funding transit operations through STA are unclear at this time. Compared to TDA funding, the STA program contributes a relatively small amount to statewide transit operations. Most of STA is allocated to the state's largest operators and comprises a small percentage of their overall revenue, although it is a larger part of funding for many smaller operators, particularly rural and specialized service providers. The impact of the program on the overall public transportation system, however, cannot be determined. This is both because of the relatively small size of the program overall and the general-purpose nature of the funding assistance. If the Legislature chooses to continue the STA program, we recommend that the Legislature improve the program by adopting a more rational funding formula and tying the distribution of funds to recipient performance so as to better target the use of state funding. We discuss the advantages of these changes in state policy below.

Create a More Rational Funding Formula

Current Funding Formula Results in Unpredictable Allocations. The PTA receives its revenues from sales taxes on gasoline and diesel. (Currently, state gasoline sales tax receipts are split into three separate allocations of funding—spillover, Proposition 111, and Proposition 42. Depending on the price of gasoline and the state's economic conditions, the amount of spillover varies from year to year.)

Prior to 2007-08, STA was statutorily allocated 50 percent of all PTA revenues each year, regardless of the revenue source. Beginning in 2008-09, the funding formula was revised such that the shares of PTA revenues that the program

receives differ depending on the source of the revenues. Specifically, STA now receives:

- Two-thirds of all spillover gasoline sales tax revenue deposited into the PTA.
- Seventy-five percent of all Proposition 42 gasoline sales tax revenues transferred into the PTA.
- One-half of all Proposition 111 gasoline sales tax revenue and diesel sales tax revenues deposited into the PTA.

As Figure 10 shows, the current formula can provide different STA funding levels from the same amount of gasoline sales tax revenue depending on the amount of overall revenue that is counted as spillover revenue. Essentially, the higher the spillover amount, the higher the formula-determined STA funding level.

We see no logical basis for funding the program differently depending on whether a certain increment of gasoline sales tax revenue is determined to be spillover. Because of the volatility of spillover revenue from year to year, STA funding levels have and will continue to fluctuate under the current formula.

Given the unpredictable nature of STA funding, transit operators may be reluctant to plan for receipt of these funds in their budgets. As such, it is likely that STA is not always being used in the most effective manner.

Predictable Formula Would Enable Better Planning. A predictable funding formula would allow recipients to better plan how to use the funds. *If the Legislature decides to continue the STA program and provide transit assistance on a formula basis, we recommend that the Legislature enact a more predictable funding formula.* A new funding formula could be structured in one of two ways. The Legislature could choose a specific funding level, based on some average of the previous years' funding amounts, and provide that amount each year. This would provide funding certainty to transit operators. Another option is to set STA funding each year as a percentage of total PTA revenues, similar to the way funding was calculated prior to 2007-08. In this way, STA funding would not be allocated differently for each particular revenue source and be somewhat more predictable than it is currently.

Figure 10

STA Funding Varies Depending on Spillover Revenues

(In Millions)

	Scenario A		Scenario B	
Component	**Gasoline Sales Tax**	**STA Amount**	**Gasoline Sales Tax**	**STA Amount**
Spillover[a]	$1,000	$330	—	—
Proposition 42[b]	1,435	215	$2,435	$365
Proposition 111	65	32	65	32
Totals	**$2,500**	**$577**	**$2,500**	**$397**

[a] Figure shows total spillover revenues. Of this amount, 50 percent is deposited into the Public Transportation Account (PTA).

[b] Figure shows all Proposition 42 gasoline sales tax revenues. Of this amount, 20 percent is transferred into the PTA.

STA = State Transit Assistance.

Include Performance Measures in Distribution Formula

If the Legislature chooses to continue the STA program in the future, we further recommend that performance measures be used in the distribution of funding to

transit operators. The current formula for distribution of STA funding does not effectively consider the performance of transit operators. One-half of STA funds is now allocated based on population and one-half based on operating revenues. To be eligible for funding, an operator must meet a minimum farebox recovery ratio, generally 20 percent. We find that this eligibility measure is artificially low and does little to encourage performance improvement.

If the Legislature decides to continue the STA program, we recommend that the Legislature adjust the way funding is distributed to tie the amount that an operator receives to specific, measurable outcomes of performance. For instance, the Legislature could choose to reward operators that are increasing the cost-effectiveness of their operations. Many measures currently used by operators to track their own performance could be instituted to determine the amount of STA awarded to each recipient.

Integrating these performance measures into the distribution of funds would reward well-operated systems and encourage others to improve their operations. For example, to promote cost-effectiveness, recipients with an improving (declining) ratio of annual operating costs per passenger mile, or annual subsidy per passenger mile, could be eligible for a larger percentage of funding than they would otherwise receive under the present formula. Transit operators that were improving their efficiency would be able to expand their systems and the state's funds would better benefit statewide transit operations.

Conclusion

Due to the state's budget problem, we recommend that the Legislature suspend STA for the remainder of the current year and for the budget year, but consider the policy implications before statutorily eliminating the program. If the Legislature decides not to eliminate STA, we recommend two statutory changes to the current program. First, in order to enable local operators to reliably budget for state assistance, we recommend enactment of a more predictable annual funding calculation. Second, we recommend the adoption of performance criteria for the distribution of funds in order to drive desired behavior among recipients. These changes would enable the Legislature to then better determine the impact of the program on the state's overall public transportation system.

Caltrans—Improving Resource Allocation for Project Planning

Caltrans' transportation planning program is responsible for a range of activities including the preparation of initial plans for individual projects, also called "project initiation documents" (PIDs). Caltrans proposes to allocate $51 million (SHA) and 433 personnel-years (PYs) for the preparation of PIDs in the budget year. This compares to $49 million and 433 PYs provided for the department's PID activities in 2008-09. In this section, we examine Caltrans' PID activities and make recommendations to improve the allocation of resources for this program activity.

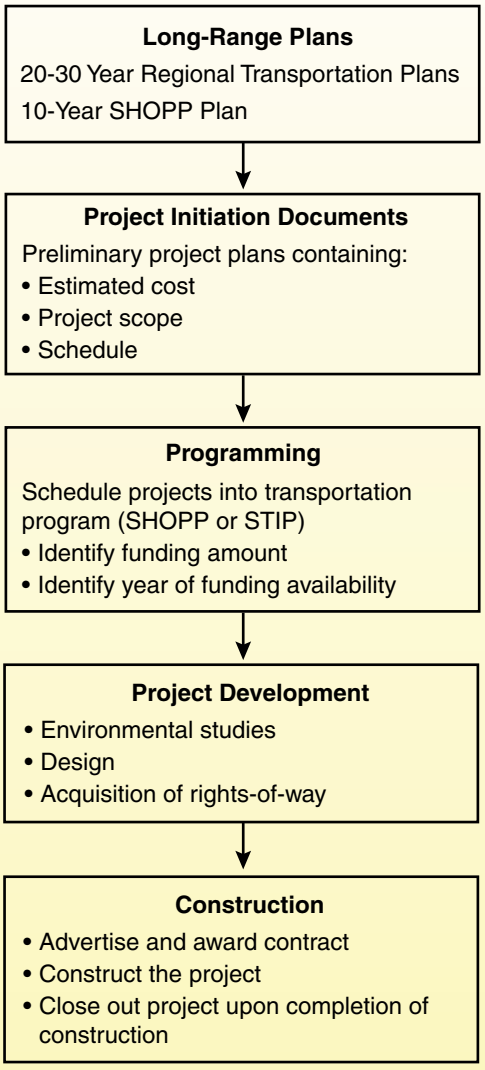
How Caltrans Plans Highway Capital Projects

Project Ideas Come From Long-Range Plans. Figure 11 shows the steps the state takes to plan, develop, and build highway capital projects. As shown in the figure, long-range transportation plans forecast travel demand over a period of many years and identify alternatives, including various capital improvement projects that would

meet the projected travel demand. These plans are fiscally unconstrained, meaning that the potential capital projects are identified in the plans without regard to funding availability. Current law requires Caltrans to plan for long-term rehabilitation, major repairs, and reconstruction of the state's highways in the Ten-Year State Highway Operation and Protection Plan. Long-range plans for highway expansion, development of transit systems, and local street and road improvements, called Regional Transportation Plans (RTPs), are developed by regional transportation planning agencies. The RTPs typically cover a period of 20 to 30 years.

Figure 11

How Caltrans Builds Capital Projects



SHOPP = State Highway Operation and Protection Program; STIP = State Transportation Improvement Program.

PIDs Provide Details About Individual Projects. Project ideas are identified in the long-range plans. Before potential projects can be developed and constructed, however, detailed project planning work must first be completed. Initial project plans, called PIDs, contain specific information, including the identification of the transportation problem that is to be addressed, an evaluation of potential alternatives to address the problem, and the justification and description of the preferred solution. Each PID also includes the estimated cost, scope, and schedule of the project—information needed to decide if, how, and when to fund the project.

PIDs Required Before Projects Can Be Programmed for Funding. The CTC requires that a PID be completed before a project can be adopted into one of the state's transportation programs, and state funding scheduled for the various phases of a project (such as environmental review, design and construction). The state has two main ongoing transportation programs, SHOPP and STIP. The SHOPP is a four-year program of projects that rehabilitate the highway system, or improve the system's safety. The STIP is a five-year program for expanding the capacity of state highways. Both SHOPP and STIP are updated in two-year cycles.

Projects that are to be programmed in an upcoming cycle must have PIDs prepared and completed before the cycle begins. Thus, as Figure 12 (see next page) shows, PIDs are typically prepared during the two-year period between programming cycles. For example, PIDs for

projects that are to be programmed into the 2010 SHOPP would ordinarily be prepared during 2008-09 and 2009-10. The amount of work and length of time needed to complete a PID depends upon the complexity of the project. A PID for a relatively simple project such as a SHOPP pavement project typically takes a few months, while a PID for a more complex project, such as a STIP project to significantly expand a highway, may take a few years to prepare. In dollar terms, the cost to produce a single PID can range from tens of thousands of dollars up to a few million dollars.

After a PID is completed it is put on the "PID shelf" until funding becomes available in the next programming cycle. (Caltrans defines the PID shelf as planning documents that have been completed for projects that have not been programmed.) However, when there are more PIDs completed than can be funded, some PIDs could remain on the shelf for a number of years.

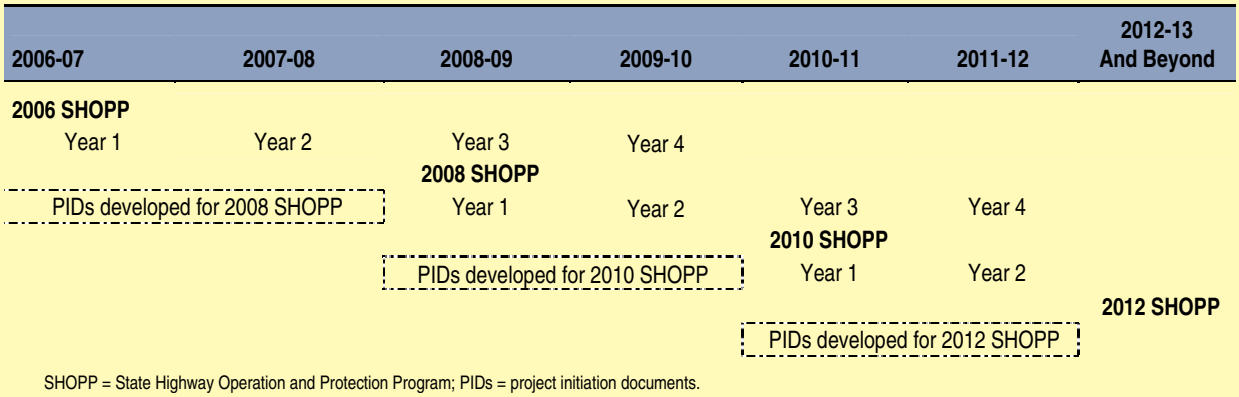
Most PIDs Are Prepared by Caltrans Staff. All PIDs for potential SHOPP projects, and many PIDs for potential STIP highway projects, are prepared by Caltrans staff who are mainly engineers and transportation planners working in district offices throughout the state. (Some PIDs for STIP projects are prepared by regional agencies.) Figure 13 shows the number of PYs and funding expended on the preparation of PIDs from 2002-03 to 2007-08. As the figure shows, staffing (in PYs) for PID activities has declined somewhat since 2002-03, while total expenditures to support those staff have increased slightly in that time. However, since 2006-07, staffing has been stable at about 430 PYs. In total, from 2002-03 to 2007-08, the department spent about $265 million preparing PIDs.

PIDs Completed for Many Projects That Cannot Be Funded

Having Some PIDs on the Shelf Is Warranted. At the time PIDs are prepared, it is not possible for Caltrans to know exactly how much funding would be available to program new projects for development. Because of this uncertainty, it is reasonable for Caltrans to have some PIDs on the shelf at any given time. In addition, if new funding unexpectedly becomes available, as could happen with federal economic stimulus funding for transportation projects, having some PIDs already completed could allow projects to

Figure 12

SHOPP Programming Cycles and PIDs



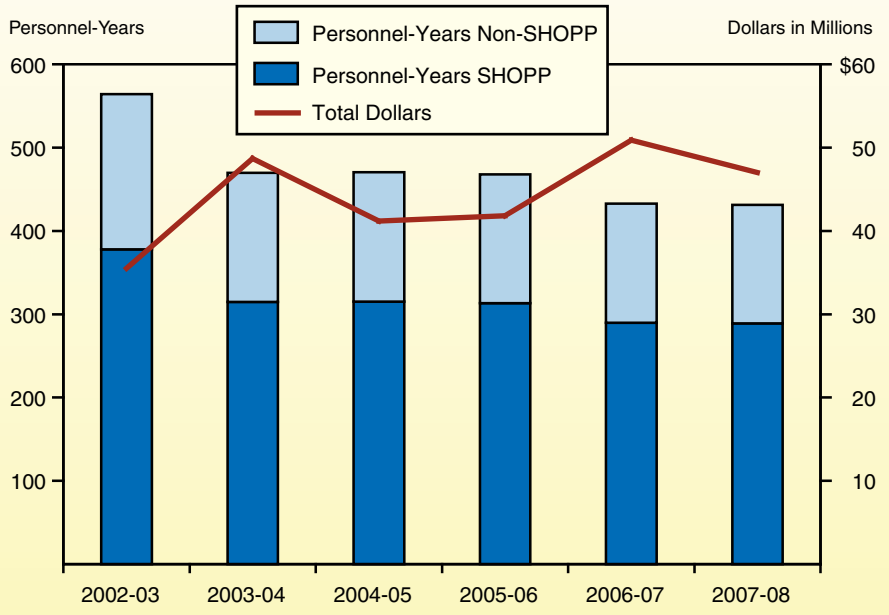
SHOPP = State Highway Operation and Protection Program; PIDs = project initiation documents.

start more quickly than would otherwise be possible. However, this benefit would be limited because projects on the PID shelf still require project development (such as environmental review, engineering, design, and acquisition of rights-of-way). Consequently, only a few projects with completed PIDs would likely be able to start construction quickly enough to qualify for federal stimulus funding.

Many More SHOPP PIDs Prepared Than Needed. Our review shows, however, that the amount of new PIDs produced for each SHOPP cycle far exceeds the funding available to develop and construct new projects. Figure 14 compares the dollar value of projects for which SHOPP PIDs have been completed to the dollar value of new projects actually programmed in the recent three SHOPP cycles and for the Proposition 1B program. As the figure shows, funding available

Figure 13

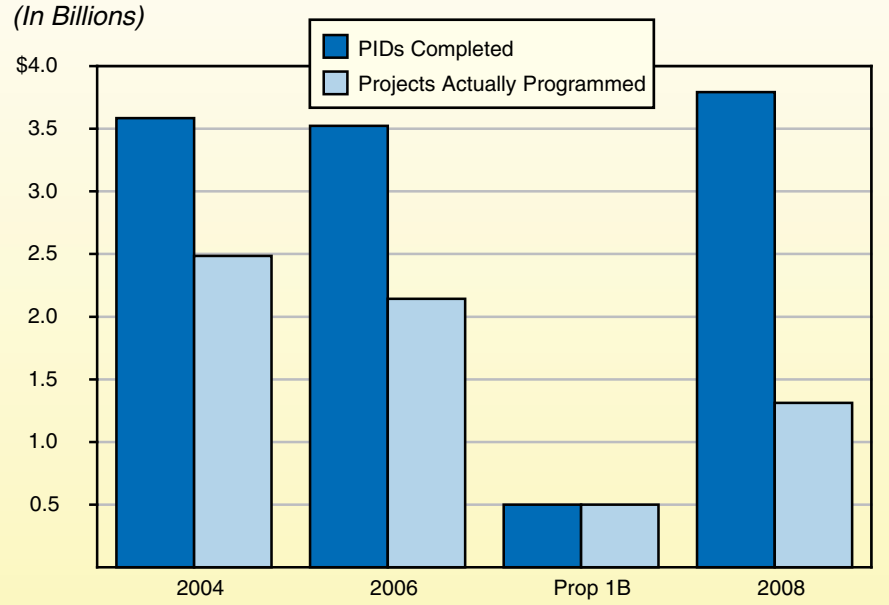
Resources for the Preparation of Project Initiation Documents



SHOPP = State Highway Operation and Protection Program.

Figure 14

Completed SHOPP PIDs Exceeded Actual Programming Capacity



SHOPP = State Highway Operation and Protection Program;
PIDs = project initiation documents.

to add new projects to SHOPP has declined in recent programming cycles; however, Caltrans' production of PIDs during this time has increased.

Caltrans Has a Large Shelf of PIDs for Unfunded SHOPP Projects… The over-production of SHOPP PIDs has led to a large number of PIDs sitting on the shelf. As of July 2008, Caltrans had 485 completed PIDs for unfunded SHOPP projects. The amount of funding needed to develop and construct all these projects is estimated to be $4.7 billion. By comparison, when the SHOPP was updated in 2008, only 196 new projects with a combined development and construction cost of $1.3 billion were actually funded. At this rate, it would take at least three programming cycles (more than six years), to program the entire shelf of SHOPP PIDs, assuming that no additional PIDs were completed. Having a $4.7 billion shelf of projects is excessive, in our view, because it is unlikely that there will be sufficient funding for a number of these projects.

…And a Large Shelf of PIDs for Unfunded STIP Projects. As of June 2008, there were 84 STIP projects for which Caltrans had completed PIDs. (This does not include additional PIDs completed by private consultants and paid for by regional transportation agencies). Caltrans estimates that it would take about $16.7 billion to develop and construct these 84 projects. By comparison, the STIP is currently being funded at the rate of about $700 million worth of highway projects each year. At this rate it would take more than 23 years before sufficient funding would be available to program all of the STIP projects with completed PIDs, assuming that no additional PIDs were completed. While some of these projects may ultimately be funded with local funds rather than with state funds, we believe having $16.7 billion worth of shelf projects is excessive given the state's transportation funding outlook.

Having Such a Large Shelf of PIDs Is Inefficient. Once a PID is completed most of the information is typically current and therefore useable for about two years. After that time, additional work is often required to update the document before a project can be programmed for funding. Some information in PIDs, cost estimates in particular, become outdated even more quickly. Cost estimates typically need to be updated after about six months. For instance, if a project is not programmed for development within a couple of years, the initial estimates would likely be no longer useable due to inflation or other changes in market conditions.

Other factors could make the information in a PID out of date as well. For example, a PID may identify a certain preferred alignment for a project; however, over time, the property needed for that alignment may not be available due to development. When a substantial amount of information in a PID is outdated, Caltrans must dedicate additional resources to revise or redo the document. Additionally, to the extent some PIDs will never be developed or constructed into projects due to funding constraints, the resources being spent on their preparation are wasted.

Recommendation: Reduce Staffing For Project Planning in 2009-10

Continued Staffing at Current Level Not Justified. In light of the large shelf of PIDs that currently exists, the department's request for 433 PYs and $51 million to prepare PIDs in 2009-10 is not justified. The requested level of resources is essentially the same as Caltrans has received for the past three years, which has

led to an over-production of PIDs, as discussed earlier. Furthermore, Caltrans is not able to justify the requested staffing level on a workload basis. Specifically, it cannot identify projects that are high in priority for future funding but for which a PID is not completed. Absent such workload justification, continuing to staff PID preparation at the current level would only result in a larger shelf of PIDs mainly for projects that would not proceed for many years.

Some Resources Needed in 2009-10 to Prepare Essential PIDs. Despite having many completed PIDs on the shelf, our analysis indicates that the department will nonetheless need some staff to prepare PIDs in 2009-10. This is because the department typically has workload related to unexpected events, such as emergencies and safety hazards. Additionally, staff would be needed to continue and complete work on PIDs for projects for which funding has been committed in 2009-10 from non-state sources, such as local sales tax revenues.

Staffing for PID Work in 2009-10 Should Be Reduced Substantially. Given the large shelf of PIDs, we recommend that the Legislature substantially reduce the funding and staffing allocated to PID activities for 2009-10. Because the department is not able to provide PID workload information, we cannot identify a precise level of staffing that should be provided; however, we estimate that roughly one-fourth of the current staffing (about 100 PYs) would be sufficient to cover any unexpected workload and complete outstanding PIDs in 2009-10. *Accordingly, we recommend that the department's request be reduced by 330 PYs and $40 million from SHA*. Because the staff (mainly engineers and planners) that prepare PIDs could easily be shifted to perform other work within the department, reducing PID staffing would not require laying off any workers. Instead, we think this reduction could be achieved by shifting them to vacant positions among Caltrans' approximately 9,000 other engineering and planning staff.

Recommendation: Base Staffing on Workload Beginning in 2010-11

Staffing Does Not Align With Workload Needs. In order to manage its PID workload well, Caltrans should regularly assess how many PIDs it needs to be preparing at any given time to facilitate the programming of projects. This assessment should also include monitoring of the status and completion of documents after work on them is started. However, the department is unable to demonstrate that it has such workload information. Absent this information, Caltrans is unable to estimate the staffing needs for the preparation of PIDs. Instead, as discussed above, Caltrans has allocated a steady level of staffing for PID preparation in recent years, even though more PIDs were prepared statewide than were actually needed.

Our review also found that, at the district level, the allocation of staffing for PID work does not match up with each district's actual PID workload. Rather, staff are allocated to the districts based on a formula of past staffing expenditures on PID work and highway lane miles in each district. As districts' workload varies from year to year, this method results in too many staff being provided to some districts and not enough to others. For instance, some projects with committed local funding could be held up because a district does not have adequate staff to prepare PIDs. In other districts, Caltrans staff could

be preparing PIDs for projects that may not be funded for many years.

Staffing for PID Activities Should Be Based on Workload. Based upon our analysis, we believe that Caltrans should substantiate its PID staffing request each year by identifying the volume and types of projects for which PID work needs to continue or be initiated. This approach would (1) better match staffing with program needs at both the statewide and district level, and (2) facilitate legislative oversight of the department's PID activities, thereby improving accountability.

The approach we propose would also be consistent with the way the department currently budgets for capital outlay support—that is, the staff needed to do environmental review, design, engineering, and oversight of the construction of projects. Accordingly, *we recommend the Legislature adopt budget bill language directing the department to determine its ongoing staffing for PID activities based on workload, beginning in 2010-11.*

Recommendation: Improve Management of PID Activities

Significant Gaps in Determining and Managing PID Work. In addition to the lack of workload information described above, our review found other gaps in Caltrans' determination and management of PID activities. Specifically, the department should have (1) criteria it uses to determine the SHOPP projects for which PIDs should be prepared, and (2) information about the viability of the projects on the PID shelf (including whether a project is still the appropriate solution to address a transportation problem, or whether funding is still available for the planned project). Our review, however, finds that there are problems in each of these areas.

