Select State Highway System Project Annual Outcomes

Summary of Projects Completed from July 2023 to June 2024

January 2026

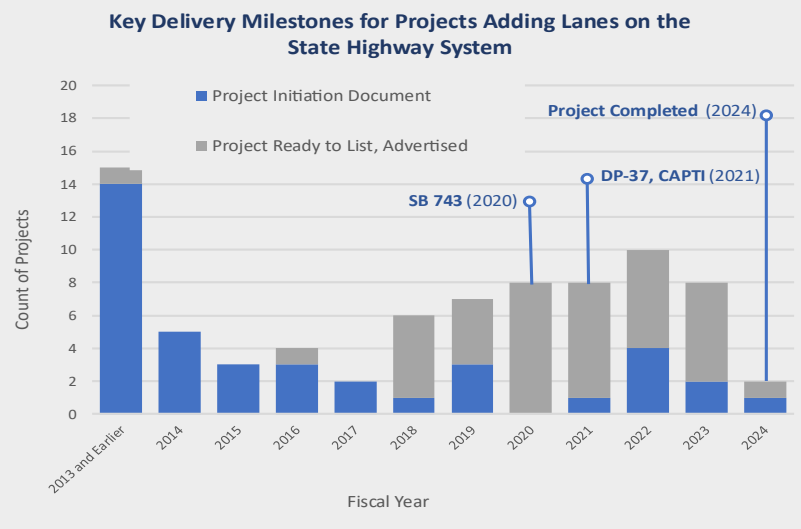
January 1, 2026

Prepared by
California Department of Transportation
in accordance with Streets and Highways Code, Section 235

Executive Summary

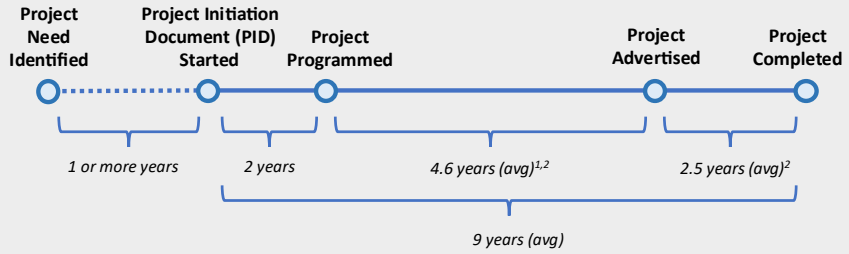
The California Department of Transportation has prepared this report, "Select State Highway System Project Annual Outcomes Report," in accordance with changes to the California Streets and Highway Code § 235, enacted by Senate Bill 695 (Chapter 629, Statutes of 2023). This report summarizes select project level outcomes for the State Highway System (SHS) from all funding sources completed in fiscal year 2023-24.

The project outcomes quantified within this report come from approximately 1,500 SHS projects completed during the reporting period that were screened and/or manually evaluated to capture the information presented within this report. The reporting reflects projects from many different funding programs and includes planning efforts over the past 20 years, as shown in the figure to the right.



An evaluation of Caltrans projects indicates that an average of nine years is required for projects to progress from planning stages to completion. This duration defines a reasonable expected timeframe for policy changes to be observed in completed projects included in future annual reporting.