- ***No Criteria for Selecting SHOPP PIDs.*** The department was unable to demonstrate that it has standard criteria for selecting SHOPP projects for which PIDs would be developed. (Regional transportation agencies determine the choice of most STIP PIDs.) Discussions with district offices indicate that districts use different methods to select projects for PID preparation, ranging from district priorities to complaints by the public about highway conditions and facilities. This could lead to the preparation of PIDs for projects that are not a high statewide priority and, thus, that are unlikely to be programmed later for funding.

- ***Viability of Projects on PID Shelf Is Unknown.*** As noted earlier, Caltrans has 569 completed PIDs on the shelf. However, Caltrans apparently does not track whether and when these projects would likely be funded and if they are still viable projects. If they are, the department may need to allocate resources to update the respective PIDs. Conversely, if some of the projects are no longer a priority, then PIDs for different projects might be a more important priority. However, because it apparently does not track the status of these projects, Caltrans is unable to effectively manage its PID workload.

Assess Project Viability and Set Criteria for PIDs for SHOPP Projects. In order to determine the staffing it needs for its PID workload, the department should (1) assess the PIDs that are on the shelf to determine if the projects are still viable, and (2) set criteria to select the SHOPP

projects for which PIDs should be prepared. These requirements should apply beginning with the preparation of the department's 2010-11 budget. To ensure that the department carries out these two tasks, *we recommend that the Legislature adopt supplemental report language requiring Caltrans to report to the Legislature on these efforts.*

Caltrans—Other Issues

The 2009-10 budget proposes total expenditures of about $13 billion from various fund sources and about 22,000 positions for the Caltrans. The level of expenditures is lower than the estimated expenditure level in 2008-09—by about $1.3 billion (or 9.2 percent). The drop in spending reflects a reduction in the expenditure of bond funds in the budget year, primarily because the budget assumes that most Proposition 1B funds for STIP projects will have been spent in the current year.

The proposed budget provides approximately $11.8 billion for highway transportation, including capital outlay, local assistance, operations, and maintenance. The budget also provides $423 million for Caltrans' mass transportation and rail program, $514 million for department administration, and $173 million for transportation planning.

COS Request Will Be Amended

Capital outlay support (COS) is the term used by the department to refer to work required to produce capital outlay projects. Before a capital outlay project can be constructed, Caltrans must review environmental impacts, acquire rights-of-way, and design and engineer the project. Caltrans is also responsible for overseeing the progress of project construction. The COS budget consists primarily of the salaries, wages, benefits, and operating expenses of the more than 10,000 state staff who perform these functions. It also includes the cost of consultants who perform a portion of this work. The COS budget does not, however, include payments to the contractors who construct the actual projects. These costs are part of the capital outlay budget.

The Governor's budget requests $1.9 billion (from various transportation accounts) to fund COS activities in 2009-10—essentially the same level of spending as estimated current-year expenditures for these purposes. The department indicates that it will revise these estimates in the spring as part of the May Revision. At that time, the department indicates that it will have more accurate estimates regarding the amount of project development work that is to be performed during 2009-10. Pending our receipt of these updated workload estimates, *we withhold recommendation on the department's COS request.*

Fuel Cost Estimates Inconsistent

Caltrans plans to use about 13.6 million gallons of fuel (including gasoline, diesel, and alternative fuels) in 2009-10 to power vehicles and equipment used in the maintenance and improvement of the state's highways. The department's baseline budget includes $48.2 million in ongoing funding (SHA) for these fuel costs. However, due to lower prices, Caltrans estimates it would need $373,000 less (for a total of $47.8 million) to purchase fuel in 2009-10. Accordingly, the budget proposes to permanently reduce the department's budget for fuel by $373,000.

Our review finds that the estimated price of fuel used by Caltrans in developing this request ($3.52 per gallon) is inconsistent with the fuel

prices used by the administration in developing other budget estimates. For example, for purposes of estimating fuel tax revenues, the administration assumes average fuel prices of about $2.10 to $2.35 per gallon, depending on the type of fuel.

Because the price of fuel has fluctuated substantially in recent months, it is likely that the administration's estimated fuel prices will change in the May Revision. *Therefore, we recommend that the Legislature take no action on this request at this time and await updated fuel price estimates that will be available in May.* At that time, Caltrans' budget for fuel costs should be adjusted to reflect the best available information on projected 2009-10 fuel costs.

Withhold Amtrak Contract Funding Until Cost Estimates Are Revised

The Governor's budget requests $90 million (from PTA) to pay Amtrak to operate the state's intercity rail program. This is $4 million more than the current-year contract due to increased fuel prices. However, the fuel cost estimates used in the request are based on an average pre-tax diesel cost of $3.65 per gallon for 2009. The DOF is now estimating average diesel prices for that period to be $2.33 per gallon, including taxes. The department indicates that it will receive revised cost estimates from Amtrak later this spring. Due to lower fuel price estimates since the initial budget request, *we withhold recommendation on the request for $90 million until the department receives an updated estimate of these costs from Amtrak.*

Deny Request for New Furniture

The department plans to complete construction of two new office buildings in 2010. The Southern Regional Lab in San Bernardino is scheduled to open in June and the District 8 (San Bernardino) Traffic Management Center is to be finished in December. The budget proposes a one-time increase of $768,000 (from SHA) to cover the costs associated with moving into the new buildings. Of this request, $686,000 is for new modular and conventional furniture. The department is requesting the funds in the budget year because it will take time to procure the new furniture.

In light of the state's current budget problem, we question the department's need for new furniture. At our request, the department was able to identify surplus furniture from another project that can be moved to the new facilities at a cost of $163,000. This cost estimate includes $148,000 for design and installation of the surplus modular furniture and $15,000 to move the furniture. *Accordingly, we recommend the Legislature deny the request for new furniture procurement and instead provide only $163,000 for the department to move the surplus furniture to the new buildings.* This action would result in a net savings of $523,000.

Training of Private Sector Workers Unjustified

The budget requests $1 million (half from SHA and half from federal funds) each year, beginning in 2009-10, to fund five workforce development centers. These centers would provide pre-apprentice level training to up to 300 people each year to teach basic skills to enable them to get jobs with private-sector construction firms. According to Caltrans staff, the training would teach "soft skills," such as how to show up to work on time, how to dress properly for a job, how to properly wear a hardhat, and how

to use a tape measure. The department indicates that some basic carpentry skills and other skills, such as truck driver training, would also be taught. Graduates of the program would then receive job placement assistance. For graduates that are placed in union apprenticeship programs with private businesses, Caltrans would also pay their first installment of union dues. The request specifically includes $25,000 for union dues and fees for private-sector workers.

Request Unjustified, Use of Funds Questionable. Our review finds that this proposal is unjustified. We do not think Caltrans should perform activities that are well beyond the scope of its core mission and that are duplicative of other state programs. The state already has a number of employment development programs that provide career counseling and job placement assistance. In addition, the state also funds apprenticeship training programs that teach specific skills used in the construction industry, such as the ironworking skills needed for bridge construction, cement masonry, and general construction. Furthermore, the proposed use of SHA funds is questionable and may not be allowed under Article XIX of the State Constitution. *Accordingly, we recommend the Legislature reject the request.*

More Cost-Effective Approach Needed To Meet Air Quality Regulations

Caltrans' budget includes about $63 million from SHA in 2009-10 to retrofit and replace many of the vehicles and equipment in its fleet in order to meet four different sets of state air quality regulations. About $54 million of this total would be provided on a one-time basis. Regulations adopted by ARB require Caltrans to replace substantially more of its fleet each year than the department would otherwise based on the useful life of its vehicles and equipment. The regulations also require Caltrans to make various retrofits to its fleet, such as installing specialized filters to reduce diesel emissions.

Compliance With Diesel Rules Much More Costly Than Planned. The department's ongoing efforts to comply with the state's air quality rules are not limited to the budget-year request. Over multiple years, Caltrans expects to spend a total of about $260 million (including $82 million in prior expenditures) to comply with four sets of state air quality regulations. The ARB's diesel regulations for both on-road vehicles (such as maintenance trucks) and off-road vehicles (such as graders and other heavy equipment) account for about 90 percent, or $240 million, of the total cost. These costs for Caltrans are substantially greater than ARB estimated when it developed the diesel rules. The ARB had estimated the total cost for all state agencies would be about $60 million over multiple years.

The department's high cost estimate is due in part to the requirement that many of its diesel vehicles must be retrofitted with a filter—known as a particulate matter trap. These traps cost about $20,000 each. For some vehicles, two such traps are required at a cost of $40,000 per vehicle. Additionally, as discussed below, our review finds that other factors are contributing to the department's high cost estimate.

Caltrans and ARB Disagree About Steps Needed to Comply. The ARB's diesel rules impose various requirements for Caltrans to replace and/or retrofit a specified portion of its fleet each year for a number of years. Additionally, in some cases, such as for off-road vehicles, even new replacement vehicles must be retrofitted with

particulate matter traps. These retrofit devices can be difficult and costly to install. Because most such devices are too large to easily fit onto the department's trucks, Caltrans is requesting staff to modify and rebuild some of its vehicles in order to install the retrofit devices.

Caltrans has concluded, based on discussions with ARB, that this expensive and difficult process is the only way it can come into compliance with the new air quality rules. However, ARB has advised us, to the contrary, that Caltrans should not need to modify or rebuild any vehicles to comply with its rules. According to ARB, the steps being taken by Caltrans are not necessary because the air quality requirements that would otherwise apply would be deemed to be technologically infeasible.

At the time this analysis was prepared, Caltrans and ARB had not resolved this disagreement over what steps are needed to comply with air quality requirements.

Exemptions Possible…But Not Necessarily for Caltrans. The ARB staff indicates there are some exemptions to its rules. For instance, if the retrofit device is too large to easily fit on a vehicle, as is the case with many Caltrans vehicles, the department could qualify for a one-year exemption based on a finding that the regulations were technologically infeasible to implement. However, ARB's process for providing such an exemption calls for a review of such issues on a vehicle-by-vehicle basis, rather than through a fleet-wide assessment of vehicles. While Caltrans may legitimately qualify for such an exemption, we are advised by the department that the process of applying for exemptions individually for each of the thousands of vehicles in its fleet is not practical.

An alternative, more practical solution, is also possible. The ARB does have a process available to reevaluate its regulations to determine if the technology needed to comply with air quality rules is currently in existence. If, upon reevaluation, the ARB determines that the technology does not exist, then an across-the-board exemption to compliance with the rule would be granted. If granted, no entity would be required to comply with the rule for that year.

The ARB staff has advised us that across-the-board exemptions may be approved in the coming months for a couple of air quality rules, including those currently being applied to Caltrans. However, there are further complications. This reevaluation of ARB regulations would occur no sooner than ten months before the compliance deadline. Thus, it is possible that Caltrans could eventually be exempted from at least some of ARB's rules in 2009-10, but that the department might not learn of this exemption until *after* the Legislature has had to make a decision on whether to provide funding for these compliance activities in the department's budget. Another complication is that, if a reevaluation does not result in the granting of exemptions, Caltrans would have only ten months to make all the required retrofits. That likely would not be enough time for Caltrans to comply with the rules due to the department's large fleet of vehicles.

Another potential solution would be for Caltrans to seek the exemption of some of its vehicles on the grounds that they are emergency vehicles. Our analysis indicates that ARB rules specifically exempt certain vehicles from air quality rules that are classified as emergency service vehicles. Because many other state departments have qualified for this exemption, they are not incurring substantial costs to comply with

these rules. However, at the time this analysis was prepared, Caltrans had not taken full advantage of this option. Caltrans has indicated that it has encountered difficulty in getting ARB to accept a number of its vehicles as qualifying for this exemption.

Interaction of Rules Increases Costs and Limits Benefits. In addition to ARB's statewide rules, one regional air district—the South Coast Air Quality Management District (SCAQMD)—has its own air quality regulations. One of SCAQMD's requirements is that any vehicle replaced by Caltrans in the South Coast region be fueled by an alternative energy source. For the types of trucks used by Caltrans, the only alternative fuel option available is natural gas-powered trucks that cost about $100,000 more than an equivalent diesel truck.

While Caltrans has been complying with the SCAQMD requirements, ARB's on-road diesel rule has recently caused an unexpected complication. Specifically, under ARB rules, Caltrans must either retrofit or replace large portions of its vehicle fleet over the next few years, including vehicles in the South Coast region. Because retrofitting vehicles can be costly, Caltrans would prefer to replace many of its diesel trucks with new ARB-compliant diesel trucks. However, if Caltrans replaces its trucks, SCAQMD would require Caltrans to buy more costly alternatively fueled vehicles. To avoid these extra costs, Caltrans instead plans to retrofit its diesel trucks in the South Coast region rather than replace them. Thus, due to the unintended interaction between the two sets of air quality rules, Caltrans is prevented from buying new diesel trucks that would have greater air quality benefits and are a more cost-effective option.

Recommendation: Legislature Should Determine Cost-Effective Approach. As discussed above, the costs for Caltrans to comply with ARB's regulations are substantially higher than had been originally estimated. This is in part because there is a lack of agreement between ARB and Caltrans on what specific steps the department must take to meet the air quality regulations and whether statutory changes are needed to allow a more cost-effective approach to do so. In addition, while Caltrans may legitimately qualify for some exemptions to the rules, ARB's process for obtaining such exemptions is not practical due to Caltrans' large fleet of vehicles. Furthermore, Caltrans is prevented from choosing the most cost-effective method of compliance due to an unintended interaction between statewide and regional rules.

In light of these factors, we think additional information should be provided to the Legislature to help it to determine how much Caltrans should spend to comply with these air quality rules in a cost-effective way, and what statutory changes, if any, are needed to do so. *Accordingly, we recommend that the Legislature direct Caltrans and ARB to jointly report the following information at budget hearings.*

- Any changes to the statewide and regional air quality regulations that should be made to allow the state to reach its air quality goals in a cost-effective manner.
- Any legislation needed to allow the state to take a more cost-effective approach to comply with these air quality rules. This could include changes in the way the ARB and SCAQMD implement their air quality rules.

- How Caltrans can comply with these air quality requirements, over multiple years, in the most cost-effective manner.
- The steps Caltrans can take that are technologically feasible to comply with these air quality rules and what actions are not technologically feasible.
- The number of Caltrans vehicles that provide emergency services and whether or not these vehicles have been (and can be) exempted from the regulations.

With this information, *the Legislature should determine a cost-effective approach for Caltrans to meet these requirements and consider any statutory changes, if necessary, to allow Caltrans to do so.*

High-Speed Rail Authority

The High-Speed Rail Authority was statutorily established to develop a high-speed rail system in California that links the state's major population centers, including Sacramento, the San Francisco Bay Area, the Central Valley, Los Angeles, the Inland Empire, Orange County, and San Diego. In November 2008, voters approved Proposition 1A, which allows the state to sell $9 billion in general obligation bonds to partially fund the development and construction of the high-speed rail system. The bond funds are available upon appropriation by the Legislature. (Proposition 1A also authorizes $950 million in bonds for the improvement of other passenger rail systems in the state.)

Proposition 1A specifies the first phase of the high-speed rail project to be the corridor between the San Francisco Transbay Terminal and the Los Angeles Union Station and Anaheim. Bond funds may be used to develop other specified corridors if doing so does not adversely impact the construction of this first phase of the project. Bond proceeds can be used for no more than 50 percent of construction costs. Thus, at least one-half of construction funding for each segment must come from some other sources—including federal, state, local, or private funds. Up to 10 percent of the bond money may be used for environmental reviews, planning, preliminary engineering and design, and up to 2.5 percent of the bonds may be used for administrative costs. Proposition 1A establishes requirements that the authority must meet before it can request, and subsequently encumber, bond funds for specified capital costs.

High-Speed Rail Business Plan Lacks Specific Information

Chapter 267, Statutes of 2008 (AB 3034, Galgiani), required the authority to submit an updated business plan for the high-speed train system to the Legislature by September 1, 2008. That plan must include a description of the anticipated system as well as primary benefits; a forecast of anticipated patronage, operating, and capital costs; an estimate and description of the federal, state, local, and other funds necessary for completion; a proposed timeline for the construction of the eligible corridors in the system; and a discussion of foreseeable risks and mitigation strategies.

In June 2008, an oversight report by the Senate Transportation and Housing Committee recommended that the business plan be similar to a financial prospectus prepared for investors in new stock or bond offerings and not an advocacy document. In the report, the committee proposed that the plan include a financial strategy

that clearly explains how the authority plans to fund the completion of the project. It also urged that the plan detail all the potential benefits of the system as well as the types and level of risk the state would be assuming for such a project.

The authority released the business plan on November 7, 2008. Our review shows that, while the document includes, to some degree, each of the statutorily required elements, the information provided is very general and does not provide specifics that are included in typical business plans. In fact, the plan claims to be only "an outline of the most recent economic and financial studies that, taken together, constitute the most current update."

Figure 15 highlights some of the questions that remain after our review of the plan. For instance:

- What are the anticipated service levels for each segment of each corridor at inception, and at what level of service will each segment break even with operating or overall costs?
- What steps are being taken to secure the additional funding necessary for completion, at the local and federal level, as well as for private funding?
- When is each segment expected to have environmental clearance, and when is construction planned to begin?

Lacking detailed information such as this, the Legislature really has no better sense than prior to the plan's submission as to how the authority plans to accomplish its objective.

Require Submission of More Details. As the authority continues to develop the high-speed rail system, it is essential that the Legislature have a clear understanding of how the state is proceeding with the project and, most importantly, the risks it may be assuming and how those risks would be mitigated. So that the Legislature would have the necessary information, *we recommend that the Legislature require the authority to expand upon its business plan and submit information to include specific elements missing from the*

Figure 15

Business Plan Fails to Provide Many Details

Statutory Requirements	Sample of Missing Details
Description of the anticipated system	• What are the expected service levels, by segment? • What is the assumed train capacity?
Forecast of patronage, operating, and capital costs	• How are the ridership estimates projected? • What is the operating break-even point? • How will costs be distributed by segment route?
Estimate of necessary federal, state, and local funds	• How would funds be secured? • What level of confidence is there for receiving each type of funding?
Proposed construction timeline for each segment	• What is the proposed schedule, by segment, for completing design/environmental clearance? • For beginning/completing construction?
Discussion of risks and mitigation strategies	• How would each type of risk impact the project? • What specific mitigation strategies are planned to be deployed?

original document before appropriating any bond funding for 2009-10. At a minimum, the supplemental information should include (1) further system details, such as route selection and anticipated service levels; (2) a thorough discussion describing the steps being pursued to secure financing; (3) a working timeline with specific, achievable milestones; and (4) what strategies the authority would pursue to mitigate different risks and threats.

Additional Accountability Measures Should Be Adopted

All Proposition 1A funding requests to pay specified capital costs must meet certain accountability requirements. These measures include the establishment of an independent peer group to review the authority's plans before the Legislature appropriates any funds. Also, before committing (encumbering) any funds, the authority must submit to the Legislature a detailed financial plan for the corridor (or segment) with a review conducted by an independent financial services firm that confirms the plan's viability. However, current statute governing the project does not include any accountability requirements relative to the *noncapital* expenditures nor ensure the funds are being spent effectively.

Require Adoption of Project Evaluation Criteria. According to its business plan, the authority plans to spend the majority of the bond proceeds on the front end of the project. This means that the bond funds would be exhausted well before the entire system is constructed, with the expectation that other fund sources would pay for its completion. As such, it is important that the funds be spent on projects that benefit the state's overall transportation system should the high-speed train program be delayed or suspended.

Statute requires that, in selecting which corridor or segment thereof to begin construction, the authority is to give priority to the ones expected to require the least amount of bond funds as a percentage of total construction costs. However, there are hundreds of individual projects to be constructed within each segment of the proposed high-speed train corridor, from grade separations to multitrack stations. In order to maximize the benefits of the high-speed system, the authority should prioritize individual projects according to the overall mobility solutions they provide.

For example, grade crossings that benefit the overall flow of traffic in a major metropolitan area should be designed and built before other projects that exclusively benefit the high-speed train, such as remote, dedicated tunnels. Before any capital construction costs are incurred, the authority should provide guidelines to evaluate and select projects that maximize mobility along the corridor. This would minimize the amount of funds spent on projects with limited benefits should the entire system not be completed. Accordingly, *we recommend that the Legislature require that the authority adopt project selection and evaluation criteria to ensure that bond funds are used efficiently and that they deliver projects with immediate mobility benefits.*

Require Annual Reports and Periodic Audits. Once money has been appropriated and committed to the construction of a particular segment of the system, there is no accountability to ensure that the funds are being spent effectively. In order to maintain accountability of bond funds and track the overall progress of the project, *we recommend the enactment of legislation directing the authority to provide an annual report to the Legislature at the time the*

authority submits its annual budget proposal. Similar reports have been prepared for the state's intercity rail routes and the Toll Bridge Seismic Retrofit Program. Based on these examples, this report should include, at a minimum:

- A work plan identifying work accomplished and anticipated in the budget year.
- Program funding status and projected funding sources for the budget and future years, by segment.
- Future contract obligations and expected schedule of costs.
- A program schedule including baseline comparisons from prior years and any projected timeline adjustments.
- Any changes in assumptions used in the system's planning and financial projections or technological advancements that may improve or hinder the progress of the project.

In addition, because the work on this project is to be completed by contractors, the Legislature should require periodic independent audits of each contract to be funded with bond proceeds.

Hold Joint Legislative Hearings. Beyond requiring project specific information through annual reporting, *we further recommend that the policy committees and budget subcommittees of the Legislature hold periodic joint hearings in which the authority reports on the use of bond funds, the availability of other funds, and the timeliness of project delivery.* This would enable the Legislature to assess whether the program is being carried out effectively and provide meaningful oversight over the bond funds.

2009-10 Budget Proposals

The Governor's budget requests $125.2 million in Proposition 1A bond money to fund the authority's activities in 2009-10. Because all system development work will be performed by consultants, $123 million is requested for consultant contracts. The remaining $2.2 million is requested for administrative costs. Figure 16 lists the contracts to be funded in 2009-10.

Little Justification Provided for Contract Amounts. While the general types of proposed contract work appear reasonable, the authority's budget requests provide almost no justification for the specific amounts requested for each contract. Specifically, no information was provided on the work to be accomplished over the budget year, nor how that work fits into the total development of the system. Without this information, there is no basis for recommending approval of the authority's requests for contract payment funding. Accordingly, *we withhold recommendation on the request*

Figure 16

Proposed 2009-10 Contracts for High-Speed Rail Authority

(In Millions)

	2009-10
Project-level design and environmental review	$95.0
Program management services	22.6
Financial plan and public-private partnership program	2.0
New ridership and revenue forecasts	2.0
Other miscellaneous contracts	1.4
Total	**$123.0**

pending receipt of supplemental information on the amount of work to be accomplished in the budget year, by contract, and how each fits into the overall development of the system.

Deny Request for Additional Positions. In the proposed budget, the authority is requesting $258,000 and two staff to be added to the currently authorized 9.5 positions. The new staff would be structural engineers with experience in structure design in California. The authority is requesting these engineers to provide an additional review of project design documents for compliance with state and federal requirements.

In concept, the request has merit. Using such staff to review design documents should reduce the state's risk and help avoid future project delays. However, at this early stage in the system's development, it is unclear whether there is enough work for two full-time engineers. One alternative is for the authority to contract with Caltrans and thus pay only for the work that actually materializes. Caltrans has a number of structural engineers on staff with legal compliance expertise that could provide the authority with the needed services.

Accordingly, *we recommend the Legislature deny the request for adding engineer staff but provide the funding for the authority to contract with Caltrans to perform any necessary review of documents for legal compliance until such time that workload indicates it is more efficient to have in-house engineers.*

California Highway Patrol

The CHP's overall level of staffing is about 11,000 positions. The department is comprised of uniformed and nonuniformed personnel, with uniformed personnel accounting for approximately 7,600 positions, or 70 percent, of total staff.

Patrol Staffing Overbudgeted and Not Justified

Budget-Year Patrol Staffing Request. Since 2006-07, the department's goal has been to add 1,000 officers (compared to the 2005-06 level) over several years. To date, the Legislature has authorized 360 additional patrol officers. The Governor's budget requests $35 million from MVA to provide first-year funding for an additional 240 patrol officers and 8 automotive technicians. We would note that 120 of the officer positions being requested for 2009-10 were already approved by the Legislature (during the 2008-09 budget deliberations), but the funding and position authority were deferred until 2009-10 because CHP had a significant number of officer vacancies. (The Legislature also adopted supplemental report language requiring CHP to report by March 1, 2009 on its progress filling its officer positions.) The budget-year request would bring the total patrol officers added since 2005-06 to 600 officers.

We have two concerns with this request: (1) it is overbudgeted and (2) the 120 additional positions for 2009-10 have not been fully justified.

- ***Request Overbudgeted***. We have identified a technical error in the calculation of salaries and wages. Specifically, we found that while the positions would be phased in over the course of the fiscal year (as cadets graduate from the academy), they were budgeted as if all of the positions would be filled in July 2009. Based on our calculations, the request is overbudgeted by approximately $13 million.

- ***New Positions Not Justified—Baseline Level of Service Needed***. Historically,

CHP officer position requests have been justified based on growth in the number of registered vehicles, licensed drivers, or fatal accidents. While we concur that there is a relationship between these measures and the level of traffic on California's roads and highways, they do not provide a measure of the level of service provided for road patrol. For instance, at current staffing levels, how frequently does CHP patrol the most dangerous stretches of highway and how rapidly does the department respond to calls for assistance? Without that specific workload data, it is not possible to determine how many positions (if any) are needed to achieve a specific desired level of service, or statewide goal or objective. As such, we recommend the Legislature reject the 120 officer positions not already approved and further reduce the request by $9 million.

In total, we recommend a reduction of $22 million. The remaining $13 million would fund the expected 2009-10 costs related to the 120 positions already approved by the Legislature. *We further recommend that the Legislature adopt supplemental report language requiring the department to report to the Joint Legislative Budget Committee by January 10, 2010 on the following: (1) its current baseline level of patrol service and (2) the level of service it intends to achieve with recent and any future positions requests*. With this information, the Legislature would have a greater ability to evaluate the merits of future officer requests, as well as hold the department accountable for results.

Request for Replacement Vehicles Lacks Specifics

The department proposes to spend $34.5 million in 2009-10 from the MVA to purchase new vehicles to partially replenish its fleet. As part of our review, we asked the department to provide a breakdown of the number of vehicles, by type, that it plans to purchase in 2009-10, as well as the unit costs for each type. At the time this analysis was prepared we had not received this information. We therefore *withhold recommendation on the $34.5 million requested to purchase vehicles,* pending receipt and review of the specified information.

Department of Motor Vehicles—Real ID

Reject Real ID Request

What Is Real ID? The federal Real ID Act requires states to implement certain driver license and identification card issuance procedures and security enhancements aimed to prevent fraud. If a state does not comply, it will forfeit the ability of its citizens to use such forms of identification for federal purposes (such as boarding airplanes or entering federal facilities). Under the act, states are required to issue Real ID-compliant cards to all existing cardholders by December 2017.

Most, if not all, of California's 28 million driver license and identification cardholders could ultimately be required to visit a DMV field office to verify their identity and prove that they are legally in the United States before obtaining the new cards. Among other things, the act requires states to verify the authenticity of each applicant's identification documents—such as birth certificates, Social Security numbers, and passports—with the issuing agency. It also

requires states to verify that the applicant does not already possess a driver license issued by another state or territory. This verification is to be accomplished through the establishment and use of several national verification systems. (For more information on the Real ID Act, please see our *Analysis of the 2008-09 Budget Bill,* page A-72.)

Administration Proposes to Issue Real ID Cards in 2010. The Governor's budget requests $4.2 million from MVA (and 45 positions) specifically to implement Real ID in 2009-10. Under the administration's plan, DMV would start issuing Real ID cards beginning in January 2010. Specifically, the department proposes to issue the cards to all original driver license applicants and to give driver license renewal applicants the option of having a Real ID card or a "noncompliant" card. Renewal applicants who wished to obtain the Real ID card would be required to go into a field office, so that DMV could reestablish the applicant's identity, residence, and legal presence in the United States, as required by the act. Renewal applicants who choose not to obtain a Real ID card would still be able to renew their driver license online. The department has indicated that it plans to introduce legislation seeking authorization to issue two card types: a Real ID complaint card and a noncompliant card.

In addition, the Governor's budget is requesting funding in the current year and budget year ($11 million from MVA) to initiate a new contract to continue the production of the driver license, identification, and salesperson cards. The department proposes to fund the current-year costs using existing resources. However, because the contract costs are higher than originally anticipated, the administration has submitted a budget Control Section 11 letter for legislative review. At the time this analysis was prepared, we were still reviewing the administration's Section 11 request. Finally, the budget also proposes to increase the driver license fee by $3 to cover the costs of the contract, as well as partially fund implementation of the Real ID Act.

California Can Apply for a Second Extension. Under the act, states were originally required to be in full compliance—including reissuance of all driver license and identification cards—by May 2008. In recognition of the unrealistic timeframes adopted in the act, as well as many unresolved implementation issues, the U.S. Department of Homeland Security (DHS) extended the compliance date to as late as December 2017. In so doing, the federal agency established a process whereby states may file for an extension to be exempt from the original May 2008 deadline.

The DMV was granted such an extension. This extension, however, expires in December 2009, unless the state requests a further extension by October 2009. Under the regulations developed by the former federal administration, states are required to show progress toward compliance with the act in order to qualify for the second extension. States are not required to start issuing the Real ID cards by January 2010 (as DMV proposes) to receive a second extension. States that receive extensions, however, are still required to reissue Real ID compliant cards to all driver license and identification cardholders by 2017. The administration has indicated that it plans to seek a second extension.

Analyst's Concerns. We think the department's proposal is premature for a couple of reasons. First, a state must be deemed compliant with the Real ID Act by the U.S. DHS before it can begin issuing Real ID compliant cards. At the time this analysis was prepared, DHS had

not made any such determination about California's proposed issuance process, or in regard to the security features that would be used in the proposed new cards. Second, given the change in the federal administration, we think it makes sense to hold off on implementation of Real ID until more is known about the new administration's position on this hugely expensive and unfunded federal mandate. Finally, states are not required to begin issuing Real ID compliant licenses until May 2011. There would still be time for the state to come into compliance with this requirement by the federal deadline if the Legislature chose to reconsider this budget request next year.

LAO Recommendation. For the reasons discussed above, *we recommend the Legislature reject the request at this time and reduce the budget by $4.2 million*. The Legislature could reconsider this proposal as part of next year's budget process. We recognize that this delay could result in increased costs if the state decides later to implement Real ID. However, under our recommendation, the Legislature would have additional time to learn more about the intentions in this area of the new federal administration, including whether the federal government intends to cover any of the costs related to Real ID. At this time, we are withholding recommendation on the proposed increase in the driver license fee and the driver license production contract as we are still reviewing the administration's current-year request.

Department of Motor Vehicles—Management of IT Projects

During the past three years, the administration and the Legislature have authorized eight different IT projects for DMV, with a total original estimated cost of approximately $350 million. Figure 17 (see next page) provides a brief description of each project. These projects range in size and scope, and touch on various different programs and business functions of the department. Currently, five of the eight projects are still being developed. The single largest continuing project is the IT Modernization (ITM) projects, originally estimated to cost $242 million. In this section, we provide an update on the status of these projects, with a focus on the projects' costs and schedules, and also discuss some of the challenges the department faces in implementing the projects.

DMV's IT Management and Oversight. The DMV implements and manages IT projects at the executive level and the project level. At the executive level, the department has an IT Governance Committee, which is responsible for department-wide planning and guidance. This group consists of the director, chief information officer, and other executive staff. At the project level, the project management team, which is responsible for carrying out the project, typically consists of a project executive, program sponsor, project manager, and a contract manager (or vendor). The teams may vary somewhat from project to project depending on the size, complexity, and cost of the project.

In addition, most projects also have an Independent Project Oversight Consultant (IPOC) and an Independent Validation and Verification (IV&V) Consultant. The IPOC is responsible for tracking project management activities, such as project scheduling, risk management, and change management. The IV&V consultant is responsible for oversight of deliverables, such as program codes, test scripts, and network configurations, as well as oversight of processes to

ensure these deliverables meet industry standards and the requirements of the department's contract with the IT vendor. The use of both the IPOC and IV&V consultants is a standard practice for managing IT projects in various state agencies.

Due to the number of projects being undertaken by DMV, and the significant level of resources involved, the Legislature in 2006-07 also established an Enterprise Wide Oversight Consultant (EWOC) to oversee the implementation of the projects in DMV's "project portfolio." The EWOC's role is to work with DMV management in overseeing all IT projects and provide periodic reports to the administration and the Legislature on the status and risks of the portfolio projects.

Some Project Delays and Cost Variations

The department has experienced delays in the implementation of most of its IT projects. There have also been changes in the estimated cost of most projects. We discuss these issues below.

Projects Take Longer Than Originally Estimated. Figure 18 shows changes in the projected cost and schedule of each project. It is important to note these projects are in different stages of implementation, therefore, the cost and schedule projections are subject to further change. In general, projects that are further along should have more reliable estimates of cost and schedule. This information provides a snapshot as of the date of the feasibility study report, or special project report, for each IT project.

Figure 17

Department of Motor Vehicles (DMV)—Information Technology Projects

	Project Description
Recently Completed Projects	
Document Imaging and Storage Replacement	Replaced the document imaging, storage, and retrieval system with five digital scanners and related storage capacity.
Remittance System Replacement	Replaced all components of the system with new equipment and new system hardware and software.
Telephone Service Center Replacement	Replaced the nine independent telephone systems in use in the Telephone Service Centers with a single virtual system.
Continuing Projects	
Information Technology Modernization	Will incrementally upgrade the DMV core systems with new equipment and new system hardware and software.
Financial Responsibility	Will develop an in-house system to track vehicle compliance with insurance requirements, and suspend vehicle registrations for lack of compliance.
Real ID[a]	Will expand DMV's driver license and identification card system name fields to improve security and enhance Web site to enable customers to conduct more business transactions online.
International Registration Plan (IRP) System Replacement	Will replace existing obsolete computer system for processing commercial vehicle registration and electronic payment and distribution of commercial vehicle registration fees among IRP member jurisdictions.
Driver License/Identification/Salesperson Contract	Will select a vendor to continue driver license, identification, and salesperson card issuance, including the addition of various security components.

[a] This project does not implement the federal Real ID Act. It is comprised of two projects—the Expanded Name Field and Web site Infrastructure System projects—that would make it easier for California to comply with the act.

As shown in Figure 18, all three of the completed projects experienced delays ranging from five months for the Document Imaging and Storage Replacement project to ten months for the Remittance System Replacement project. Of the five continuing projects, two have experienced significant delays. Specifically, the Driver License, Identification and Salesperson Contract (DL/ID) project and the Real ID project are behind schedule by 19 months and 28 months, respectively. The ITM project is now six months behind schedule.

Project Costs Can Increase or Decrease. Figure 18 shows that two of the three completed projects were delivered at a cost that was more than 20 percent below the original cost estimate. Of the continuing projects, the DL/ID and International Registration Plan projects are expected to cost 198 percent and 32 percent more, respectively, than originally estimated. A single project—ITM—is now estimated to come in significantly below the original cost estimate. Because ITM is in its early stages of development, however, there is still a risk of its costs coming in higher than estimated.

While the department has experienced some significant delays and cost variations in the development of its IT projects, we note that such occurrences are common in the IT arena. We would further note that, although some projects are still in the early phases of development, overall costs continue to be below the total amount appropriated by the Legislature.

What Have Been Some of the IT Project Challenges?

In various reports on the status of DMV's IT projects, as well as in our discussions with department representatives, the department and independent oversight consultants have identified

Figure 18

Department of Motor Vehicles' Information Technology Projects: Changes in Cost and Schedule

(Dollars in Millions)

	Project Cost Estimates				
			Change		
	Original Cost	Revised Cost	Actual	Percent	Delay in Completion
Completed					
Document Imaging and Storage Replacement	$6	$4	-$2	-29%	5 months
Remittance System Replacement	8	7	-2	-20	10 months
Telephone Service Center Replacement	19	22	3	16	8 months
Continuing					
Information Technology Modernization[a]	$242	$208	-$34	-14%	None
Financial Responsibility	19	19	—	—	None
Real ID	35	43	8	23	28 months
International Registration Plan System Replacement	8	11	3	32	16 months
Driver License/Identification/Salesperson Contract	11	34	23	198	19 months

[a] While the completion date for this project has not been officially changed, recent reports indicate the project is currently about six months behind schedule.

several reasons for changes in the schedule and cost of DMV's projects. These factors include staff turnover and a lack of internal IT expertise. We discuss the key problems that have contributed to project delays and cost variations below.

Ineffective Planning Contributed to Problems. Our review suggests that the department failed to do the initial strategic planning required to successfully launch and deliver multiple major IT projects at the same time. Although the department has had an IT Governance Committee whose role is to look at the big picture—in terms of the department's IT goals and resources—and to set priorities, our review suggests this committee has not been effective. For example, one of the major obstacles to DMV delivering IT projects on schedule and within their original budgeted cost has been a shortage of IT staff and expertise. We believe that, if the department had initially engaged in effective strategic planning, it would have identified these constraints and either (1) obtained the resources needed to deliver the projects or (2) scaled back the number of IT projects it requested in recognition of its resource constraints. The department, however, did neither, resulting in it taking on more IT projects than it could effectively handle at one given time.

Unclear Policy on State's Use of Oversight Consultants. As mentioned above, one strategy the state employs to reduce the risks associated with costly and complex IT projects is to contract with outside consultants—the IV&V and IPOC consultants—to oversee project progress and provide technical assistance to the department. Our review found that the state is not effectively using these consultants. One key ongoing issue, noted in several progress reports on DMV projects, is a difference of opinion within the administration as to when the consultant services should begin.

The department prefers to bring its consultants on board early in each project to assist with procurement. This allows the consultant to review and provide technical assistance in the development of the request for proposals (RFPs), a critical component of the vendor procurement process. (Procurement refers to the process of purchasing goods and services. Typically, it involves developing and issuing an RFP to solicit bids from vendors, evaluating bids, and selecting a vendor and awarding a contract.) The benefit of this approach is that the consultants can assist the department in proactively addressing any potential deficiencies in RFP, particularly since the consultants typically have a level of expertise about technology solutions which the department may not have.

The Department of General Services (DGS), which oversees procurement for the state, takes a very different view. The DGS perceives the involvement of independent consultants in the development of RFP as a conflict of interest that could lead to protests by vendors not selected for the job. Consequently, under the DGS approach, any problem in RFP would be addressed, not at the outset in the development phase, but rather through subsequent addendums (modifications) to the document after it has been released. However, the addendum process frequently causes delays in IT projects. In most projects that have been caught up in such delays, the oversight consultant had not been allowed to assist in procurement activities because of DGS' concerns, even though all other stakeholders agreed that there would be a significant benefit to having the independent consultants involved at some level during the procurement stage.

The DL/ID project, for example, was significantly delayed at the procurement stage and the vendor contract awarded more than a year later than planned. While the delay in this procurement was the result of a number of factors (including some changes in DGS' IT procurement processes), a main contributing factor was deficiencies in RFP for the project. These deficiencies were caused by a lack of expertise within DMV regarding the technological solutions required to meet the department's needs. Those deficiencies required the department to clarify the details of the project for prospective vendors and then make numerous, time-consuming addendums to RFP.

Some Project Managers Not Using Enterprise Oversight Tools. As noted above, an EWOC was retained to assist the DMV in its management of multiple IT projects. Specifically, EWOC was commissioned to establish an "enterprise oversight process" within DMV, as well as to provide monthly reports detailing the risks and status of each project in the portfolio. An enterprise oversight process essentially refers to management tools designed to assist the department in tracking IT projects, including schedules and IT resources needed to complete them, so that management can make informed decisions about them.

Our review finds that EWOC has assisted the department in establishing a database designed to facilitate enterprise oversight. However, recent reports indicate that some project managers are not using the enterprise management tools, such as the database of the status of each project and resource needs.

Legislative Oversight—Require Department to Report At Budget Hearings

While the department has experienced some delays and cost variations, based on our review and discussions, we concluded that the department has done a relatively good job in implementing its IT projects. The projects are still within the total amount appropriated by the Legislature. Moreover, at the time this analysis was prepared, none of the projects appeared to be at risk of failure. Nonetheless, given the number of continuing projects, and the fact that the most costly project (ITM) is still several years from completion, it is important that the department use all available tools to assure these projects stay on schedule and budget. Accordingly, *we recommend the department report at budget hearings on actions it is taking to address the issues discussed above*. In particular, the department should report on (1) the steps it is taking to manage its staff resources so that different projects within DMV are not competing for staff resources, (2) any recent or planned changes in its IT management approach to encourage better planning and coordination of IT projects among affected programs, (3) its use of oversight consultants and potential improvements in this regard that could achieve better IT project outcomes, and (4) efforts it will make to encourage staff to use the enterprise tools developed by EWOC to improve project oversight.

As regards DGS and its concerns related to the use of consultants for the development of IT requests for proposals, *we recommend that the Legislature require DGS and the Office of the Chief Information Officer (OCIO) to report on*

their respective points of view and identify options the state may pursue to alleviate potential conflicts of interest, so that the Legislature can determine the best policy for the state. We note that OCIO is currently reviewing the state's IT approval process, including what constitutes effective project approval documents. We recommend that this review also include a look at the RFP process and the appropriate timing and use of consultants to reduce project risk. The situation at DMV regarding these projects could serve as a case study to help inform this review.

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ATTACHMENT A

DRAFT CTP PROJECT LIST 2009
(Last Updated: November 12, 2009)

CTP ID	Agency	Title	Element	Description	Project Status
09CTP 030	STA	SR 12 West Jameson Canyon	Arterials, Highways and Freeways - **Freeway**	Widen SR 12 in Jameson Canyon to 2 lanes plus shoulders, including a Class II bike lane, in each direction from Red Top Road to SR 29 in Papa County. Does not include SR 29 or I-80 interchange improvements.	***Permitted and Ready to Construct***
09CTP 234	STA	I-80 EB Cordelia Truck Scales Relocation	Arterials, Highways and Freeways - **Freeway**	Construct new truck scales approximately ½ mile east of current location on I-80 EB, with braided ramps between I-80 and SR 12 East. Construction to start in FY 2011-12.	Designed
09CTP 002	STA	I-80/I-680/SR12 Interchange	Arterials, Highways and Freeways - **Freeway**	Construct improvements to I-80/I-680/ SR 12 Interchange to reduce congestion, improve safety, accommodate future truck traffic and reduce cut-through traffic. The project will be built in phases.	Preliminary Design
09CTP 237	STA	I-80 and I-680 Express Lanes	Arterials, Highways and Freeways - **Freeway**	Convert existing and planned HOV lanes to Express (aka HOT) Lanes; operate as a part of regional Express Lane network.	Planned
09CTP 236	STA	I-80 and I-680 HOV Lanes	Arterials, Highways and Freeways - **Freeway**	Construct new HOV Lanes: a) I-80 from the Contra Costa County line to SR 37 b) I-80 from SR 37 to Red Top Road c) I-80 from Airbase Parkway to I-505 d) I-80 from I-505 to the Yolo County line e) I-680 from the Benicia Bridge to I-80	Planned

CTP ID	Agency	Title	Element	Description	Project Status
09CTP 235	STA	I-80 WB Cordelia Truck Scale Relocation	Arterials, Highways and Freeways - **Freeway**	Construct new truck scales approximately ½ mile east of current location on I-80 WB, with braided ramps between SR 12 east.	Planned
09CTP 093	STA	I-80 and I-680 ITS	Arterials, Highways and Freeways - **Freeway**	Install and activate Intelligent Transportation System (ITS) elements, including ramp metering, along I-80 and I-680 per the *I-80/I-680 /I-780 Corridor Operations Improvement Plan*.	Planned
09CTP 101	STA	I-80Auxiliary Lanes	Arterials, Highways and Freeways - **Freeway**	Construct Auxiliary Lanes on I-80 and I-680 per the *I-80/I-680 /I-780 Corridor Operations Improvement Plan*.	Planned
09CTP	STA	Countywide Gateways	Arterials, Highways and Freeways - **Freeway**	Develop gateway landscape and hardscape treatments for locations identified in the Solano Highway Improvement Program (SOHIP).	Planned
09CTP 183	STA	SR 113 from SR 12 to Midway Road Improvements	Arterials, Highways and Freeways - **Highway**	Improve curves, shoulders and pavement on SR 113 from SR 12 north to Midway Road, per the SR 113 Major Investment Study.	Planned
09CTP 029	STA	SR 12 East improvements from I-80 to Rio Vista, including the Rio Vista Bridge	Arterials, Highways and Freeways - **Highway**	Widen SR 12 from 4 lanes to 6 lanes from I-80 through Suisun City. Widen SR 12 from 2 lanes to 4 lanes from Walters Road to Rio Vista. This includes replacing the Rio Vista Bridge over the Sacramento River.	Planned

CTP ID	Agency	Title	Element	Description	Project Status
09CTP 033	STA	Jepson Parkway	Arterials, Highways and Freeways - **Arterial**	Construct a 4-lane continuous expressway from SR 12, along Walters Road, Cement Hill Road, Vanden Road and Leisure Town Road to I-80. The project includes transit pull-outs and shelters, and Class I bike/ped facilities. This is a multiphase project. Portions of the parkway are complete. Other portions are planned.	Preliminary Design
09CTP 166	STA	McCormack Road	Arterials, Highways and Freeways - **Arterial**	Improve McCormack Road, Canright Road and Azevedo Road from SR 113 to SR 12 to provide a parallel alternate to SR 12. Improve the roadways to County standard travel lanes and shoulders.	Planned
09CTP 178	STA	Streets and Roads Rehabilitation	Arterials, Highways and Freeways - **Arterial**	Provide adequate funding to maintain local streets and roads at an acceptable Pavement Condition Index.	Planned Program
09CTP 231	STA	Complete Streets	Arterials, Highways and Freeways - **Arterial**	Implement MTC's Complete Streets program on projects receiving STA funding.	Planned Program
09CTP 032	STA	North Connector	Arterials, Highways and Freeways - **Arterial**	Construct a 4-lane roadway parallel to I-80, from Abernathy Road across the lower Suisun Valley, along Business Center Drive, connecting to SR 12. The East Segment (Suisun Parkway) is under construction. The central segment is under construction. The West Segment will be a 2-lane roadway connecting Business Center Drive to SR 12 Jameson Canyon. The west segment status is currently unfunded.	***Under Construction***
09CTP 210	STA	Solano Bike and Ped Wayfinding Signage	Alt Modes – **Bike/Ped**	Install common wayfinding signage on all existing and future segments of the Solano Bicycle network.	***Permitted and Ready to Construct***