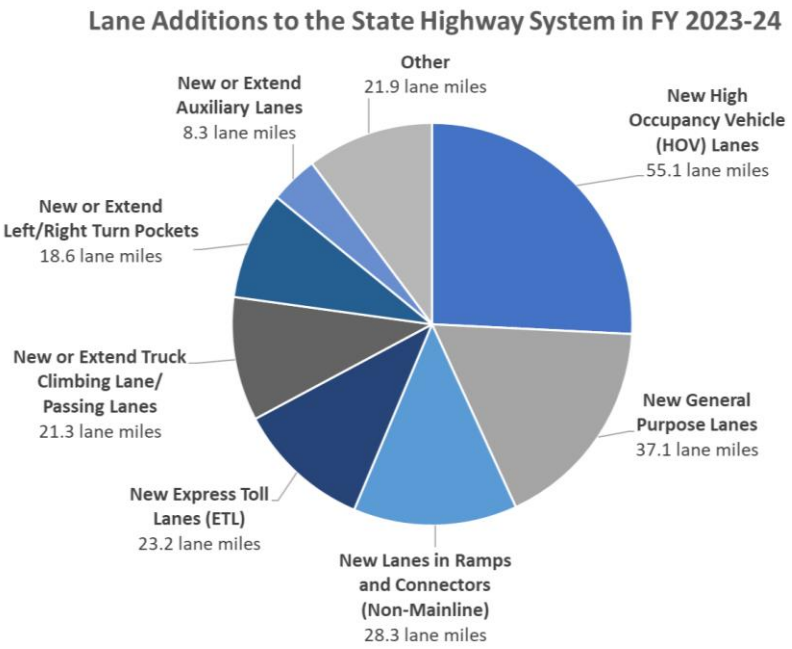
SHOPP Project Development Timeline



Sources: [1]Caltrans Project Management Dashboard, August 2024, average durations based on SHOPP Major projects greater than $5M capital costs, PA&ED from FY 2018/19 to 2022/23
[2]Project Resource and Schedule Management (PRSM), August 2024, all programs

Project level attribute reporting is required in the Streets and Highway Code for the following items:

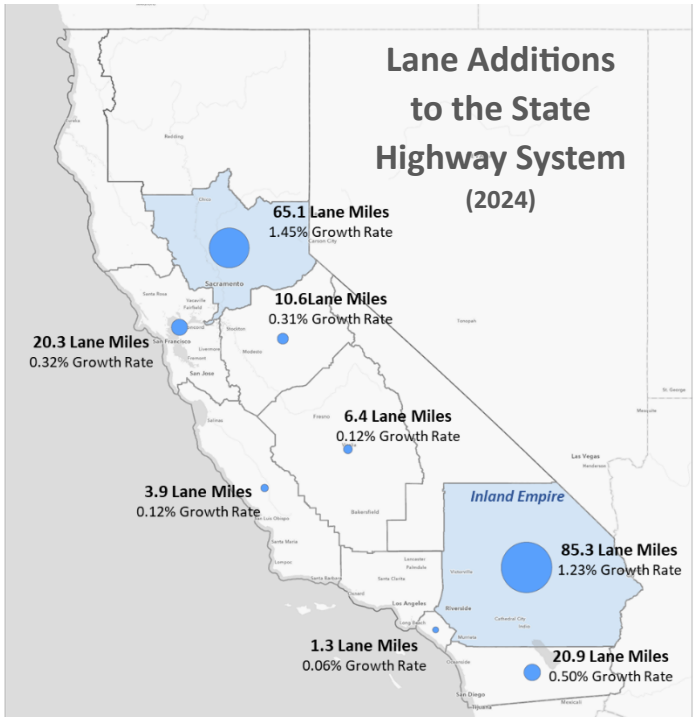
- Quantification of State Highway System lane additions by type of lane.
- Quantification of the pedestrian facilities rehabilitated or constructed.
- Quantification of new bicycle facilities constructed.
- Quantification of relinquishment of portions of the State Highway System.
- Homes and businesses relocated by State Highway System Projects.



- Quantification of an increase or decrease in greenhouse gas emissions associated with the lane miles added to the state highway system, if available.
- Quantification of an increase or decrease in vehicle miles traveled on the state highway system associated with the lane miles added to the state highway system.
- Quantification of the mitigation required by Section 21099 of the Public Resources Code as part of the projects that resulted in additional lane miles on the state highway system.
- Quantification of connections made with locally owned walk and bike facilities.

For the reporting period, a total of approximately 214 lane miles were added to the SHS. This represents a growth rate of the system of approximately 0.4% annually, which is about the average national growth rate from 2018 to 2022[1]. A detailed breakdown of the types of lanes added over the reporting period is presented in Chapter 4 of this report.

[1] Internet Website: Highway Statistics 2022: Lane - Miles by Functional System. https://www.fhwa.dot.gov/policyinformation/statistics/2022/hm220.cfm



The majority of new lanes added to the SHS were high occupancy vehicles lanes and general purpose lanes. These two-lane usage types account for just above 40% of all new lanes added to the SHS.

Lane addition concentrations were seen in rapidly growing areas of California. The Inland Empire has seen the most lane additions to support the rapid growth of housing and freight centers that have placed additional demands on the SHS.