CTP ID	Agency	Title	Element	Description	Project Status
09CTP 229	STA	Safe Routes to School Projects and Programs	Alt Modes – **Bike/Ped**	Identify, design and construct individual projects per the STA's Safe Routes to Schools Plan. Develop and implement enforcement, education and encouragement programs.	Planned
09CTP 232	STA	Solano Bicycle Master Plan Projects	Alt Modes – **Bike/Ped**	Construct priority projects identified in the Solano Bicycle Master Plan	Planned
09CTP 233	STA	Solano Pedestrian Master Plan Projects	Alt Modes – **Bike/Ped**	Construct priority projects identified in the Solano Pedestrian Master Plan	Planned
09CTP 230	STA	SNCI Rideshare and Vanpool Services	Transit - **Rideshare**	Sustain and expand the existing Solano Napa Commuter Information (SNCI) ride matching program and STA's vanpool incentive program.	Existing Program
09CTP 069	STA	Construct additional park-and-ride facilities	Transit - **Rideshare**	Construct park-and-ride facilities identified in the I-80/I-680/I-780 Corridor Study; review existing and proposed lot locations, and identify new locations to account for changes in development locations and commute patterns.	Planned
09CTP 042	STA	SolanoExpress	Transit – **Bus**	Continue to operate and support the SolanoExpress intercity bus system, including providing marketing, schedule coordination and, where appropriate, expanded service. Seek funds to replace vehicles with clean fuel vehicles, and/or to replace vehicles at the appropriate phase of their useful life.	Existing Program
09CTP 196	STA	Develop standard bus shelters	Transit – **Bus**	Develop a standard bus shelter for express bus stops that are not part of a larger station. Include standardized wayfinding signage. Assist local jurisdictions in upgrading bus shelters to the common standard.	Planned
09CTP 100	STA	Real-time bus tracking systems	Transit – **Bus**	Bus and Ferry Boat enhancements allowing real-time tracking of location of transit vehicles, and automated collection of vehicle performance and maintenance needs. Allows location reporting to dispatch centers, browsers and message boards.	Planned

CTP ID	Agency	Title	Element	Description	Project Status
09CTP 900	STA	Countywide Water Transportation Study	Transit – **Rail or Ferry**	Solano Water Transportation Study – conduct a countywide study of water-based transportation resources and demands, including existing and potential new ferry and water taxi services, use of the Port of Benicia and the Mare Island Naval Shipyard, and commercial traffic on the Sacramento river.	Planned
09CTP 197	STA	Countywide Climate Program	All	Solano Climate Change Program. Develop and implement a program to reduce emissions of Greenhouse Gasses and criteria pollutants from transportation sources in Solano County.	Planned Program
	Benicia	I-80/I-680/SR12 Interchange	Arterials, Highways and Freeways - **Freeway**	Construct improvements to I-80/I-680/ SR 12 Interchange to reduce congestion, improve safety, accommodate future truck traffic and reduce cut-through traffic. The project will be built in phases. See Project 09CTP 002 (STA)	Preliminary Design
	Benicia	I-80 and I-680 HOV Lanes	Arterials, Highways and Freeways - **Freeway**	Construct new HOV Lanes: a) I-80 from the Contra Costa County line to SR 37 b) I-80 from SR 37 to Red Top Road c) I-80 from Airbase Parkway to I-505 d) I-80 from I-505 to the Yolo County line e) I-680 from the Benicia Bridge to I-80 See Project 09CTP 236 (STA)	Planned
09CTP 003	Benicia	I-680, Benicia Bridge to I-80	Arterials, Highways and Freeways - **Freeway**	Construct one additional mixed-flow lane in each direction. Project is not identified in I-680 Freeway Performance Initiative.	Planned
09CTP 006	Benicia	I-780 (Columbus Pkwy to Military West) Lanes	Arterials, Highways and Freeways - **Freeway**	Construct mixed-flow lane and interchange improvements for each direction of I-780 per the I-80/I-680/I-780 Corridor Operations Improvement Plan.	Planned

CTP ID	Agency	Title	Element	Description	Project Status
09CTP 005	Benicia	I-780 (E. 2nd to E. 5th) Lanes	Arterials, Highways and Freeways - **Freeway**	Construct mixed-flow lane and interchange improvements for each direction of I-780 per the I-80/I-680/I-780 Corridor Operations Improvement Plan.	Planned
09CTP 010	Benicia	Columbus Parkway Reliever Route (I-780 to City Limits)	Arterials, Highways and Freeways - **Arterial**	Widen Columbus Parkway from 2 to 4 lanes from I-780 to the City Limits with Vallejo.	Planned
09CTP 007	Benicia	I-680/Bayshore/ Industrial Interchange Connections	Arterials, Highways and Freeways - **Arterial**	Install traffic signals and related traffic control and circulation improvements.	Planned
09CTP 001	Benicia	I-680/Lake Herman Road Interchange	Arterials, Highways and Freeways - **Arterial**	Install traffic signals and construct interchange improvements at I-680/Lake Herman Road. This project will link a rail station to an intermodal transportation station.	Planned
09CTP 008	Benicia	I-780/Southhampton/ West 7th Interchange Ramps	Arterials, Highways and Freeways - **Arterial**	Upgrade ramps to meet current standards and traffic demand.	Planned
09CTP 009	Benicia	I-780/East 2nd Street Interchange Ramps	Arterials, Highways and Freeways - **Arterial**	Upgrade ramps to meet current standards and traffic demand.	Planned
09CTP 011	Benicia	Park Road (Adams to Oak) Bike/Pedestrian Pathway Improvements	Alt Modes – **Bike/Ped**	Construct pedestrian or Class I bike/ped facility from Benicia Bridge to City facilities.	Planned

CTP ID	Agency	Title	Element	Description	Project Status
09CTP 015	Benicia	Bay Trail Shoreline Connections Between Vallejo and the Benicia Bridge	Alt Modes – **Bike/Ped**	Remove gaps, expand existing Bay Trail Shoreline from Vallejo to the Benicia Bridge.	Planned
09CTP 014	Benicia	Bike and Walkway Connections for Bay Trail and Ridge Trail	Alt Modes – **Bike/Ped**	Construct continuous bike and sidewalk facilities from the Benicia-Martinez Bridge to the Arsenal, including Clocktower and Camel Barn, and through the city to connect to trail segments in Vallejo and Solano County.	Planned
09CTP 012	Benicia	First Street Streetscape Project	Alt Modes – **Bike/Ped**	Construct bicycle and pedestrian friendly improvements on First Street/Benicia Main Street.	Planned
09CTP 004	Benicia	Rose Drive Bike/Pedestrian Overcrossing	Alt Modes – **Bike/Ped**	Construct bike/ped bridge on Rose Drive over I-780. Connects Vallejo to Benicia, eliminates gap in Ridge Trail, connects to Bay Trail.	***Under Construction***
09CTP 013	Benicia	New Transfer/Park-n-Ride Facilities	Transit - **Rideshare**	Construct new facilities at a) First St./Downtown (Rte. 78), (Design) b) Military at Southampton Rd. (Rte. 78), (Design) and c) intersection of Park Rd./Industrial Way (Rte. 40) (Planned). May include local and express bus and park-and-ride. These are RM-2 funded facilities.	Planned
09CTP 021	Benicia	Improve or replace bus shelters	Transit – **Bus**	Upgrade or replace 12 bus shelters. Project is funded with ARRA funds.	***Permitted and Ready to Construct***
09CTP 238	Benicia	Construct Benicia Intermodal Transportation Station	Transit – **Bus**	Construct new multi-modal transportation center in I-680/Lake Herman Road area. May include local and express bus bays and park-and-ride facilities. May provide short-range shuttle to future Capitol Corridor train station.	Planned
09CTP 028	Benicia	Construct Benicia Multi-Modal Rail Station	Transit – **Bus**	Construct new Capitol Corridor train station at Lake Herman Road. Also, see Project 09CTP 238	Planned
09CTP 020	Benicia	Provide more joint bus operations	Transit – **Bus**	Provide more intercity bus service. Possible consolidation with Vallejo into South County Transit Authority	Planned Program

CTP ID	Agency	Title	Element	Description	Project Status
	Dixon	I-80 improvements from Leisure Town Rd. to Kidwell Rd.	Arterials, Highways and Freeways - **Freeway**	Construct one additional mixed-flow lane in each direction, for a total of 4 lanes in each direction. See Project 09CTP 026 (Solano County)	Planned
09CTP 212	Dixon	I-80/Pedrick Rd. Interchange	Arterials, Highways and Freeways - **Freeway**	Construct overcrossing and ramp improvements.	Planned
09CTP 214	Dixon	I-80/Pitt School Rd. Interchange	Arterials, Highways and Freeways - **Freeway**	Construct overcrossing and ramp improvements.	Planned
09CTP 213	Dixon	I-80/SR 113 Interchange	Arterials, Highways and Freeways - **Freeway**	Construct overcrossing and ramp improvements.	Planned
09CTP 215	Dixon	I-80/West A St. Interchange	Arterials, Highways and Freeways - **Freeway**	Construct overcrossing and ramp improvements.	Planned
09CTP 216	Dixon	SR 113 relocation to Kidwell Road interchange	Arterials, Highways and Freeways - **Highway**	Relocate SR 113 out of the Dixon City Limits on the Midway-Kidwell Road alignment. This project is an option identified in the SR 113 MIS.	Study

CTP ID	Agency	Title	Element	Description	Project Status
09CTP 217	Dixon	Parkway Blvd Overcrossing	Arterials, Highways and Freeways - **Arterial**	Construct a new overcrossing of the UPRR tracks, connecting Parkway Boulevard and Pitt School Road, includes 2 travel lanes in each direction plus Class I bike/ped facility. EIR certified by Council in August 2009.	Designed
09CTP 218	Dixon	Vaughn Road Railroad Bypass Project	Arterials, Highways and Freeways - **Arterial**	Construct a four-lane bypass route of Vaughn Road to connect to Pedrick Road without crossing the UPRR tracks.	Planned
	Dixon	Dixon to Vacaville Bike Route (Dixon Segment)	Alt Modes – **Bike/Ped**	Roadway improvements along the Dixon-Vacaville Bicycle Route identified in the City of Dixon Bicycle Master Plan. See Project 09CTP 54 (Solano County)	Designed
09CTP 221	Dixon	West B Street Pedestrian Undercrossing/ rail platform access tunnel	Alt Modes – **Bike/Ped**	Provide a grade separated pedestrian under crossing of the Union Pacific Railroad tracks to replace the existing at-grade crossing at West B Street adjacent to the Multi-modal Center (B Street Pedestrian Under-Crossing Project). Tunnel under-crossing removes existing at-grade ped crossing with 500 pedestrian trips daily. Can also be incorporated into platform access to proposed future pedestrian rail station.	Preliminary Design
09CTP 222	Dixon	Pedrick Road Overcrossing	Alt Modes – **Bike/Ped**	Provide a grade separated over crossing of the Union Pacific Railroad tracks at Pedrick Road (Pedrick Road Over-Crossing Project). Proposed Over-Crossing Project includes 2 travel lanes in each direction plus Class I bike/ped facility.	Planned
09CTP 224	Dixon	Alternative vehicle partnerships	Alt Modes – **Alt Fuel**	Develop a program to assist private drivers and fleets acquire and operate alternative fuel vehicles; acquire funding to implement the program.	Planned Program
09CTP 223	Dixon	Downtown Dixon Streetscape Project (Phases 3 & 4)	Alt Modes – **Land Use**	Complete landscaping and pedestrian improvements in A Street/1st Street/Railroad track area in downtown Dixon.	Planned

CTP ID	Agency	Title	Element	Description	Project Status
09CTP 225	Dixon	I-80 corridor Park-n-Ride lots	Transit - **Rideshare**	Construct new and ride lots adjacent to I-80 at the following locations: a) West A Street b) SR 113 c) Pedrick Road	Planned
09CTP 227	Dixon	SolanoExpress	Transit – **Bus**	Modify Route 30 to support direct transit connections to Davis, and to improve connectivity to west-bound buses that serve the Bay Area.	Planned
09CTP 228	Dixon	Transition to fixed route system	Transit – **Bus**	Develop a fixed-route transit system serving Dixon. Local Project	Planned
09CTP 226	Dixon	Downtown Dixon Multi-Modal Rail Station/ Transportation Center	Transit – **Rail or Ferry**	Construct a Capitol Corridor passenger train station in downtown Dixon. A ticket station/ passenger depot and parking lot have been constructed. See Project 09CTP 221.	Preliminary Design
	Fairfield	I-80 EB Cordelia Truck Scale Relocation	Arterials, Highways and Freeways - **Freeway**	Construct new truck scales approximately ½ mile east of current location on I-80 EB, with braided ramps between I-80 and SR 12 East. Construction to start in FY 2011-12. See 09CTP 234 (STA)	Designed
09CTP 170	Fairfield	I-80/Green Valley Rd. Interchange	Arterials, Highways and Freeways - **Freeway**	This interchange is part of the I-80/ I-680/SR-12 Interchange Complex. See 09CTP 236	Preliminary Design
09CTP 171	Fairfield	I-80/Suisun Valley Rd. Interchange	Arterials, Highways and Freeways - **Freeway**	This interchange is part of the I-80/ I-680/SR-12 Interchange Complex. See 09CTP 236	Preliminary Design
09CTP 180	Fairfield	I-680 and Red Top Road Interchange	Arterials, Highways and Freeways - **Freeway**	Construct a new interchange. This interchange is part of the I-80/ I-680/SR-12 Interchange Complex. See 09CTP 236.	Preliminary Design

CTP ID	Agency	Title	Element	Description	Project Status
09CTP 179	Fairfield	I-80/Red Top Road Interchange	Arterials, Highways and Freeways - **Freeway**	This interchange is part of the I-80/ I-680/SR-12 Interchange Complex. See 09CTP 236.	Preliminary Design
09CTP 168	Fairfield	I-80 from Travis Blvd to Air Base Pkwy	Arterials, Highways and Freeways - **Freeway**	Construct mixed-flow lane in each direction.	Planned
	Fairfield	I-80 HOV lanes from I-680 to I-505 (Phase 2)	Arterials, Highways and Freeways - **Freeway**	Construct HOV lane in each direction. This is a multi-phase project. See 09CTP 236 (STA)	Planned
	Fairfield	I-80/I-680/SR12 Interchange	Arterials, Highways and Freeways - **Freeway**	Construct improvements to I-80/I-680/ SR 12 Interchange to reduce congestion, improve safety, accommodate future truck traffic and reduce cut-through traffic. The project will be built in phases. See Project 09CTP 002 (STA)	Planned
09CTP 167	Fairfield	Improve I-80 from Red Top Rd. to I-505	Arterials, Highways and Freeways - **Freeway**	**This is a Route of Regional Significance**	Planned
	Fairfield	I-80 HOV lanes between I-680 and Cherry Glen (Phase 1)	Arterials, Highways and Freeways - **Freeway**	Construct HOV lane in each direction. This is a multi-phase project. An HOV lane from Red Top Road to Air Base Pkwy is under construction. See 09CTP 236 (STA)	Complete

CTP ID	Agency	Title	Element	Description	Project Status
	Fairfield	SR 12 West Jameson Canyon	Arterials, Highways and Freeways - **Highway**	Widen SR 12 in Jameson Canyon to 2 lanes plus shoulders, including a Class II bike lane, in each direction from Red Top Road to SR 29 in Papa County. Does not include SR 29 or I-80 interchange improvements. See 09CTP 030 9STA)	Designed
	Fairfield	SR 12 East improvements from I-80 to Rio Vista, including the Rio Vista Bridge	Arterials, Highways and Freeways - **Highway**	Widen SR 12 from 4 lanes to 6 lanes from I-80 through Suisun City. Widen SR 12 from 2 lanes to 4 lanes from Walters Road to Rio Vista. This includes replacing the Rio Vista Bridge over the Sacramento river. See Project 09CTP 029 (STA)	Planned
	Fairfield	Jepson Parkway	Arterials, Highways and Freeways - **Arterial**	Construct a 4-lane continuous expressway from SR 12, along Walters Road, Cement Hill Road, Vanden Road and Leisure Town Road to I-80. The project includes transit pull-outs and shelters, and Class I bike/ped facilities. This is a multiphase project. Portions of the parkway are complete. Other portions are planned. See Project 09CTP 033 (STA)	Preliminary Design
09CTP 174	Fairfield	Manuel Campos Pkwy from Mystic Drive to Dickson Hill Rd.	Arterials, Highways and Freeways - **Arterial**	Construct a 4-lane arterial across the Putah South Canal to close gap in Manuel Campos Parkway	Preliminary Design
	Fairfield	Peabody Road Bridge overcrossing at Union Pacific Railroad	Arterials, Highways and Freeways - **Arterial**	Convert current at-grade crossing to grade-separated 4-lane structure, with Class I bike/ped facility. Construction will occur as part of Fairfield/Vacaville Train Station. Construction expected by 2014. See Project 09CTP 185	Preliminary Design
09CTP 176	Fairfield	Cement Hill Rd.(Future Manuel Campos Pkwy) from Clay Bank Rd. to Peabody Rd.	Arterials, Highways and Freeways - **Arterial**	Widen from 2-lanes to 4-lanes.	Planned

CTP ID	Agency	Title	Element	Description	Project Status
09CTP 175	Fairfield	Manuel Campos Pkwy from Dickson Hill Rd. to Clay Bank Rd.	Arterials, Highways and Freeways - **Arterial**	Widen from 2-lanes to 4-lanes	Planned
	Fairfield	North Connector	Arterials, Highways and Freeways - **Arterial**	Construct a 4-lane roadway parallel to I-80, from Abernathy Road across the lower Suisun Valley, along Business Center Drive, connecting to SR 12. The east segment (Suisun Parkway) is under construction. The central segment is under construction. The west segment will be a 2-lane roadway connecting Business Center Drive to SR 12 Jameson Canyon. The west segment status is Planned. See Project 09CTP 032 (STA)	Planned
09CTP 181	Fairfield	SR 12 and Beck Avenue Interchange	Arterials, Highways and Freeways - **Arterial**	Replace the existing SR 12/Beck at-grade intersection with a new grade-separated interchange.	Planned
09CTP 182	Fairfield	SR 12 and Pennsylvania Avenue Interchange	Arterials, Highways and Freeways - **Arterial**	Replace the existing SR 12/Pennsylvania at-grade intersection with a new grade-separated interchange.	Planned
09CTP 121	Fairfield	SR 12 and Red Top Road/ Business Center Drive Interchange	Arterials, Highways and Freeways - **Arterial**	Construct a new interchange linking the North Connector, Red Top Road and SR 12. See Project 09CTP 32.	Planned
09CTP 169	Fairfield	Improve I-80/N. Texas St. Interchange	Arterials, Highways and Freeways - **Arterial**	Construct interchange improvements. This project is a City of Fairfield project. Completion Scheduled for 2010	***Under Construction***

CTP ID	Agency	Title	Element	Description	Project Status
09CTP 173	Fairfield	Manuel Campos Pkwy from I-80 to Dover Ave.	Arterials, Highways and Freeways - **Arterial**	Construct a 4-lane arterial to close gap in Manuel Campos Parkway Completion scheduled for 2009/2010	***Under Construction***
	Fairfield	McGary Road Bike Path	Alt Modes – **Bike/Ped**	Reconstruct McGary Road from Red Top Road to Lynch Canyon; include Class II Bike Lane. See Project 09CTP 38 (Solano County)	***Permitted and Ready to Construct***
09CTP 074	Fairfield	Blossom/UPRR Pedestrian Grade Separation	Alt Modes – **Bike/Ped**	Construct new grade-separated road overcrossing of UPRR tracks for Blossom Ave, from Fairfield into Suisun City. May want to delete this project because it is not being actively pursued at this time and funding is unlikely to be available for many years.	Planned
	Fairfield	Jepson Parkway Bike Path	Alt Modes – **Bike/Ped**	Construct a Class I bike/ped path along the length of the Jepson Parkway in Fairfield. Not sure why this is separate entry from Jepson Parkway if paths are going to be constructed as part of each segment of Jepson Parkway. Seep Project 09CTP 33 (STA)	Planned
09CTP 187	Fairfield	Laurel & Ledgewood Creek Bike Paths	Alt Modes – **Bike/Ped**	Extension of the Ledgewood Creek multi-use pathway below Rockville Road to Highway 12 near east of Beck Avenue. Extension of the Laurel Creek trail south to Travis Boulevard with a Class 2 bicycle lane along Sunset Avenue south into Suisun City.	Planned
09CTP 184	Fairfield	Linear Park Path	Alt Modes – **Bike/Ped**	Complete a Class I bicycle/pedestrian pathway from Solano Community College to northeastern Fairfield. The section between Solano Community College and Dover Avenue has been largely completed.	Planned
09CTP 188	Fairfield	I-80/Red Top Park-and-ride lot	Transit - **Rideshare**	Construct a 500 space park-and-ride lot on Red Top Road at I-80. A 200 space first phase is in Design. Construction of first phase is planned for the end of 2010.	Preliminary Design
09CTP 190	Fairfield	I-680 Gold Hill Park-and-ride lot	Transit - **Rideshare**	Construct 200 space park and ride lot Gold Hill Road at I-680	Planned

CTP ID	Agency	Title	Element	Description	Project Status
09CTP 195	Fairfield	ADA Access at bus facilities	Transit – **Bus**	Bring existing facilities into compliance with federal ADA and CCR Title 24. Improvements being completed in phases as funding permits	***Permitted and Ready to Construct***
	Fairfield	Automatic Vehicle Location/Commuter Information Systems (GPS)	Transit – **Bus**	Develop communication network and GPS based automatic vehicle location system to provide real time information to transit riders See 09CTP 100 (STA)	Preliminary Design
09CTP 191	Fairfield	Central Transfer Center	Transit – **Bus**	Construct Bus Transfer Facility off of North Texas Street	Planned
09CTP 193	Fairfield	Expand Fairfield Transportation Center	Transit – **Bus**	Construct expansion of existing parking garage at Beck and Cadenesso drives, with a net addition of 1,000 parking spaces. The site currently serves as a regional park-and-ride lot and bus station for express and local services. First phase of expansion to expand from 640 to approximately 1,000 spaces is environmentally cleared.	Planned
09CTP 194	Fairfield	Expand local bus service	Transit – **Bus**	Local Project	Planned Program
	Fairfield	Expand express bus service	Transit – **Bus**	See Project 09CTP 42 (STA)	Planned Program
09CTP 185	Fairfield	Peabody and Vanden Roads - Fairfield/Vacaville Multi-modal Rail Station	Transit – **Rail or Ferry**	Construct a local/regional bus, park-and-ride lot and Capitol Corridor train station at the intersection of Vanden and Peabody roads. Develop high-density mixed use development immediately adjacent to the station. Project in Design and targeted for completion by 2014	Preliminary Design
	Rio Vista	Improve SR12 Corridor through Rio Vista	Arterials, Highways and Freeways - **Highway**	See Project 09CTP 09 (STA)	Planned
	Rio Vista	Increase SR 12 bridge capacity across Sacramento River	Arterials, Highways and Freeways - **Highway**	See Project 09CTP 09 (STA)	Planned

CTP ID	Agency	Title	Element	Description	Project Status
	Rio Vista	SR 12 East improvements from I-80 to Rio Vista, including the Rio Vista Bridge	Arterials, Highways and Freeways - **Highway**	Widen SR 12 from 4 lanes to 6 lanes from I-80 through Suisun City. Widen SR 12 from 2 lanes to 4 lanes from Walters Road to Rio Vista. This includes replacing the Rio Vista Bridge over the Sacramento river. See Project 09CTP 029 (STA)	Planned
09CTP 999	Rio Vista	SR 12 from I-80 to Rio Vista	Arterials, Highways and Freeways - **Highway**	Implement SR 12 Major Investment Study . This study was completed in 2001. STA and other regional agencies are working to develop an I-80 to I-5 SR 12 MIS.	Complete
09CTP 900	Rio Vista	Rio Vista Bridge across the Sacramento River	Arterials, Highways and Freeways - **Highway**	Conduct a study of options for existing bridge, including rebuilding in place or relocating the bridge and connecting roadways. This study is underway and will be completed in the fall of 2009.	Study
09CTP 199	Rio Vista	SR 12/Church Street and Amerada Intersections	Arterials, Highways and Freeways - **Arterial**	Improve the intersection of SR 12 and Church Street, with the option of including a park-and-ride lot. A PSR is being prepared for the project.	Preliminary Design
09CTP 205	Rio Vista	Citywide Trail System	Alt Modes – **Bike/Ped**	Construct a looped bicycle trail system linking the waterfront, downtown and major residential areas, as identified in the Rio Vista general plan and the Countywide Bicycle Master Plan.	Planned
09CTP 204	Rio Vista	Sacramento River Waterfront	Alt Modes – **Bike/Ped**	Construct a Class I bike/ped path along the Sacramento River from First Street to SR 12. Phase 1 completed.	Planned
09CTP 206	Rio Vista	SR 12 Pedestrian Overcrossing	Alt Modes – **Bike/Ped**	Construct pedestrian overcrossings of SR 12 to improve pedestrian safety and provide a safe route to schools. Project locations are between the Del Rio Hills and Riverwalk subdivisions just east of Church Street, and at Gardner Street.	Planned

CTP ID	Agency	Title	Element	Description	Project Status
	Rio Vista	SR 12/Waterfront Streetscape Project	Alt Modes – **Land Use**	See Project 09CTP 204	Planned
	Rio Vista	SR 12/Church Park-and-ride lot	Transit - **Rideshare**	Construct a park-and-ride lot at the intersection of Church Street and SR 12. This facility is part of the Church/SR 12 PSR. See Project 09CTP 199	Preliminary Design
09CTP 162	Rio Vista	Intra-city shuttle bus	Transit – **Bus**	Develop a multi-modal transit center and provide regular bus service to regional transit providers (BART, Capitol Corridor, San Joaquin transit).	Planned
09CTP 202	Rio Vista	Provide intermodal transit centers for	Transit – **Rail or Ferry**	Construct a multi-modal transit center, including facilities for express bus service routes to BART and Rail.	Planned
09CTP 201	Rio Vista	Sacramento River Waterfront	Transit – **Rail or Ferry**	Construct a facility to support passenger ferry service to either Sacramento or the San Francisco Ferry Building. See Project 09CTP 100 (STA) STA Water Transportation Plan must proceed project(s)	Planned
09CTP 050	Solano County	Support Solano County's paratransit operations	Transit – **Paratransit**	Provide paratransit transportation to ADA qualified riders. Solano County paratransit service is ongoing	Existing Program
09CTP 900	Solano County	Consolidate paratransit operations	Transit – **Paratransit**	Study consolidation of paratransit operations among the cities and County to provide more effective service to riders.	Study
	Solano County	I-80/I-680/SR12 Interchange	Arterials, Highways and Freeways - **Freeway**	Construct improvements to I-80/I-680/ SR 12 Interchange to reduce congestion, improve safety, accommodate future truck traffic and reduce cut-through traffic. The project will be built in phases. See Project 09CTP 002 (STA)	Preliminary Design
	Solano County	I-80 and I-680 HOV Lanes	Arterials, Highways and Freeways - **Freeway**	Construct new lanes to accommodate HOV traffic: a) I-80 from the Contra Costa County line to SR 37 b) I-80 from SR 37 to Red Top Road c) I-80 from Airbase Parkway to I-505 d) I-80 from I-505 to the Yolo County line e) I-680 from the Benicia Bridge to I-80 See Project 09CTP 236 (STA)	Planned

CTP ID	Agency	Title	Element	Description	Project Status
09CTP 027	Solano County	I-80 from Carquinez Bridge to SR 37	Arterials, Highways and Freeways - **Freeway**	Improve traffic flow and safety through Vallejo, including consolidating ramps.	Planned
09CTP 026	Solano County	I-80 from Leisure Town Road to Kidwell Road	Arterials, Highways and Freeways - **Freeway**	Construct one additional mixed-flow lane in each direction.	Planned
09CTP 025	Solano County	Improve the surface condition of areas with deficient pavement on I-80	Arterials, Highways and Freeways - **Freeway**	Pavement conditions on sections of I-80 need significant rehabilitation. Construction complete on some segments. Other segments are planned.	Planned
09CTP 031	Solano County	Improve SR 113, including possible alternate alignments near Dixon	Arterials, Highways and Freeways - **Highway**	Widen SR 113 and consider realigning it outside of the City of Dixon to improve traffic flow. A Major Investment Study has been completed. See Project 09CTP 216 (Dixon)	Planned
	Solano County	SR 12 East improvements from I-80 to Rio Vista, including the Rio Vista Bridge	Arterials, Highways and Freeways - **Highway**	Widen SR 12 from 4 lanes to 6 lanes from I-80 through Suisun City. Widen SR 12 from 2 lanes to 4 lanes from Walters Road to Rio Vista. This includes replacing the Rio Vista Bridge over the Sacramento river. See Project 09CTP 029 (STA)	Planned
09CTP 038	Solano County	McGary Road	Arterials, Highways and Freeways - **Arterial**	Reconstruct McGary Road, including a Class II Bike Lane, from Red Top Road to Lynch Canyon in order to open it to through traffic and enhance the existing roadway. Construction is scheduled for Spring of 2010.	***Permitted and Ready to Construct***

CTP ID	Agency	Title	Element	Description	Project Status
	Solano County	SR 12 West Jameson Canyon	Arterials, Highways and Freeways - **Arterial**	Widen SR 12 in Jameson Canyon to 2 lanes plus shoulders, including a Class II bike lane, in each direction from Red Top Road to SR 29 in Papa County. Does not include SR 29 or I-80 interchange improvements. See 09CTP 30 (STA)	***Permitted and Ready to Construct***
09CTP 041	Solano County	Replace or rehabilitate existing deficient County bridges	Arterials, Highways and Freeways - **Arterial**	Deficient bridges need to be replaced or rehabilitated on a timely basis to keep them safe and adequate to handle traffic demands.	Existing Program
09CTP 034	Solano County	I-80 and SR 37 – Fairgrounds	Arterials, Highways and Freeways - **Arterial**	Improve Fairgrounds Drive and Redwood Parkway, including the Redwood Parkway – I-80 Interchange, from SR 37 to Redwood Parkway. A Project Study Report for the project is complete. See Projects 09CTP 148 and 09CTP 146 (Vallejo)	Preliminary Design
09CTP 037	Solano County	Jepson Parkway to the north and south gates of Travis Air Force Base	Arterials, Highways and Freeways - **Arterial**	Construct improvements to Petersen Road, Canon Road, and North Gate Road.	Preliminary Design
	Solano County	Jepson Parkway	Arterials, Highways and Freeways - **Arterial**	Construct a 4-lane continuous expressway from SR 12, along Walters Road, Cement Hill Road, Vanden Road and Leisure Town Road to I-80. The project includes transit pull-outs and shelters, and Class I bike/ped facilities. This is a multiphase project. Portions of the parkway are complete. Other portions are planned. See Project 09CTP 033 (STA)	Preliminary Design
09CTP 039	Solano County	I-80 - Pedrick Road – Tremont Road – Kidwell Road area	Arterials, Highways and Freeways - **Arterial**	Construct various transportation improvements to accommodate projected increasing traffic in the north Dixon limited industrial area.	Planned

CTP ID	Agency	Title	Element	Description	Project Status
09CTP 036	Solano County	Improve the County Routes of Regional Significance	Arterials, Highways and Freeways - **Arterial**	Construct improvements to various County roads, including Lake Herman Road, Lopes Road, Lyon Road, McCormack Road, Midway Road, Pedrick Road, Rockville Road and Suisun Valley Road.	Planned
09CTP 035	Solano County	Widen Peabody Road from 2 to 4 lanes	Arterials, Highways and Freeways - **Arterial**	Widen Peabody Road to 2 lanes in each direction, plus a Class 2 bike/ped facility.	Planned
09CTP 040	Solano County	Increase funding for maintenance and improvement of the County road system	Arterials, Highways and Freeways - **Arterial**	Seek new transportation funding to address a lack of adjustment for inflation in the gas tax since 1995, which has significantly reduced the effective funding for road maintenance and improvement activities.	Planned Program
	Solano County	North Connector	Arterials, Highways and Freeways - **Arterial**	Construct a 4-lane roadway parallel to I-80, from Abernathy Road across the lower Suisun Valley, along Business Center Drive, connecting to SR 12. The east segment (Suisun Parkway) is under construction. The central segment is under construction. The west segment will be a 2-lane roadway connecting Business Center Drive to SR 12 Jameson Canyon. The west segment status is Planned. See Project 09CTP 032 (STA)	***Under Construction***
09CTP 055	Solano County	Old Town Cordelia	Alt Modes – **Bike/Ped**	Construct pedestrian facilities and enhancements in the Old Town Cordelia area.	***Permitted and Ready to Construct***
09CTP 058	Solano County	Support addressing pedestrian and bicycle needs when Solano County bridges are replaced	Alt Modes – **Bike/Ped**	Support bridge widening and handrails on bridge replacement projects to allow for safe bicycle and pedestrian use.	Existing Program

CTP ID	Agency	Title	Element	Description	Project Status
09CTP 057	Solano County	Green Valley	Alt Modes – **Bike/Ped**	Construct bicycle, pedestrian, and landscaping improvements throughout the middle Green Valley area.	Planned
09CTP 054	Solano County	Dixon to Vacaville Bike Route	Alt Modes – **Bike/Ped**	Construct a Class 2 bike route connection from Vacaville to Dixon, along Hawkins Road and Pitt School Road. Three segments of the Pitt School Road portion of the project have been constructed.	Planned
09CTP 059	Solano County	Support Cordelia Hills Sky Valley open space and trail project	Alt Modes – **Bike/Ped**	Purchase open space and construct multi-use paths and trails. Connect open space to McGary Road or other segment of the regional bike network.	Planned
09CTP 052	Solano County	Support Solano County paying its fair share for transit services provided to unincorporated residents by others	Transit – **Bus**	Ensure Solano County pays its fair share of transit costs, but not more, for transit services provided to the unincorporated area.	Existing Program
09CTP 044	Solano County	Enhance the connections between public transit in Solano County and public transit in adjacent counties	Transit – **Bus**	Improve County-to-County public transit connections to better serve the County's growing commute population.	Planned Program
09CTP 045	Solano County	Expand regional express bus service in conjunction with HOV lane improvements	Transit – **Bus**	Address regional commute needs as the County's population grows by expanding public transit capabilities.	Planned Program

CTP ID	Agency	Title	Element	Description	Project Status
09CTP 046	Solano County	Integrate transit services, including express buses, with multi-modal rail stations	Transit – **Bus**	Ensure that transit operations are planned to provide efficient service to multi-modal rail stations.	Planned Program
09CTP 048	Solano County	Support more joint bus operations	Transit – **Bus**	Support more effective coordination of existing bus operations to better provide for the transportation needs of riders.	Planned Program
09CTP 051	Solano County	Support the provision of wireless internet connections on public transit	Transit – **Bus**	Provide wireless internet service on public transit to better serve the needs of riders.	Planned Program
09CTP 900	Solano County	Countywide	Transit – **Bus**	Implement study recommendations to consolidate intercity transit services for local and express bus services to provide more effective public transit performance. A Solano Transit Consolidation Study has been undertaken. Benicia and Vallejo are discussing potential consolidation	Study
	Solano County	Construct additional multi-modal rail stations in cities	Transit – **Rail or Ferry**	Construct additional rail stations to provide more effective public rail transit in Solano County. See Projects 09CTP 238 (Benicia) and 09CTP 226 (Dixon)	Planned
09CTP 047	Solano County	Support light rail commuter service	Transit – **Rail or Ferry**	Support options for potential light rail service in Solano County.	Planned Program
	Suisun City	I-80/I-680/SR12 Interchange	Arterials, Highways and Freeways - **Freeway**	Construct improvements to I-80/I-680/ SR 12 Interchange to reduce congestion, improve safety, accommodate future truck traffic and reduce cut-through traffic. The project will be built in phases. See Project 09CTP 002 (STA)	Preliminary Design
	Suisun City	SR 12 West Jameson Canyon	Arterials, Highways and Freeways - **Highway**	Widen SR 12 in Jameson Canyon to 2 lanes plus shoulders, including a Class II bike lane, in each direction from Red Top Road to SR 29 in Papa County. Does not include SR 29 or I-80 interchange improvements. See 09CTP 030 (STA)	Designed

CTP ID	Agency	Title	Element	Description	Project Status
	Suisun City	SR 12 from Marina Blvd to Walters Rd. Median Improvements	Arterials, Highways and Freeways - **Highway**	Widen SR 12 from 4 lanes to 6 lanes from I-80 through Suisun City. Widen SR 12 from 2 lanes to 4 lanes from Walters Road to Rio Vista. This includes replacing the Rio Vista Bridge over the Sacramento River. See Project 09CTP 029 (STA)	Planned
	Suisun City	SR 12 East improvements from I-80 to Rio Vista, including the Rio Vista Bridge	Arterials, Highways and Freeways - **Highway**	Widen SR 12 from 4 lanes to 6 lanes from I-80 through Suisun City. Widen SR 12 from 2 lanes to 4 lanes from Walters Road to Rio Vista. This includes replacing the Rio Vista Bridge over the Sacramento River. See Project 09CTP 029 (STA)	Planned
	Suisun City	SR 12 from I-80 to Walters Rd.	Arterials, Highways and Freeways - **Highway**	Widen SR 12 from 4 lanes to 6 lanes from I-80 through Suisun City. Widen SR 12 from 2 lanes to 4 lanes from Walters Road to Rio Vista. This includes replacing the Rio Vista Bridge over the Sacramento river. See Project 09CTP 029 (STA)	Planned
09CTP 061	Suisun City	Main Street Improvements (Phase 2)	Arterials, Highways and Freeways - **Arterial**	Pavement, curb, sidewalk and utility enhancements along Main Street from Morgan Street to Highway 12. A portion of this project is funded by ARRA.	Preliminary Design
09CTP 060	Suisun City	Cordelia Rd. from I-680 to SR 12	Arterials, Highways and Freeways - **Arterial**	Widen Cordelia Road from 2 lanes to 4, plus Class 2 bike lanes, from Pennsylvania Avenue to Lopes Road. This is a multiphase project. Project 09CTP 55 addresses a portion of Old Cordelia Road.	Planned
09CTP 077	Suisun City	Downtown Suisun City Bypass Road	Arterials, Highways and Freeways - **Arterial**	Construct a 2 lane new arterial from Cordelia Road to Spring Street. The roadway is a part of the Suisun City downtown specific plan.	Planned

CTP ID	Agency	Title	Element	Description	Project Status
09CTP 076	Suisun City	Railroad Avenue Extension	Arterials, Highways and Freeways - **Arterial**	Extend Railroad Avenue from Marina Boulevard to Main Street/Highway 12 West-bound on-ramp.	Planned
09CTP 075	Suisun City	Railroad Avenue Widening and Realignment	Arterials, Highways and Freeways - **Arterial**	Widen Railroad Avenue from Sunset Avenue to Olive Avenue from 2 lanes to 3 lanes with bike lanes and center turn lane. Realign Railroad Avenue at both eastern and western ends – from Humphrey Drive realigning terminus point to Olive Avenue & Sunset Avenue to re-align with existing Railroad Avenue west of Sunset Avenue. This is a multi-phase project.	Planned
	Suisun City	Jepson Parkway	Arterials, Highways and Freeways - **Arterial**	Construct a 4-lane continuous expressway from SR 12, along Walters Road, Cement Hill Road, Vanden Road and Leisure Town Road to I-80. The project includes transit pull-outs and shelters, and Class I bike/ped facilities. This is a multiphase project. Portions of the parkway are complete. Other portions are planned. The Suisun City segment is Complete. See Project 09CTP 033	Complete
09CTP 053	Suisun City	Grizzly Island Trail	Alt Modes – **Bike/Ped**	Construct a safe route to school path system from Crescent Elementary School to Crystal Middle School. Path will include a Class I Path along the south side of SR 12 from Snow Drive to Grizzly Island Road to Marina Boulevard, then south along Marina Boulevard to Driftwood Drive.	Preliminary Design
09CTP 074	Suisun City	Blossom/UPRR Pedestrian Grade Separation	Alt Modes – **Bike/Ped**	Construct new pedestrian path grade-separated overcrossing of UPRR tracks on Blossom Avenue, from Fairfield City limits to Suisun City city limits. Connects with the McCoy Creek Pedestrian/Bike Path.	Planned
09CTP 073	Suisun City	McCoy Creek Pedestrian/Bike Path	Alt Modes – **Bike/Ped**	Construct a Class 1 pedestrian path from Pintail Drive to Railroad Avenue along McCoy Creek. This is a multiphase project.	Planned

CTP ID	Agency	Title	Element	Description	Project Status
09CTP 066	Suisun City	Petersen Road Bike Path	Alt Modes – **Bike/Ped**	Construct bike lanes on Petersen Road from Walters Road to Suisun City Sports Complex. Part of Travis Air Force Base South Gate Project managed by Solano County. This is related to the fully-funded Travis AFB Southgate Access improvements.	Planned
09CTP 070	Suisun City	Rail Station Improvements	Alt Modes – **Bike/Ped**	Install bike additional lockers, construct parking lot improvements, pedestrian and bicycle access improvements and other necessary projects as needed to facilitate transit users.	Planned
09CTP 067	Suisun City	Suisun Marsh Pedestrian/Bike Path	Alt Modes – **Bike/Ped**	Construct a Class 1 pedestrian path along the Suisun Marsh.	Planned
09CTP 065	Suisun City	SR 12 Pedestrian/Bike Gap Closure Path	Alt Modes – **Bike/Ped**	Construct Class I bike path segments on the north side of SR 12 between Marina Boulevard and the Capitol Corridor train station on Main Street. The path of travel is Complete. The landscaping and lighting is in Preliminary Design. This project will be complete in June 2010.	***Under Construction***
09CTP 999	Suisun City	Driftwood Waterfront Pedestrian Plaza (Sheldon Plaza)	Alt Modes – **Bike/Ped**	This project has been completed.	Complete
09CTP 072	Suisun City	Kellogg Street Waterfront Improvements	Alt Modes – **Land Use**	Construct street improvements necessary to facilitate economic development at the Southern Waterfront area. Local Project	Planned
	Suisun City	Additional Suisun City Park-and-ride lot	Transit - **Rideshare**	Construct a park-and-ride lot at an unknown location as needed. See Project 09CTP 69 (STA)	Planned
09CTP 068	Suisun City	Park-and-ride lot Landscape Project	Transit - **Rideshare**	Periodic replacement of landscaping at existing Suisun City Park-and-ride lot.	Planned
	Suisun City	Walters Road Park and Ride Lot	Transit - **Rideshare**	Construct a new park-and-ride lot at Walters Road and SR 12. This is a potential future bus facility. See project 09CTP 069 (STA)	Planned Program
09CTP 062	Suisun City	Improve and provide additional bus shelters	Transit – **Bus**	Install solar bus shelters to bus stops as needed. Managed by FAST.	Planned

CTP ID	Agency	Title	Element	Description	Project Status
09CTP 064	Suisun City	Provide direct bus connections to rail station	Transit – **Bus**	Provide additional direct bus connections to rail station as warranted. Managed by FAST.	Planned Program
09CTP 071	Suisun City	Union Pacific Railroad Sound Walls	Transit – **Rail or Ferry**	Construct sound walls along railroad tracks between tracks and future developments as needed.	Planned
09CTP 106	Vacaville	Accessible taxi vehicles (capital)	Transit – **Paratransit**	Procure accessible mini-van type vehicles equipped with rear wheelchair loading ramps to be used by local taxi companies in support of senior and disabled transportation programs within Solano County.	Planned
09CTP 107	Vacaville	Accessible Taxi Program (operations)	Transit – **Paratransit**	Provide a taxi style transportation alternative to seniors and disabled persons within Solano County.	Planned Program
	Vacaville	I-80 and I-680 HOV Lanes	Arterials, Highways and Freeways - **Freeway**	Construct new lanes to accommodate HOV traffic: a) I-80 from the Contra Costa County line to SR 37 b) I-80 from SR 37 to Red Top Road c) I-80 from Airbase Parkway to I-505 d) I-80 from I-505 to the Yolo County line e) I-680 from the Benicia Bridge to I-80 See Project 09CTP 236 (STA)	Planned
09CTP 095	Vacaville	I-80 @ I-505 Weave Correction	Arterials, Highways and Freeways - **Freeway**	Construct weave corrections for WB traffic at the I-80/I-505 interchange and eliminate 4 to 3 WB lane drop at the interchange.	Planned
	Vacaville	I-80 improvements from Leisure Town Rd. to Kidwell Rd.	Arterials, Highways and Freeways - **Freeway**	Construct one additional mixed-flow lane in each direction, for a total of 4 lanes in each direction. See Project 09CTP 026 (Solano County)	Planned

CTP ID	Agency	Title	Element	Description	Project Status
09CTP 084	Vacaville	I-505 SB/Vaca Valley Parkway	Arterials, Highways and Freeways - **Arterial**	Widen the SB off ramp at Vaca Valley Parkway and widen Vaca Valley Parkway to provide protected left turn pockets. Signalize the SB ramp intersection.	Preliminary Design
	Vacaville	Jepson Parkway	Arterials, Highways and Freeways - **Arterial**	Construct a 4-lane continuous expressway from SR 12, along Walters Road, Cement Hill Road, Vanden Road and Leisure Town Road to I-80. The project includes transit pull-outs and shelters, and Class I bike/ped facilities. This is a multiphase project. Portions of the parkway are complete. Other portions are planned. See Project 09CTP 033 (STA)	Preliminary Design
09CTP 083	Vacaville	I-80/California Drive Extension and Overcrossing	Arterials, Highways and Freeways - **Arterial**	Extend California Drive as 4-lane arterial from Marshall Road to Pena Adobe Road. Construct new 4-lane overcrossing @ I-80 with no freeway connections. Local Project	Planned
09CTP 085	Vacaville	I-505/Vaca Valley Pkwy Interchange.	Arterials, Highways and Freeways - **Arterial**	Widen the existing overcrossing to 3 lanes in each direction with protected turn pockets. Modify existing spread diamond to provide partial cloverleaf design. New bridge to accommodate pedestrian and Class 2 bicycle facilities.	Planned
09CTP 081	Vacaville	I-80 EB/ Cliffside Dr. On-Ramp	Arterials, Highways and Freeways - **Arterial**	Widen bridge over Mason St. and extend EB on-ramp to provide standard acceleration lane and merge.	Planned
09CTP 082	Vacaville	I-80 EB/Davis St On-Ramp	Arterials, Highways and Freeways - **Arterial**	Widen bridge over Davis St. and extend EB on-ramp to provide standard acceleration lane and merge.	Planned

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09CTP 078	Vacaville	I-80 WB/Alamo Dr.-Merchant St On-Ramp	Arterials, Highways and Freeways - **Arterial**	Widen bridge over Alamo Creek and extend WB on-ramp to provide standard acceleration lane and merge.	Planned
09CTP 080	Vacaville	I-80 WB/Davis-/ Hickory St. On-Ramp	Arterials, Highways and Freeways - **Arterial**	Extend WB on-ramp to provide standard acceleration lane and merge.	Planned
09CTP 079	Vacaville	I-80 WB/Mason St. On-Ramp	Arterials, Highways and Freeways - **Arterial**	Extend WB on-ramp to provide standard acceleration lane and merge.	Planned
09CTP 088	Vacaville	Midway Rd. (Putah South Canal to I-80)	Arterials, Highways and Freeways - **Arterial**	Widen Midway Rd. in both directions to provide a 4-lane, un-divided arterial. This is a Route of Regional Significance	Planned
09CTP 090	Vacaville	Orange Drive Extension (current eastern terminus to Weber/Meridian Rd.)	Arterials, Highways and Freeways - **Arterial**	Extend Orange Drive as a 4-lane, divided arterial from its current terminus east of Leisure Town Road to the Weber/Meridian Rd interchange. Local Project.	Planned
09CTP 092	Vacaville	Vaca Valley Pkwy. (Cresent Dr. to Browns Valley Pkwy.)	Arterials, Highways and Freeways - **Arterial**	Widen Vaca Valley Pkwy to provide 4 lanes with divided median and protected turn pockets from I-505 to Browns Valley Pkwy; and 6 lanes with divided median and protected turn pockets from I-505 to Cresent (*sic Cessna*) Dr. Local Project	Planned

CTP ID	Agency	Title	Element	Description	Project Status
09CTP 091	Vacaville	Vaca Valley Pkwy. (Wrentham Dr. to Gibson Canyon Rd.)	Arterials, Highways and Freeways - **Arterial**	Extend Vaca Valley Pkwy. as a 4-lane, divided arterial from Wrentham Dr. to Gibson Canyon Rd., aligning with Farrel Rd. To include either Class 1 or Class 2 Bike facilities. Local Project	Planned
09CTP 110	Vacaville	Alamo Creek Bike Facilites	Alt Modes – **Bike/Ped**	Construct Class 1 off-street bike path, and Class 2 bike lanes at various locations along Alamo Creek from No. Alamo Dr. to Leisure Town Rd. Various segments are either Planned and Preliminary Design (depending upon location).	Planned
09CTP 111	Vacaville	Elmira Road Bike Path	Alt Modes – **Bike/Ped**	Construct Class 1 off-street bike path along the old SPRR right of way on the north side of Elmira Road from Leisure Town Road to Edwin Drive.	Planned
09CTP 109	Vacaville	Ulatis Creek Bike Facilites	Alt Modes – **Bike/Ped**	Construct Class 1 off-street bike path, and Class 2 bike lanes at various locations along Ulatis Creek from Vaca Valley Rd to Leisure Town Rd. Various segments are either Planned and Preliminary Design (depending upon location).	Planned
09CTP 112	Vacaville	Alternative Fuel Vehicle (AFV) Incentive Program	Alt Modes – **Alt Fuel**	The Alternative Fuel Vehicle (AFV) Incentive Program to provide buy-down incentive for alternative fuel vehicles. Available to Vacaville, Dixon, Rio Vista and eastern County residents.	Existing Program
09CTP 108	Vacaville	Downtown Vacaville Multi-Family Housing Program	Alt Modes – **Land Use**	Develop high-density housing, mixed use and support facilities such as a parking structure in the eastern downtown area o Vacaville. This area is designated as a Priority Development Area.	Planned
09CTP 099	Vacaville	Electronic farebox and automated fare dispensing machines	Transit – **Bus**	Install electronic fare dispensing and collecting systems throughout the City Coach transportation system. To include fare card readers on buses and automated purchasing kiosks to purchase and or reload magnetic strip fare cards.	Existing Program
09CTP 104	Vacaville	Interagency coordination of regional bus services	Transit – **Bus**	Enhance regional coordination of bus service and connections with partner transit agencies of Solano County.	Existing Program

CTP ID	Agency	Title	Element	Description	Project Status
	Vacaville	Transit amenities and bus stop improvements	Transit – **Bus**	Install bus shelters, bus benches, trash receptacles, map display cases, and other transit passenger conveniences to enhance public transit as a viable transportation alternative. See Project 09CTP 196 (STA)	Existing Program
09CTP 097	Vacaville	Phase 2 Vacaville Transportation Center	Transit – **Bus**	Phase 2 to include the construction of a three story, 400 car parking garage structure directly adjacent to bus transfer facility.	Preliminary Design
09CTP 102	Vacaville	Expand transit maintenance facility	Transit – **Bus**	Expand existing transit maintenance facility to include an additional maintenance bay, floor lift, exhaust capture and venting system, and storage area. Local Project	Planned
	Vacaville	Real-time bus tracking systems	Transit – **Bus**	Bus and Ferry Boat enhancements allowing real-time tracking of location of transit vehicles, and automated collection of vehicle performance and maintenance needs. Allows location reporting to dispatch centers, browsers and message boards. See Project 09CTP 100 (STA)	Planned
09CTP 096	Vacaville	Expansion of local fixed route transit service	Transit – **Bus**	Add additional fixed-route bus lines to areas of the City of Vacaville not currently served by regular 30-minute City Coach bus service. Local Project.	Planned Program
09CTP 105	Vacaville	Real-time bus tracking systems	Transit – **Bus**	Install real-time, GPS arrival systems on buses with kiosk display stations located at transit transfer stations throughout Solano County.	Planned Program
09CTP 097	Vacaville	Phase 1 Vacaville Transportation Center	Transit – **Bus**	Phase 1 to include a 10 bus bay carousel, commuter parking for 200 cars and commuter vans, a large clock tower, five large passenger bus shelters, public restroom, bike lockers, low maintenance landscaping, solar photovoltaic systems and LED lighting throughout. Project is fully funded.	***Under Construction***
09CTP 999	Vacaville	Revenue vehicle fixed route bus replacement	Transit – **Bus**	Replace five, medium duty, year 2000 Bluebird CNG buses with new 35 foot, low-floor CNG buses.	Complete

CTP ID	Agency	Title	Element	Description	Project Status
09CTP 127	Vallejo	Expand paratransit	Transit – **Paratransit**	Expand paratransit program over different modalities	Planned Program
	Vallejo	I-80 and I-680 HOV Lanes	Arterials, Highways and Freeways - **Freeway**	Construct new lanes to accommodate HOV traffic: a) I-80 from the Contra Costa County line to SR 37 b) I-80 from SR 37 to Red Top Road c) I-80 from Airbase Parkway to I-505 d) I-80 from I-505 to the Yolo County line e) I-680 from the Benicia Bridge to I-80 See Project 09CTP 236 (STA)	Planned
	Vallejo	I-80 Auxiliary Lanes Project	Arterials, Highways and Freeways - **Freeway**	Install lanes between key interchanges. The interchanges are not specified. See Project 09CTP 101 (STA)	Planned
09CTP 148	Vallejo	Fairgrounds Dr from SR 37 to Redwood	Arterials, Highways and Freeways - **Freeway**	Increase capacity of roadway segment.	Planned
09CTP 146	Vallejo	I-80 / Redwood Interchange	Arterials, Highways and Freeways - **Freeway**	Improve on/off ramp circulation from I-80	Planned
09CTP 116	Vallejo	Improve SR 29 through Vallejo	Arterials, Highways and Freeways - **Highway**	Pedestrian and landscaping improvements.	Planned
09CTP 114	Vallejo	SR 37 from Napa River Bridge to SR 121	Arterials, Highways and Freeways - **Highway**	Widen SR 37 from 2 to 4 lanes, plus shoulders. Maintain current median barrier. Portions of this project are not in Solano County.	Planned

CTP ID	Agency	Title	Element	Description	Project Status
09CTP 117	Vallejo	Columbus Pkwy from Benicia Rd. to SR 37	Arterials, Highways and Freeways - **Arterial**	Widen Columbus Pkwy in each direction. Complete from SR 37 to Springs St. Springs St. to Benicia Road planned	Planned
	Vallejo	I-80 corridor in Vallejo	Arterials, Highways and Freeways - **Arterial**	Add frontage roads along I-80 See Project 09CTP 900 (Vallejo)	Planned
09CTP 138	Vallejo	I-80/Turner Overcrossing	Arterials, Highways and Freeways - **Arterial**	Add additional east-west connection to local streets; may provide bike/ped access across I-80.	Planned
09CTP 113	Vallejo	Improve I-80/American Canyon Rd. interchange including park & ride lot	Arterials, Highways and Freeways - **Arterial**	Construct interchange improvements, including ramp round-abouts. Examine potential of construction formal Park and Ride lot to replace casual lot currently in use.	Planned
09CTP 115	Vallejo	Improve SR 37/Mare Island Interchange and Azuar and Railroad from SR 37 to G St.	Arterials, Highways and Freeways - **Arterial**	Some, but not all, of these are Routes of Regional Significance.	Planned
09CTP 150	Vallejo	Mare Island Causeway	Arterials, Highways and Freeways - **Arterial**	Replace existing causeway bridge.	Planned
09CTP 137	Vallejo	Bay Trail Completion	Alt Modes – **Bike/Ped**	Complete segments of the Bay Trail.	Planned

CTP ID	Agency	Title	Element	Description	Project Status
09CTP 139	Vallejo	Blue Rock Springs Hans Park Pedestrian/Bike Path	Alt Modes – **Bike/Ped**	Construct a Class 1 bike/ped path along Blue Rock Springs Rd.	Planned
09CTP 143	Vallejo	Broadway to 4 lanes and Pedestrian/Bike Path	Alt Modes – **Bike/Ped**	Construct a bike/ped path along Broadway.	Planned
09CTP 140	Vallejo	Columbus Parkway Pedestrian/Bike Path	Alt Modes – **Bike/Ped**	Construct a Class 1 bike/ped path along Columbus Pkwy.	Planned
09CTP 142	Vallejo	Fairgrounds Drive Pedestrian/Bike Path	Alt Modes – **Bike/Ped**	Construct a Class 1 bike/ped path along Fairgrounds Drive.	Planned
09CTP 141	Vallejo	I-780 Pedestrian/Bike Grade Separation	Alt Modes – **Bike/Ped**	Replace existing structure	Planned
09CTP 144	Vallejo	Mare Island Pedestrian & Bike System	Alt Modes – **Bike/Ped**	Construct a loop system of trails to connect the Mare Island Causeway with major employment and educational facilities on Mare Island.	Planned
09CTP 900	Vallejo	Sonoma Blvd/ SR29 TLC Corridor	Alt Modes – **Bike/Ped**	Conduct a planning study and develop a plan to improve bike/ped and transit facilities on Sonoma Blvd.	Study
09CTP 157	Vallejo	Transit-oriented development around regional transportation hubs	Alt Modes – **Land Use**	Construct a high-density mixed-use development in downtown Vallejo adjacent to the ferry terminal.	Planned
09CTP 900	Vallejo	I-80 from SR 37 to Carqinez Bridge	Alt Modes – **Land Use**	Conduct a corridor study of Interstate 80 from the I-80/SR 37 interchange to the Carqinez Bridge. Identify possibilities to consolidate interchanges and ramps, improve local circulation, improve through-and cross-corridor bicycle and pedestrian circulation, revitalize local land uses, improve landscaping along I-80, and improve links to transit (including bus and ridesharing).	Study

CTP ID	Agency	Title	Element	Description	Project Status
09CTP 156	Vallejo	I-780/Lemon St./Curtola Pkwy. transit center	Transit - **Rideshare**	Construct a parking garage at the Lemon St. park-and-ride lot, with associated local and express bus facilities. Ultimately, construct a parking garage at the site. This is a phased project.	Planned
09CTP 119	Vallejo	Vallejo Station Intermodal Terminal (Phases A and B)	Transit – **Bus**	Project consists of four parts: the bus transit facility, phases A and B of the ferry terminal parking structure, and the City Hall parking structure. Bus transit center permitted and ready to construct; ferry parking structure A is designed; B is prelim design; City Hall parking is planned	***Permitted and Ready to Construct***
	Vallejo	Transit amenities and bus stop improvements	Transit – **Bus**	Install bus shelters, bus benches, trash receptacles, map display cases, and other transit passenger conveniences to enhance public transit as a viable transportation alternative. See Project 09CTP 196 (STA)	Existing Program
	Vallejo	Broadway and	Transit – **Bus**	Rehabilitate the bus maintenance facility. Work includes repaving of the fleet and parking lots, bus wash replacement, security enhancements and building renovation . See Project 09CTP 124	Planned
09CTP 133	Vallejo	Bus replacement / upgrade to alternative fuel vehicles	Transit – **Bus**	This is a project of Regional Air Quality Significance.	Planned
	Vallejo	Real-time bus tracking systems	Transit – **Bus**	Bus and Ferry Boat enhancements allowing real-time tracking of location of transit vehicles, and automated collection of vehicle performance and maintenance needs. Allows location reporting to dispatch centers, browsers and message boards. See Project 09CTP 100 (STA)	Planned
09CTP 124	Vallejo	Upgrade/expand bus maintenance facilities	Transit – **Bus**	Improve efficiency and provide parking for new buses.	Planned
09CTP 126	Vallejo	Expand regional and local bus service	Transit – **Bus**	Including service to Fairgrounds to support County 360 project See Project 09CTP 42 (STA) for Express Bus	Planned Program

CTP ID	Agency	Title	Element	Description	Project Status
09CTP 131	Vallejo	Provide evening and weekend bus service	Transit – **Bus**	Provide greater flexibility for patrons Local Project	Planned Program
09CTP 125	Vallejo	Vallejo SRTP operating revenues (preventive maintenance)	Transit – **Bus**	10-year look-ahead Local Project	Planned Program
09CTP 163	Vallejo	Vallejo SRTP transit capital program	Transit – **Bus**	Local Project	Planned Program
	Vallejo	Vallejo Station bus transit center	Transit – **Bus**	Covered bus bays, transit operations center offices, pedestrian enhancements *This is a portion of Project 09CTP119*	***Under Construction***
09CTP 999	Vallejo	Sereno Bus Transfer Facility	Transit – **Bus**	Add ridership amenities including covered waiting areas	Complete
09CTP 999	Vallejo	York & Marin Bus Transfer Facility	Transit – **Bus**	Add ridership amenities including covered waiting areas	Complete
	Vallejo	Vallejo Station ferry terminal parking structure (Phase A)	Transit – **Rail or Ferry**	Construct a 600-space parking garage on Mare Island Way, to serve the Vallejo Ferry Terminal and adjoining high-density mixed use downtown redevelopment to consolidate present surface parking. *This is a portion of the previous project, 09CTP119*	Designed
	Vallejo	Vallejo Station ferry terminal parking structure (Phase B)	Transit – **Rail or Ferry**	Construct a 600-space parking garage on Mare Island Way, to serve the Vallejo Ferry Terminal and adjoining high-density mixed use downtown redevelopment to consolidate present surface parking. *This is a portion of the previous project, 09CTP119*	Preliminary Design
09CTP 152	Vallejo	Citywide rail lines	Transit – **Rail or Ferry**	Acquisition and re-use of rail lines throughout Vallejo; re-activate rail service	Planned
09CTP 132	Vallejo	Connect to regional rail service	Transit – **Rail or Ferry**	Reactivate rail lines and establish passenger rail service connections to regional carriers.	Planned
09CTP 149	Vallejo	Fairgrounds Regional Transit Center and parking structure	Transit – **Rail or Ferry**	Construct 1000-space multi-level parking structure with transit connections.	Planned

CTP ID	Agency	Title	Element	Description	Project Status
09CTP 145	Vallejo	Light rail service to Contra Costa County	Transit – **Rail or Ferry**	Light rail service to connect with BART	Planned
09CTP 153	Vallejo	Mare Island	Transit – **Rail or Ferry**	Improvements to at-grade railroad crossings on Mare Island	Planned
09CTP 158	Vallejo	Mare Island	Transit – **Rail or Ferry**	Examine potential water taxi service to Benicia, Martinez and/or other near-by communities. Link water taxi and WETA ferry services. STA Water Transportation Plan must proceed project(s)	Planned
09CTP 128	Vallejo	Mare Island Ferry maintenance facilities	Transit – **Rail or Ferry**	Construct Phases I and II of the Mare Island Ferry Maintenance Facility	Planned
09CTP 154	Vallejo	Mid-life repower of ferry vessels	Transit – **Rail or Ferry**	Replace engines on existing ferries. Transition responsibility to WETA as soon as practical.	Planned
09CTP 134	Vallejo	Napa Valley rail service to Ferry Terminal/Mare Island	Transit – **Rail or Ferry**	Reactivate the rail line from Vallejo to Napa County; acquire rolling stock, staff and funding. Initiate passenger service.	Planned
09CTP 123	Vallejo	Vallejo Ferry Terminal	Transit – **Rail or Ferry**	Acquire new ferries (5th and 6th vessels) in order to increase ridership capacity. Transition responsibility to WETA as soon as practical	Planned
	Vallejo	Vallejo Station City Hall parking structure	Transit – **Rail or Ferry**	Construct a 1000-space parking garage to increase capacity for expansion of ferry ridership. *This is a portion of the previous project, 09CTP119*	Planned
09CTP 135	Vallejo	Vallejo-Fairfield rail service connections	Transit – **Rail or Ferry**	Reactivate the rail line from Vallejo to the Capitol Corridor train station in Suisun City; acquire rolling stock, staff and funding. Initiate passenger service.	Planned
09CTP 999	Vallejo	New ferries (3rd and 4th vessels)	Transit – **Rail or Ferry**	Acquire two additional ferries for the Vallejo Ferry service.	Complete

CTP ID	Agency	Title	Element	Description	Project Status
09CTP 147	Vallejo	SR 37 / Fairgrounds interchange	Arterials, Highways and Freeways - **Arterial**	Improve on/off ramp circulation to SR 37	Planned
09CTP 136	Vallejo	Mare Island Bus Service Phase 1 and 2	Transit – **Bus**	Initiate new routes on Mare Island Local Project	Planned
09CTP 164	Vallejo	Mobility Management Software, Technology, Taxi ADA Vehicles	Transit – **Bus**	Expand taxi program, call center and interface with Social Services Agencies. See Project 09CTP 100 (STA)	Planned

Solano Transportation Authority

DATE: November 17, 2009
TO: STA TAC
FROM: Jayne Bauer, Marketing and Legislative Program Manager
RE: STA's Final Draft 2010 Legislative Priorities and Platform - **REVISED**

Background:
Each year, STA staff monitors state and federal legislation that pertains directly to transportation and related issues. On January 14, 2009, the STA Board adopted its 2009 Legislative Priorities and Platform to provide policy guidance on transportation legislation and the STA's legislative activities during 2009.

To help ensure the STA's transportation policies and priorities are consensus-based, the STA's Legislative Platform and Priorities is first developed in draft form by staff with input from the STA's state and federal legislative consultants. The draft is distributed to STA member agencies, partner agencies, members of our federal and state legislative delegations, and the public for review and comment prior to adoption by the STA Board. The STA Technical Advisory Committee (TAC) and SolanoExpress Intercity Transit Consortium reviewed the Draft 2010 Legislative Platform and Priorities at their meetings in September, and the STA Board authorized the distribution of the draft document for a 30-day review and comment period on October 14, 2009.

Discussion:
At the Board meeting of October 14, 2009, the Board requested changes in language related to SB 375/sales tax measures and climate change, which staff has drafted. Board Member Patterson requested the inclusion of the "Green Corridor Program" with regard to the movement of goods along corridors. Board Chair Spering requested staff research the issue first and provide some analysis the board could consider before acting on the proposal.

The "California Green Trade Corridor at the Ports of Oakland, Stockton and West Sacramento, California" project is an application by the Ports of Oakland, Stockton and West Sacramento, made under the Transportation Investment Generating Economic Recovery (TIGER) section of the American Reinvestment and Recover Act. The application is to provide for shore-based power to ships in port, since ship-based auxiliary generators are typically high-pollutant engines; and, to move containers by barge between the three ports, thereby taking traffic off of I-80 and I-680/580. The port-to-port shipment of containers is expected to take more than one thousand truck trips a week off of the freeway system. Barge traffic on the Sacramento River is only expected to result in two additional operations of the Rio Vista Bridge per week. Since the "California Green Trade Corridor" is a grant application and not a proposed bill or policy, staff recommends not adding it to the STA's Legislative Priorities and Platform.

The deadline for comments was November 13, 2009, two days after the distribution of the draft platform to the Board as part of the Board agenda. As of the date of the drafting of this staff report, no additional comments had been received. The Final Draft 2010 Legislative Platform and Priorities (Attachment A) includes consideration of those comments which had been received by the writing of this report. The TAC is also scheduled to review the Final Draft document at their meeting on the same day, November 18th.

Comments were received after the writing of this initial staff report, and further proposed amendments are included as follows:

The Metropolitan Transportation Commission (MTC) had a concern about the express lanes demo project potentially being in opposition or conflict with the MTC proposed express lane legislation. Staff is recommending amendments to items Priority #7 and Platform #I.7.

Solano County requested inclusion of planning and funding for modes of transportation for movement of goods to include maritime, rail and aviation. Platform #XIV has been added to address this issue.

Recommendation:

Approve the STA **Revised** Final Draft 2010 Legislative Priorities and Platform, as specified in Attachment A.

Attachment:

A. STA's **Revised** Final Draft 2010 Legislative Priorities and Platform (Dated November 17, 2009)

Solano Transportation Authority
REVISED FINAL DRAFT 2010 Legislative Priorities and Platform

(Dated November 17, 2009 ~~F~~for Consideration by STA Board on 11/18/09)

LEGISLATIVE PRIORITIES

1. Pursue federal funding for the following priority projects and transit services:

   A. New Authorization as submitted for Federal Fiscal Year (FFY) 2010
      1. I-80/I-680/SR 12 Interchange
      2. Travis AFB North Gate Access Improvements/Jepson Parkway Project
      3. Alternative Fuel SolanoExpress Bus Replacement
      4. Vacaville Intermodal Station (Phase 2)

   B. Appropriations as submitted for Federal Fiscal Year (FFY) 2010
      1. Travis AFB North Gate Access Improvements/Jepson Parkway Project
      2. Fairfield Transportation Center
      3. Alternative Fuel SolanoExpress Bus Replacement
      4. Vacaville Intermodal Station (Phase 2)
      5. SR 12 Major Investment Study

   C. New Authorization as proposed for Federal Fiscal Year (FFY) 2016
      1. I-80/I-680/SR 12 Interchange (Phase 2)
      2. Travis AFB North Gate Access Improvements
      3. Jepson Parkway Project
      4. North Connector West End at SR 12
      5. Fairfield Transportation Center

   D. Appropriations as proposed for Federal Fiscal Year (FFY) 2011
      1. Travis AFB North Gate Access Improvements/Jepson Parkway Project
      2. Fairfield Transportation Center
      3. Alternative Fuel SolanoExpress Bus Replacement
      4. Safe Routes to School
      5. Dixon Intermodal/Parkway Blvd. Rail Crossing
      6. I-80 Corridor Vallejo Economic Development Plan
      7. Vallejo Ferry Station (Future phase)
      8. Curtola Transit Center (Phase 1)

2. Monitor and support, as appropriate, legislative proposals to increase funding for transportation infrastructure, operations and maintenance in Solano County.

3. Seek/sponsor legislation in support of initiatives that increase the overall funding levels for transportation priorities in Solano County.

4. Oppose efforts to reduce or divert funding from transportation projects.

5. Support initiatives to pursue the 55% voter threshold for county transportation infrastructure measures.

6. Support establishment of regional Express Lanes network (High Occupancy Toll) with assurance that revenues collected for the use of HOT Lanes are spent to improve operations and mobility for the corridor in which they originate.

7. Support or sponsor Express Lanes (High Occupancy Toll) on the I-80 Corridor in coordination with the regional express lane network, or as a demo project if the regional express lane network legislation is unsuccessful or does not provide the flexibility of the I-80 corridor working group to determine the expenditure plans for the corridor.
~~7. Sponsor Express Lanes (High Occupancy Toll) demo project on the I-80 corridor.~~

8. Monitor the implementation of the California Global Warming Solutions Act of 2006, including the development and issuance of implementing rules by the California Air Resources Board and the State Office of Planning and Research.

9. Monitor implementation of SB 375 (Steinberg), including establishment of regional emission reduction targets. Ensure that local Sustainable Communities Strategies (SCS) are included as part of the development of regional SCS.~~Pursue and support opportunities to exempt projects funded by local sales tax measures from the provisions of SB 375 (Steinberg).~~

~~9.~~10. Monitor proposals and, where appropriate, support efforts to exempt projects funded by local sales tax measures from the provisions of SB 375 (Steinberg).

~~10.~~11. Support legislation to finance cost effective conversion of public transit fleets to alternative fuels.

~~11.~~12. Support efforts to protect and preserve funding in Public Transportation Account (PTA) base, Prop. 42 and secure spillover funds to transportation.

~~12.~~13. Monitor any new bridge toll proposals, support the implementation of projects funded by Regional Measure 2 (RM 2) and AB 1171.

~~13.~~14. Support federal and state legislation framed by California Consensus Principles (Item X~~I~~V) that provides funding for movement of goods along corridors (i.e. I-80, SR 12, Capitol Corridor) and facilities (i.e., Cordelia Truck Scales).

LEGISLATIVE PLATFORM

I. Alternative Modes (Bicycles, HOV, Livable Communities, Ridesharing)

1. Support legislation promoting bicycling and bicycle facilities as a commute option.

2. Support legislation providing land use incentives in connection with rail and multimodal transit stations – Transit Oriented Development.

3. Support legislation and regional policy~~confirming in the California Vehicle Code~~ that provide qualified Commuter Carpools and Vanpools with reduced~~receive free~~ tolls on toll facilities~~passage across toll bridges 24 hours a day~~ as~~ stated in Caltrans Bridge Toll Policy~~ an incentive to encourage and promote ridesharing.

4. Support legislation that increases employers' opportunities to offer commute incentives.

5. Support legislative and regulatory efforts to ensure that projects from Solano County cities are eligible for state and regional funding of Transportation Oriented Development (Transit Oriented Development) projects, including Proposition 1C funds. Ensure that development and transit standards for TOD projects can be reasonably met by developing suburban communities.

6. Support establishment of regional Express Lanes network (High Occupancy Toll) with assurance that revenues collected for the use of HOT Lanes are spent to improve operations and mobility for the corridor in which they originate. (Priority #6)

7. Support or sponsor Express Lanes (High Occupancy Toll) on the I-80 Corridor in coordination with the regional express lane network, or as a demo project if the regional express lane network legislation is unsuccessful or does not provide the flexibility of the I-80 corridor working group to determine the expenditure plans for the corridor. (Priority #7)

~~7. Sponsor Express Lanes (High Occupancy Toll) demo project on the I-80 corridor. (Priority #7)~~

II. Climate Change/Air Quality

1. Monitor the implementation of the 2004 Ozone Attainment Plan by the Environmental Protection Agency (EPA).

2. Monitor the implementation of the California Global Warming Solutions Act of 2006, including the development and issuance of implementing rules by the California Air Resources Board and the State Office of Planning and Research. *(Priority #8)*

~~2.~~*3.* Monitor implementation of SB 375 (Steinberg), including establishment of regional emission reduction targets. Ensure that local Sustainable Communities Strategies (SCS) are included as part of the development of regional SCS. (Priority #9)

~~3.~~4. Monitor proposals and, where appropriate, ~~Pursue and~~ support ~~opportunities~~efforts to exempt projects funded by local sales tax measures from the provisions of SB 375 (Steinberg). *(Priority #~~9~~10)*

~~4.~~5. Support legislation, which ensures that any fees imposed to reduce vehicle miles traveled, or to control mobile source emissions, are used to support transportation programs that provide congestion relief or benefit air quality.

~~5.~~6. Support legislation providing infrastructure for low, ultra-low and zero emission vehicles.

~~6.~~7. Monitor and comment on regulations regarding diesel fuel exhaust particulates and alternative fuels.

~~7.~~8. Support policies that improve the environmental review process to minimize conflicts between transportation and air quality requirements.

~~8.~~9. Monitor energy policies and alternative fuel legislation or regulation that may affect fleet vehicle requirements for mandated use of alternative fuels.

~~9.~~10. Support legislation to provide funding for innovative, intelligent/advanced transportation and air quality programs, which relieve congestion, improve air quality and enhance economic development.

~~10.~~11. Support legislation to finance cost effective conversion of public transit fleets to alternative fuels. *(Priority #~~10~~11)*

~~11.~~12. Support income tax benefits or incentives that encourage use of alternative fuel vehicles, vanpools and public transit without reducing existing transportation or air quality funding levels.

~~12.~~13. Support federal climate change legislation that provides funding from cap and trade programs to local transportation agencies for public transportation.

III. Congestion Management

1. Monitor administrative or legislative action to ensure consistency among the Federal congestion management and the State's Congestion Management Program requirements.

IV. Employee Relations

1. Monitor legislation and regulations affecting labor relations, employee rights, benefits, and working conditions. Preserve a balance between the needs of the employees and the resources of public employers that have a legal fiduciary responsibility to taxpayers.

2. Monitor any legislation affecting workers compensation that impacts employee benefits, control of costs, and, in particular, changes that affect self-insured employers.

V. Environmental

1. Monitor recently passed and anticipated follow-up legislation~~ve~~ and regulatory proposals related to management of the Sacramento-San Joaquin River Delta, including those that would impact existing and proposed transportation facilities such as State Route 12 and State Route 113.

2. Monitor proposals to designate new species as threatened or endangered under either the federal or state Endangered Species Acts. Monitor proposals to designate new "critical habitat" in areas that will impact existing and proposed transportation facilities.

3. Monitor the establishment of environmental impact mitigation banks to ensure that they do not restrict reasonably-foreseeable transportation improvements.

VI. Ferry

1. Protect the existing source of operating and capital support for Vallejo Baylink ferry service, most specifically the Bridge Tolls-Northern Bridge Group "1st and 2nd dollar" revenues which do not jeopardize transit operating funds for Vallejo Transit bus operations.

2. Monitor implementation of SB 1093 (Vallejo Baylink Ferry transition to the San Francisco Bay Area Water Emergency Transportation Authority, or WETA) and support efforts to ensure current level of service directly between Vallejo and San Francisco.

VII. Funding

1. Protect Solano County's statutory portions of the state highway and transit funding programs.

2. Seek a fair share for Solano County of any federal and state discretionary funding made available for transportation grants, programs and projects.

3. Protect State Transportation Improvement Program (STIP) funds from use for purposes other than those covered in SB 45 of 1997 (Chapter 622) reforming transportation planning and programming, and support timely allocation of new STIP funds.

4. Support state budget and California Transportation Commission allocation to fully fund projects for Solano County included in the State Transportation Improvement Program and the Comprehensive Transportation Plans of the county.

5. Support efforts to protect and preserve funding in Public Transportation Account (PTA) base, Prop. 42 and secure spillover funds to transportation. *(Priority #~~11~~12)*

6. Seek/sponsor legislation in support of initiatives that increase the overall funding levels for transportation priorities in Solano County. *(Priority #3)*

7. Support measures to restore local government's property tax revenues used for general fund purposes, including road rehabilitation and maintenance.

8. Support legislation to secure adequate budget appropriations for highway, bus, rail, air quality and mobility programs in Solano County.

9. Support initiatives to pursue the 55% or lower voter threshold for county transportation infrastructure measures. *(Priority #5)*

10. Ensure that fees collected for the use of High Occupancy Toll (HOT) Lanes are spent to improve operations and mobility for the corridor in which they originate. (Priority #6)

11. Support federal and state legislation framed by California Consensus Principles (Item #X~~I~~V) that provides funding for movement of goods along corridors (i.e. I-80, SR 12, Capitol Corridor) and facilities (i.e., Cordelia Truck Scales). *(Priority #~~13~~14)*

12. Support ~~ongoing~~ efforts to quickly enact legislation that~~protect and enhance federal funding as~~ reauthorizes~~d~~ ~~by~~ the Safe, Accountable, Flexible, Efficient Transportation Equity Act – a Legacy for Users (SAFETEA-LU), and ~~to ensure that the federal government~~ provides a fair share return of funding to California.

13. ~~Participate in~~Support efforts to reauthorize federal transportation policy and funding as framed by California Consensus Principles (Item X~~I~~V), focusing efforts on securing funding for high priority regional transportation projects~~ in the next transportation reauthorization bill which is scheduled to go into effect on October 1, 2010~~.

14. Support legislation or the development of administrative policies to allow a program credit for local funds spent on accelerating STIP projects through right-of-way purchases, or environmental and engineering consultant efforts.

15. Support or seek legislation to assure a dedicated source of funding, other than the State Highway Account for local streets and roads maintenance and repairs, and for transit operations.

16. Monitor the distribution of state transportation demand management funding.

17. Oppose any proposal that could reduce Solano County's opportunity to receive transportation funds, including diversion of state transportation revenues for other purposes. Fund sources include, but are not limited to, State Highway Account (SHA), Public Transportation Account (PTA), and Transportation Development Act (TDA) and any ballot initiative. (Priority #4)

18. Support legislative proposals that authorize Solano County or the Solano Transportation Authority to levy a vehicle registration fee to fund projects that reduce, prevent and remediate the adverse environmental impacts of motor vehicles and their associated infrastructure.

VIII. *Liability*

1. Monitor legislation affecting the liability of public entities, particularly in personal injury or other civil wrong legal actions.

IX. *Paratransit*

1. In partnership with other affected agencies and local governments seek additional funding for paratransit operations, including service for persons with disabilities and senior citizens.

X. *Project Delivery*

1. Monitor legislation to encourage the Federal Highway Administration, Federal Transit Administration, and the Environmental Protection Agency to reform administrative procedures to expedite federal review and reduce delays in payments to local agencies and their contractors for transportation project development, right-of-way and construction activities.

2. Support legislation and/or administrative reforms to enhance Caltrans project delivery, such as simultaneous Environmental Impact Report (EIR) and engineering studies, design-build authority, and a reasonable level of contracting out of appropriate activities to the private sector.

3. Support legislation and/or administrative reforms that result in cost and/or time savings to environmental clearance processes for transportation projects.

4. Continue to streamline federal application/reporting/monitoring requirements to ensure efficiency and usefulness of data collected and eliminate unnecessary and/or duplicative requirements.

XI. *Rail*

1. In partnership with other affected agencies, sponsor making Capitol Corridor Joint Powers Authority an eligible operator for state transit assistance funds.

2. In partnership with other counties located along Capitol Corridor, seek expanded state commitment for funding passenger rail service, whether state or locally administered.

3. Support legislation and/or budgetary actions to assure a fair share of State revenues of intercity rail (provided by Capitol Corridor) funding for Northern California and Solano County.

4. Seek legislation to assure that dedicated state intercity rail funding is allocated to the regions administering each portion of the system and assure that funding is distributed on an equitable basis.

5. Seek funds for the expansion of intercity, and development of regional and commuter rail service connecting Solano County to the Bay Area and Sacramento regions.

6. Monitor the implementation of the High Speed Rail project.

XII. *Safety*

1. Monitor legislation or administrative procedures to streamline the process for local agencies to receive funds for road and levee repair and other flood protection.

2. Monitor implementation of the Safety Enhancement-Double Fine Zone designation on SR 12 from I-80 in Solano County to I-5 in San Joaquin County, as authorized by AB 112 (Wolk).

3. Support legislation to further fund replacement of at-grade railroad crossings with grade-separated crossings.

4. Support legislation to further fund Safe Routes to School and Safe Routes to Transit programs in Solano County.

XIII. *Transit*

1. Protect funding levels for transit by opposing state funding source reduction without substitution of comparable revenue.

2. Support an income tax credit to employers for subsidizing employee transit passes.

3. Support tax benefits and/or incentives for programs to promote the use of public transit.

4. In partnership with other transit agencies, seek strategies to assure public transit receives a fair share of funding for welfare-to-work social services care, and other community-based programs.

5. Support efforts to eliminate or ease Federal requirements and regulations regarding the use of federal transit funds for transit operations in large Urbanized Areas (UZAs).

6. In addition to new bridge tolls, work with MTC to generate new regional transit revenues to support the ongoing operating and capital needs of transit services, including bus, ferry and rail. *(Priority # 1~~2~~3)*

XIV. Movement of Goods

1. Monitor and support initiatives that augment planning and funding for movement of goods via maritime-related transportation, including the dredging of channels, port locations and freight shipment.

2. Monitor and support initiatives that augment planning and funding for movement of goods via rail involvement.

3. Monitor and support initiatives that augment planning and funding for movement of goods via aviation.

~~XIV~~XV. *Federal New Authorization Policy*

The National Surface Transportation Policy and Revenue Study Commission presented a report outlining a new long-term strategic transportation vision to guide transportation policymaking at the national level. The Solano Transportation Authority supports the principles contained in the Commission's "Transportation for Tomorrow," released in January 2008, specifically as summarized below:

Recommended Objectives for Reform:

- Increased Public and Private Investment
- Federal Government a Full Partner
- A New Beginning

Major Changes Necessary to Accomplish Objectives:

1. The federal program should be performance-driven, outcome-based, generally mode-neutral, and refocused to pursue objective of genuine national interest. The 108 existing surface transportation programs in SAFETEA-LU and related laws should be replaced with the following 10 new federal programs:
   - Rebuilding America – state of good repair
   - Global Competitiveness – gateways and goods movement
   - Metropolitan Mobility – regions greater than 1 million population
   - Connecting America – connections to smaller cities and towns

- Intercity Passenger Rail and Water Transit – new regional networks in high-growth corridors
- Highway Safety – incentives to save lives
- Environmental Stewardship – both human and natural environments
- Energy Security – development of alternative transportation fuels
- Federal Lands – providing public access on federal property
- Research and Development – a coherent national research program

National, state and regional officials and other stakeholders would establish performance standards, develop detailed plans for achievement, and develop detailed cost estimates to create a national surface transportation strategic plan. Only projects called for in the plan would be eligible for federal funding.

2. Congress should establish an independent National Surface Transportation Commission (NASTRAC), modeled after aspects of the Postal Regulatory Commission, the Base Closure and Realignment Commission, and state public utility commissions to perform two principal planning and financial functions:
   a. Oversee various aspects of the development of the outcome-based performance standards.
   b. Establish a federal share to finance the plan and recommend an increase in the federal fuel tax to fund that share.

3. Project delivery must be reformed by retaining all current environmental safeguards, but significantly shortening the time it takes to complete reviews and obtain permits.

4. Major revenue reform is necessary:
   a. All levels of government and the private sector must contribute their appropriate shares.
   b. User financing must be implemented.
   c. Budgetary protections for the Highway Trust Fund must be put in place.
   d. Legislation must be passed to keep the Highway Account of the Highway Trust Fund solvent and prevent highway investment from falling below the levels guaranteed in SAFETEA-LU.

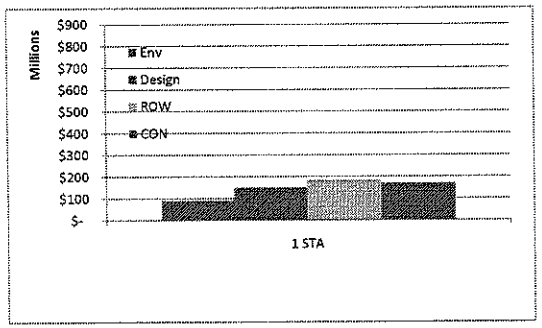
   Between 2010 and 2025:
   a. Federal fuel tax should be raised and indexed to the construction cost index.
   b. Federal user-based fees (such as freight fees for goods movement, dedication of a portion of existing customs duties, ticket taxes for passenger rail improvements) should be implemented to help address the funding shortfall.
   c. Congress needs to remove certain barriers to tolling and congestion pricing by modifying the current federal prohibition against tolling on the Interstate System to allow:
      i. Tolling to fund new capacity, with pricing flexibility to manage its performance.
      ii. Congestion pricing in metropolitan areas with populations greater than 1 million.
   d. Congress should encourage the use of public-private partnerships to attract additional private investment to the surface transportation system.

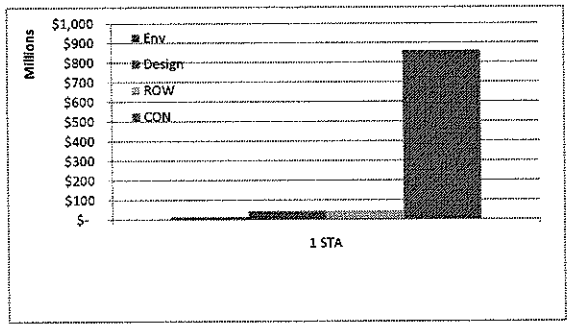
e. State and local governments need to raise motor fuel, motor vehicle, and other related user fees.

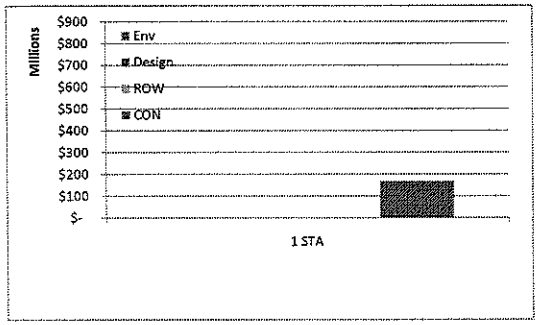
Post-2025:

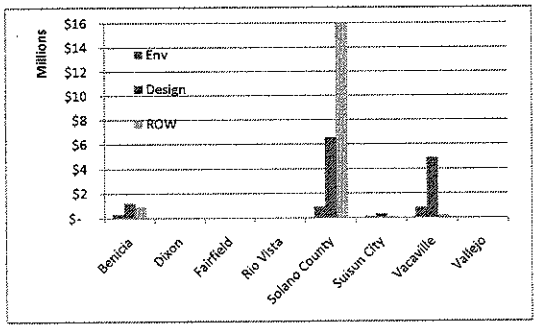
a. A vehicle miles traveled (VMT) fee should be implemented.

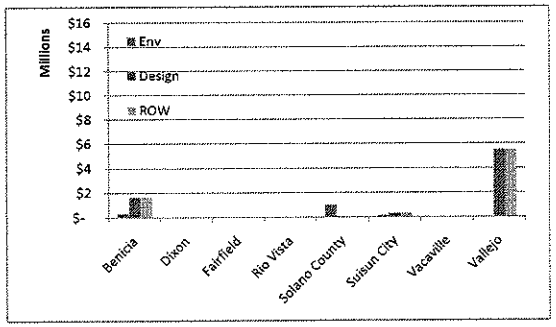
	Tier 1 timeframe (2009-2015)				Tier 2 timeframe (2016-2020)				Tier 3 timeframe (+2021)			
	Env	Design	ROW	CON	Env	Design	ROW	CON	Env	Design	ROW	CON
1 STA	$ 90,450,000	$ 150,650,000	$ 183,200,000	$ 170,000,000	$ 14,000,000	$ 43,100,000	$ 43,100,000	$ 861,100,000	$ -	$ -	$ -	$ 169,000,000
Benicia	$ 360,000	$ 1,220,000	$ 900,000	$ 6,300,000	$ 315,000	$ 1,650,000	$ 1,650,000	$ 9,300,000	$ -	$ -	$ -	$ 4,000,000
Dixon	$ -	$ -	$ -	$ 23,250,000	$ -	$ -	$ -	$ 25,000,000	$ -	$ -	$ -	$ -
Fairfield	$ -	$ -	$ -	$ 9,200,000	$ -	$ -	$ -	$ 8,000,000	$ -	$ -	$ -	$ -
Rio Vista	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ 41,000,000
Solano County	$ 905,000	$ 6,570,000	$ 16,300,000	$ 1,442,000	$ 1,000,000	$ -	$ -	$ 63,685,000	$ 1,000,000	$ 4,800,000	$ 3,700,000	$ 28,300,000
Suisun City	$ 103,000	$ 339,000	$ 72,100	$ 3,215,000	$ 155,000	$ 295,000	$ 295,000	$ 2,478,300	$ -	$ -	$ -	$ -
Vacaville	$ 870,000	$ 4,906,000	$ 200,000	$ 36,929,000	$ -	$ -	$ -	$ 13,500,000	$ -	$ -	$ -	$ -
Vallejo	$ -	$ -	$ -	$ 163,326,300	$ -	$ 5,500,000	$ 5,500,000	$ 61,750,000	$ -	$ -	$ -	$ -
TOTAL	$ 92,688,000	$ 163,685,000	$ 200,672,100	$ 413,662,300	$ 15,470,000	$ 50,545,000	$ 50,545,000	$ 1,044,813,300	$ 1,000,000	$ 4,800,000	$ 3,700,000	$ 242,300,000
$2,283,880,700		$870,707,400				$1,161,373,300				$251,800,000		

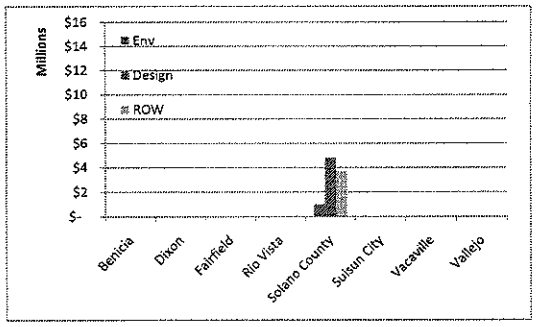


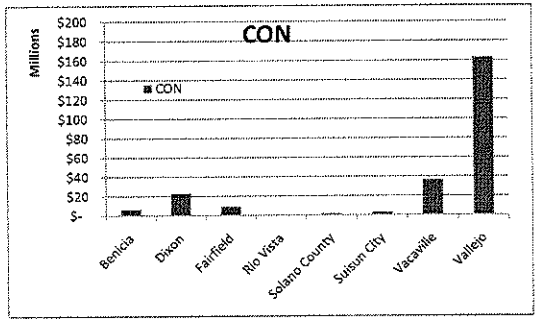


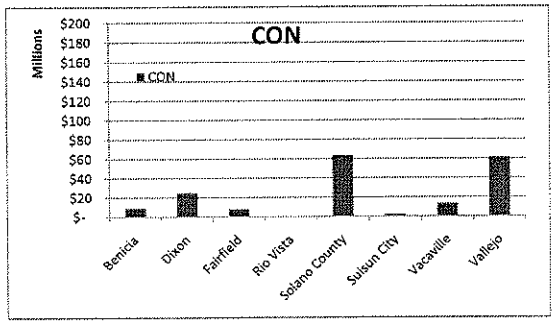


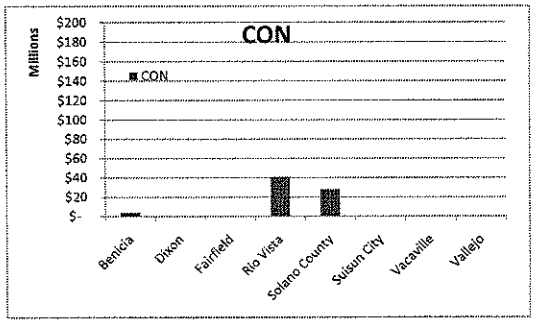












Row Labels	Values Sum of Env	Sum of Design	Sum of ROW	Sum of CON
1 STA	**$ 104,450,000**	**$ 193,750,000**	**$ 225,200,000**	**$ 1,200,100,000**
(blank)				
Capitol Corridor Rail Improvements				
I-80 Corridor Management (ITS, Ramp Metering, etc.)				$ 60,000,000
I-80 HOV (Vallejo)	$ 10,000,000	$ 15,000,000	$ 25,000,000	$ 75,000,000
I-80 HOV/HOT Express Lanes (Extend to Vacaville)	$ 15,000,000	$ 35,000,000	$ 70,000,000	$ 100,000,000
I-80 HOV/HOT Express Lanes (Fairfield Conversion)	$ 300,000	$ 500,000	$ 1,000,000	$ 10,000,000
I-80/680/SR 12 Interchange (next Phase)	$ 75,000,000	$ 100,000,000	$ 100,000,000	$ 500,000,000
Jepson Parkway (Leisure Town)		$ 10,700,000	$ 6,300,000	$ 49,000,000
Jepson Parkway (Vanden)		$ 4,300,000	$ 5,600,000	$ 19,500,000
Jepson Parkway (Walters Ext)		$ 16,100,000	$ 2,000,000	$ 73,200,000
North Connector (West)		$ 2,000,000	$ 5,000,000	$ 25,000,000
SR 113 MIS Projects (safety & Realignment)				$ 111,400,000
SR 12 East - Church Road interchange	$ 150,000	$ 150,000	$ 300,000	$ 2,000,000
SR 12 East - Rio Vista Bridge Study/project				
SR 12 MIS Projects (to be updated)				
SR 29 MIS Projects (not developed)				
I-80 WB Cordelia Truck Scales	$ 4,000,000	$ 10,000,000	$ 10,000,000	$ 175,000,000
Benicia	**$ 675,000**	**$ 2,870,000**	**$ 2,800,000**	**$ 19,600,000**
1				
First Street Streetscape Improvement Project	$ 90,000	$ 360,000		$ 1,800,000
2				
Benicia Intermodal Transporation Station (I-680/Lake Herman Road)	$ 90,000	$ 540,000	$ 900,000	$ 2,700,000
3				
Benicia Ferry Terminal (First Street)	$ 180,000	$ 320,000		$ 1,800,000
4				
Benicia Multi-Modal Rail Station (Lake Herman Road)	$ 90,000	$ 1,200,000	$ 1,000,000	$ 7,300,000
x				
Bay Trail Shoreline Connections - Benicia to Vallejo	$ 150,000	$ 250,000	$ 600,000	$ 4,000,000
Bike & Walkway Connections (Bridge to Arsenal / Bay Trail & Ridge Trails)	$ 75,000	$ 200,000	$ 300,000	$ 2,000,000
Dixon				**$ 48,250,000**
1				
Parkway Blvd				$ 10,250,000
2				
B Street Bike/Ped undercrossing				$ 7,500,000
3				
Dixon Multi-Modal Transportation Center (Rail Station)				$ 25,000,000
4				
Vaughn Road Realighment				$ 5,500,000

Row Labels	Sum of Env	Sum of Design	Sum of ROW	Sum of CON
Fairfield				**$ 17,200,000**
1				
Viking Way, Whitnet to Markeley				$ 1,200,000
2				
Manuel Campos Parkway				$ 8,000,000
3				
Fairfield Transportation Center Ph2 600 spaces				$ 8,000,000
Rio Vista				**$ 41,000,000**
1				
Sacramento River Waterfront Multimodal Path				$ 1,000,000
SR 12 Bridge Project				
SR 12 Corridor Improvments (2 to 4 lanes within City Limits)				$ 40,000,000
2				
Citywide Bike/Ped Loop				
SR12 Bike/Ped OC - Gardiner Way				
SR12 Bridge Undercrossing Improvements				
3				
Intercity Shuttle bus (Fixed Route)				
Rio Vista Intermodal Trnasit Center (to BART or Rail)				
Sacramento River Waterfront Transit (Rail or Ferry to Bay Area)				
SR 12 Church Park n Ride Lot				
Solano County	**$ 1,905,000**	**$ 11,370,000**	**$ 20,000,000**	**$ 93,427,000**
1				
Travis AFB North Gate Improvements	$ 18,000	$ 35,000	$ 38,000	$ 3,208,000
2				
Peabody Road	$ 200,000	$ 800,000	$ 700,000	$ 8,500,000
3				
McCormack Road Improvements	$ 500,000	$ 2,000,000	$ 1,000,000	$ 9,800,000
4				
Fairgrounds Area Transportation Improvements	$ 300,000	$ 5,000,000	$ 15,000,000	$ 50,000,000
5				
Vacaville - Dixon Bike Route	$ 200,000	$ 400,000	$ 200,000	$ 5,000,000
x				
Middle Green Valley Improvements	$ 300,000	$ 2,000,000	$ 2,000,000	$ 10,000,000
Pleasants Valley Road Bridge at Miller Canyon Creek	$ 17,000	$ 40,000	$ 17,000	$ 315,000
Stevenson Road Bridge at Putah Creek	$ 50,000	$ 45,000	$ 11,000	$ 731,000
Suisun Valley Road Bridge at Suisun Creek	$ 10,000	$ 10,000	$ 11,000	$ 396,000
Suisun Valley Road Improvements	$ 300,000	$ 1,000,000	$ 1,000,000	$ 5,000,000
Winters Road Bridge at Putah Creek	$ 10,000	$ 40,000	$ 23,000	$ 477,000

Row Labels	Sum of Env	Sum of Design	Sum of ROW	Sum of CON
Suisun City	**$ 258,000**	**$ 634,000**	**$ 360,100**	**$ 5,693,300**
1				
Railroad Avenue - East	$ 20,000	$ 98,000	$ 150,000	$ 482,000
Railroad Avenue - Middle Segment	$ 51,000	$ 127,000	$ 138,000	$ 1,300,000
Railroad Avenue - West	$ 84,000	$ 70,000	$ -	$ 696,300
2				
Grizzly Island Trail	$ 103,000	$ 179,000	$ 72,100	$ 1,705,000
3				
McCoy Creek Trail	$ -	$ 160,000	$ -	$ 1,440,000
4				
Train Station Enhancements	$ -	$ -	$ -	$ 70,000
Vacaville	**$ 870,000**	**$ 4,906,000**	**$ 200,000**	**$ 50,429,000**
1				
Vacaville Transportation Center (Phase 2)				$ 7,000,000
2				
I-505 Improvements @ Vaca Valley Pkwy (ultimate).	$ 400,000	$ 1,800,000		$ 18,500,000
3				
Ulatis Creek Bike Path (Ulatis Dr. to Leisure Town Rd.)		$ 61,000		$ 854,000
4				
Ulatis Creek Bike Path (Allison Dr. to I-80)		$ 170,000	$ 200,000	$ 850,000
5				
I-505 SB Interim Ramp Improvements @ Vaca Valley Pkwy.				$ 1,200,000
6				
I-80 Interchange Improvements @ Lagoon Valley Rd.	$ 130,000	$ 1,300,000		$ 8,125,000
7				
Browns Valley Pkwy. Widening (Vaca Valley Pkwy. to E. Monte Vista Ave.)	$ 300,000	$ 1,500,000		$ 13,500,000
8				
Elmira Road Bike Path (Leisure Town Rd. to Edwin Dr.)	$ 40,000	$ 75,000		$ 400,000
Vallejo		**$ 5,500,000**	**$ -**	**$ 225,076,300**
1				
Vallejo Station Intermodal Facility		$ -	$ -	$ 78,514,000
Vallejo Station Parking Structure Phase B		$ -	$ -	$ 38,264,000
2				
Vallejo Transit Center at Curtola and Lemon Street		$ -	$ -	$ 28,000,000
3				
Downtown Streetscape		$ -	$ -	$ 10,548,300
4				
Ferry Maintenance Facility		$ -	$ -	$ 8,000,000
5				
Mare Island SR 37 Interchange		$ -	$ -	$ 27,000,000
6				
Vallejo Station City Hall Parking Structure		$ 5,500,000	$ -	$ 34,750,000
Grand Total	**$ 108,158,000**	**$ 219,030,000**	**$ 248,560,100**	**$ 1,700,775,600**

Priority	OWP	Agency	Project Name	Year	Env	Design	ROW	CON
	1	1 STA	I-80/680/SR 12 Interchange (next Phase)	2010	$ 75,000,000			
	1	1 STA	I-80/680/SR 12 Interchange (next Phase)	2012		$ 100,000,000	$ 100,000,000	
	1	1 STA	I-80/680/SR 12 Interchange (next Phase)	2016				$ 500,000,000
	2	1 STA	North Connector (West)	2016		$ 2,000,000	$ 5,000,000	
	2	1 STA	North Connector (West)	2018				$ 25,000,000
	3	1 STA	I-80 HOV (Vallejo)	2016	$ 10,000,000			
	3	1 STA	I-80 HOV (Vallejo)	2018		$ 15,000,000	$ 25,000,000	
	3	1 STA	I-80 HOV (Vallejo)	2021				$ 75,000,000
	4	1 STA	I-80 HOV/HOT Express Lanes (Extend to Vacaville)	2012	$ 15,000,000			
	4	1 STA	I-80 HOV/HOT Express Lanes (Extend to Vacaville)	2014		$ 35,000,000	$ 70,000,000	
	4	1 STA	I-80 HOV/HOT Express Lanes (Extend to Vacaville)	2015				$ 100,000,000
	4	1 STA	I-80 HOV/HOT Express Lanes (Fairfield Conversion)	2012	$ 300,000			
	4	1 STA	I-80 HOV/HOT Express Lanes (Fairfield Conversion)	2014		$ 500,000	$ 1,000,000	
	4	1 STA	I-80 HOV/HOT Express Lanes (Fairfield Conversion)	2015				$ 10,000,000
	5	1 STA	Jepson Parkway (Leisure Town)	2012		$ 10,700,000		
	5	1 STA	Jepson Parkway (Leisure Town)	2014			$ 6,300,000	
	5	1 STA	Jepson Parkway (Leisure Town)	2016				$ 49,000,000
	5	1 STA	Jepson Parkway (Vanden)	2012		$ 4,300,000		
	5	1 STA	Jepson Parkway (Vanden)	2014			$ 5,600,000	
	5	1 STA	Jepson Parkway (Vanden)	2016				$ 19,500,000
	5	1 STA	Jepson Parkway (Walters Ext)	2016		$ 16,100,000		
	5	1 STA	Jepson Parkway (Walters Ext)	2018			$ 2,000,000	
	5	1 STA	Jepson Parkway (Walters Ext)	2020				$ 73,200,000
	6	1 STA	SR 12 East - Church Road interchange	2012	$ 150,000			
	6	1 STA	SR 12 East - Church Road interchange	2014		$ 150,000	$ 300,000	
	6	1 STA	SR 12 East - Church Road interchange	2016				$ 2,000,000
	6	1 STA	SR 12 East - Rio Vista Bridge Study/project	2021				
	6	1 STA	SR 12 East - Rio Vista Bridge Study/project	2021				
	6	1 STA	SR 12 East - Rio Vista Bridge Study/project	2021				
	7	1 STA	I-80 WB Cordelia Truck Scales	2016	$ 4,000,000			
	7	1 STA	I-80 WB Cordelia Truck Scales	2018		$ 10,000,000	$ 10,000,000	
	7	1 STA	I-80 WB Cordelia Truck Scales	2020				$ 175,000,000
	8	1 STA	I-80 Corridor Management (ITS, Ramp Metering, etc.)	2014				$ 60,000,000
	10	1 STA	SR 113 MIS Projects (safety & Realignment)	2016				$ 17,400,000
	10	1 STA	SR 113 MIS Projects (safety & Realignment)	2021				$ 94,000,000
	29	1 STA	SR 29 MIS Projects (not developed)	2021				
	30	1 STA	SR 12 MIS Projects (to be updated)	2021				
	32, 37	1 STA	Capitol Corridor Rail Improvements	2016				
1	18	Benicia	First Street Streetscape Improvement Project	2014	$ 90,000			
1	18	Benicia	First Street Streetscape Improvement Project	2014		$ 360,000		
1	18	Benicia	First Street Streetscape Improvement Project	2015				$ 1,800,000
2	32	Benicia	Benicia Intermodal Transporation Station (I-680/Lake Herman Road)	2013	$ 90,000			
2	32	Benicia	Benicia Intermodal Transporation Station (I-680/Lake Herman Road)	2014		$ 540,000	$ 900,000	
2	32	Benicia	Benicia Intermodal Transporation Station (I-680/Lake Herman Road)	2015				$ 2,700,000
3		Benicia	Benicia Ferry Terminal (First Street)	2013	$ 180,000			
3		Benicia	Benicia Ferry Terminal (First Street)	2014		$ 320,000		
3		Benicia	Benicia Ferry Terminal (First Street)	2015				$ 1,800,000
4		Benicia	Benicia Multi-Modal Rail Station (Lake Herman Road)	2016	$ 90,000			
4		Benicia	Benicia Multi-Modal Rail Station (Lake Herman Road)	2017		$ 1,200,000	$ 1,000,000	
4		Benicia	Benicia Multi-Modal Rail Station (Lake Herman Road)	2018				$ 7,300,000
x		Benicia	Bay Trail Shoreline Connections - Benicia to Vallejo	2019	$ 150,000			

Priority	OWP	Agency	Project Name	Year	Env	Design	ROW	CON
x		Benicia	Bay Trail Shoreline Connections - Benicia to Vallejo	2020		$ 250,000	$ 600,000	
x		Benicia	Bay Trail Shoreline Connections - Benicia to Vallejo	2021				$ 4,000,000
x		Benicia	Bike & Walkway Connections (Bridge to Arsenal / Bay Trail & Ridge Trails)	2017	$ 75,000			
x		Benicia	Bike & Walkway Connections (Bridge to Arsenal / Bay Trail & Ridge Trails)	2018		$ 200,000	$ 300,000	
x		Benicia	Bike & Walkway Connections (Bridge to Arsenal / Bay Trail & Ridge Trails)	2019				$ 2,000,000
1	42	Dixon	Parkway Blvd	2014				$ 10,250,000
2		Dixon	B Street Bike/Ped undercrossing	2012				$ 7,500,000
3		Dixon	Dixon Multi-Modal Transportation Center (Rail Station)	2016				$ 25,000,000
4		Dixon	Vaughn Road Realighment	2014				$ 5,500,000
1		Fairfield	Viking Way, Whitnet to Markeley	2012				$ 1,200,000
2		Fairfield	Manuel Campos Parkway	2016				$ 8,000,000
3	32	Fairfield	Fairfield Transportation Center Ph2 600 spaces	2013				$ 8,000,000
1	18	Rio Vista	Sacramento River Waterfront Multimodal Path	2021				$ 1,000,000
1		Rio Vista	SR 12 Bridge Project	2021				
1		Rio Vista	SR 12 Corridor Improvments (2 to 4 lanes within City Limits)	2021				$ 40,000,000
2		Rio Vista	Citywide Bike/Ped Loop	2021				
2		Rio Vista	SR12 Bike/Ped OC - Gardiner Way	2021				
2		Rio Vista	SR12 Bridge Undercrossing Improvements	2021				
3		Rio Vista	Intercity Shuttle bus (Fixed Route)	2016				
3		Rio Vista	Rio Vista Intermodal Trnasit Center (to BART or Rail)	2016				
3		Rio Vista	Sacramento River Waterfront Transit (Rail or Ferry to Bay Area)	2021				
3		Rio Vista	SR 12 Church Park n Ride Lot	2016				
1	27	Solano County	Travis AFB North Gate Improvements	2014	$ 18,000			
1	27	Solano County	Travis AFB North Gate Improvements	2015		$ 35,000	$ 38,000	
1	27	Solano County	Travis AFB North Gate Improvements	2016				$ 3,208,000
2	41	Solano County	Peabody Road	2021	$ 200,000			
2	41	Solano County	Peabody Road	2021		$ 800,000	$ 700,000	
2	41	Solano County	Peabody Road	2021				$ 8,500,000
3		Solano County	McCormack Road Improvements	2021	$ 500,000			
3		Solano County	McCormack Road Improvements	2021		$ 2,000,000	$ 1,000,000	
3		Solano County	McCormack Road Improvements	2021				$ 9,800,000
4		Solano County	Fairgrounds Area Transportation Improvements	2012	$ 300,000			
4		Solano County	Fairgrounds Area Transportation Improvements	2014		$ 5,000,000	$ 15,000,000	
4		Solano County	Fairgrounds Area Transportation Improvements	2020				$ 50,000,000
5		Solano County	Vacaville - Dixon Bike Route	2014	$ 200,000			
5		Solano County	Vacaville - Dixon Bike Route	2015		$ 400,000	$ 200,000	
5		Solano County	Vacaville - Dixon Bike Route	2016				$ 5,000,000
x		Solano County	Middle Green Valley Improvements	2021	$ 300,000			
x		Solano County	Middle Green Valley Improvements	2021		$ 2,000,000	$ 2,000,000	
x		Solano County	Middle Green Valley Improvements	2021				$ 10,000,000
x		Solano County	Pleasants Valley Road Bridge at Miller Canyon Creek	2011	$ 17,000			
x		Solano County	Pleasants Valley Road Bridge at Miller Canyon Creek	2012		$ 40,000	$ 17,000	
x		Solano County	Pleasants Valley Road Bridge at Miller Canyon Creek	2013				$ 315,000
x		Solano County	Stevenson Road Bridge at Putah Creek	2011	$ 50,000			
x		Solano County	Stevenson Road Bridge at Putah Creek	2012		$ 45,000	$ 11,000	
x		Solano County	Stevenson Road Bridge at Putah Creek	2013				$ 731,000
x		Solano County	Suisun Valley Road Bridge at Suisun Creek	2011	$ 10,000			
x		Solano County	Suisun Valley Road Bridge at Suisun Creek	2012		$ 10,000	$ 11,000	
x		Solano County	Suisun Valley Road Bridge at Suisun Creek	2013				$ 396,000
x		Solano County	Suisun Valley Road Improvements	2014	$ 300,000			
x		Solano County	Suisun Valley Road Improvements	2015		$ 1,000,000	$ 1,000,000	

Priority	OWP	Agency	Project Name	Year	Env	Design	ROW	CON
x		Solano County	Suisun Valley Road Improvements	2016				$ 5,000,000
x		Solano County	Winters Road Bridge at Putah Creek	2012	$ 10,000			
x		Solano County	Winters Road Bridge at Putah Creek	2013		$ 40,000	$ 23,000	
x		Solano County	Winters Road Bridge at Putah Creek	2016				$ 477,000
1		Suisun City	Railroad Avenue - East	2016	$ 20,000			
1		Suisun City	Railroad Avenue - East	2017		$ 98,000	$ 150,000	
1		Suisun City	Railroad Avenue - East	2018				$ 482,000
1		Suisun City	Railroad Avenue - Middle Segment	2016	$ 51,000			
1		Suisun City	Railroad Avenue - Middle Segment	2017		$ 127,000	$ 138,000	
1		Suisun City	Railroad Avenue - Middle Segment	2018				$ 1,300,000
1		Suisun City	Railroad Avenue - West	2016	$ 84,000		$ -	
1		Suisun City	Railroad Avenue - West	2017		$ 70,000		
1		Suisun City	Railroad Avenue - West	2018				$ 696,300
2		Suisun City	Grizzly Island Trail	2012	$ 103,000			
2		Suisun City	Grizzly Island Trail	2013		$ 179,000	$ 72,100	
2		Suisun City	Grizzly Island Trail	2014				$ 1,705,000
3		Suisun City	McCoy Creek Trail	2013	$ -	$ 160,000	$ -	
3		Suisun City	McCoy Creek Trail	2014				$ 1,440,000
4	18	Suisun City	Train Station Enhancements	2011	$ -	$ -	$ -	$ 70,000
1	32	Vacaville	Vacaville Transportation Center (Phase 2)	2012				$ 7,000,000
2		Vacaville	I-505 Improvements @ Vaca Valley Pkwy (ultimate).	2013	$ 400,000	$ 1,800,000		
2		Vacaville	I-505 Improvements @ Vaca Valley Pkwy (ultimate).	2015				$ 18,500,000
3		Vacaville	Ulatis Creek Bike Path (Ulatis Dr. to Leisure Town Rd.)	2010		$ 61,000		
3		Vacaville	Ulatis Creek Bike Path (Ulatis Dr. to Leisure Town Rd.)	2011				$ 854,000
4		Vacaville	Ulatis Creek Bike Path (Allison Dr. to I-80)	2010			$ 200,000	
4		Vacaville	Ulatis Creek Bike Path (Allison Dr. to I-80)	2011		$ 170,000		
4		Vacaville	Ulatis Creek Bike Path (Allison Dr. to I-80)	2012				$ 850,000
5		Vacaville	I-505 SB Interim Ramp Improvements @ Vaca Valley Pkwy.	2011				$ 1,200,000
6		Vacaville	I-80 Interchange Improvements @ Lagoon Valley Rd.	2010	$ 130,000			
6		Vacaville	I-80 Interchange Improvements @ Lagoon Valley Rd.	2011		$ 1,300,000		
6		Vacaville	I-80 Interchange Improvements @ Lagoon Valley Rd.	2012				$ 8,125,000
7		Vacaville	Browns Valley Pkwy. Widening (Vaca Valley Pkwy. to E. Monte Vista Ave.)	2014	$ 300,000	$ 1,500,000		
7		Vacaville	Browns Valley Pkwy. Widening (Vaca Valley Pkwy. to E. Monte Vista Ave.)	2016				$ 13,500,000
8		Vacaville	Elmira Road Bike Path (Leisure Town Rd. to Edwin Dr.)	2012	$ 40,000			
8		Vacaville	Elmira Road Bike Path (Leisure Town Rd. to Edwin Dr.)	2013		$ 75,000		
8		Vacaville	Elmira Road Bike Path (Leisure Town Rd. to Edwin Dr.)	2014				$ 400,000
1	32	Vallejo	Vallejo Station Intermodal Facility	2012		$ -	$ -	$ 14,264,000
1	32	Vallejo	Vallejo Station Intermodal Facility	2013		$ -	$ -	$ 24,000,000
1	32	Vallejo	Vallejo Station Intermodal Facility	2014		$ -	$ -	$ 40,250,000
1	32	Vallejo	Vallejo Station Parking Structure Phase B	2012		$ -	$ -	$ 14,264,000
1	32	Vallejo	Vallejo Station Parking Structure Phase B	2013		$ -	$ -	$ 24,000,000
2	32	Vallejo	Vallejo Transit Center at Curtola and Lemon Street	2014		$ -	$ -	$ 28,000,000
3	18	Vallejo	Downtown Streetscape	2010		$ -	$ -	$ 416,000
3	18	Vallejo	Downtown Streetscape	2010		$ -	$ -	$ 200,000
3	18	Vallejo	Downtown Streetscape	2011		$ -	$ -	$ 9,932,300
4		Vallejo	Ferry Maintenance Facility	2010		$ -	$ -	$ 8,000,000
5		Vallejo	Mare Island SR 37 Interchange	2016		$ -	$ -	$ 27,000,000
6		Vallejo	Vallejo Station City Hall Parking Structure	2016		$ 5,500,000	$ -	
6		Vallejo	Vallejo Station City Hall Parking Structure	2018				$ 34,750,000
Total								**$ 1,700,775,600**

ATTACHMENT A

2009 Solano Commute Challenge Results

Goal for Commute Challenge: Use a commute alternative at least 30 workdays from August-October.

Registered employers: 43
Registered Employees: 599

Most Outstanding Workplace: **County of Solano –** 58 Commute Champions

Commute Champion Workplace(s):
- State Compensation Insurance Fund – 42 Commute Champions
- Goodrich – 31 Commute Champions
- Genentech – 29 Commute Champions
- Kaiser Permanente Medical Center Vallejo – 24 Commute Champions

Commute Champions: 363
Commute Contenders: 78

Most Outstanding Commuter (s): 34
Highest # of trips using a Commute Alternative: 66

Mode split of Most Outstanding Commuters:
- Carpool – 19 *(66 trips highest)*
- Transit – 6 *(62 trips highest)*
- Walk – 5 *(64 trips highest)*
- Vanpool – 2 *(65 trips highest)*
- Bike – 2 *(38 trips highest)*

Mode Split of Commute Champions:
- Carpool – 260
- Bike – 42
- Vanpool – 29
- Transit – 18
- Walk – 14