Other regions have seen voter approval, in some cases by large margins, for local transportation tax measures to fund transportation improvements. About half of all counties in California now have their own local transportation tax measures in place to improve transportation in the region. In some cases, these regional measures identify specific highway system improvements to reduce congestion.

Approximately 16 miles of new or reconstructed sidewalks were reported in projects and 74 miles of new bikeways were added to the SHS.

Facility Type	Miles
New Sidewalks	8.5
Reconstructed Sidewalks	7.3
New Bikeways	73.8

Periodically, the people of California are best served by transferring ownership of portions of the SHS to the local agency, for example where the SHS serves as a community main street. Caltrans will enter into conversations with cities and counties to evaluate how best to serve the transportation community. In some situations, the parties may negotiate a relinquishment of a portion of the SHS to the local agency. All relinquishments of the SHS are required to be approved by legislation and receive approval from the California Transportation Commission before they are finalized. For the reporting period, a total of 23.1 lane miles of SHS were relinquished.

The Streets and Highway Code calls for Caltrans to report the number of homes or businesses that have been relocated by SHS projects. For fiscal year 2023-24, a total of 92 business and 156 homes were relocated in conjunction with 8 projects. These 8 projects reflect policies that were prevalent at the time that project planning was undertaken.

It is important to recognize that the majority of projects reported were planned prior to significant policy changes put in place in 2020 and 2021. Significant transportation policies, such as the *Climate Action Plan for Transportation Infrastructure (CAPTI)*, are leading to an evolution of existing projects as well as a new generation of projects that better align with current policies related to air quality, reduction in vehicle miles traveled, reduced displacement, and implementation of pedestrian and bicycle infrastructure. The projects included in this report largely predate recently implemented transportation policies as they began planning and constructing under the prevalent policies at the time. Given the noted duration from planning to completed construction, this reporting largely reflects projects that were planned prior to the newer transportation policies. Last year's reporting cycle did not include any project and reflected planning decisions finalized prior to the implementation of current policy framework. For this 2023-24 report, seven projects (representing 18% of all projects that added lanes) reflect the newer policies. We expect the percent of projects planned with the newer policies to grow over time in subsequent years reports.

Widening of the SR-91

More than 280,000 vehicles per day use SR-91, and the volume is expected to grow by 50% by 2035. The finished improvements will accommodate growing demand, featuring a fully electronic tolling system designed to prevent significant traffic delays and improve corridor safety. The SR 91 Corridor Improvement Project extended the tolled express lanes west into Riverside County from the Orange County line to I-15, a distance of approximately eight miles, replacing the existing High Occupancy Vehicle (HOV) lanes. The project also added one general purpose lane in each direction and made improvements to bridges and interchanges, including the addition of auxiliary or merge lanes for improved access. Direct connectors to/from the express lanes to I-15 south of SR 91 were also included. Planning began for the project in 2006 and when completed added 72 lane miles of new lanes. This project also accounted for most of the home and business relocations reported for this period.

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1 Introduction

The California Department of Transportation is pleased to present our annual report documenting "Select State Highway System Project Annual Outcomes" required by Streets and Highway Code Section 235. This report documents select outcomes for projects constructed by the Department of Transportation (Caltrans or department) and our transportation partners on the State Highway System (SHS) for fiscal year 2023-24.

Senate Bill (SB) 695 (Chapter 629, Statutes of 2023)[2] amended the California Streets and Highway code to require Caltrans to report on specific project scope for all State Highway System projects. The first report, due on January 1, 2025, included the projects that were completed from July 1, 2018 to June 30, 2023. Streets and Highway Code Section 235 requires Caltrans to prepare historic project data and information for the following items:

(1) The number of total lane miles in the state highway system.

(2) The number of new total lane miles added to the state highway system.

(3) Of the lane miles added to the state highway system, a breakdown of the number of miles added by type, including, but not limited to, general purpose lanes, auxiliary lanes, managed lanes, including high-occupancy vehicle lanes, and interchanges, as well as information on improvements to interchanges.

(4) A project description of each project that added lane miles to the state highway system.

(5) The number of miles of the state highway system that were relinquished.

(6) The number of miles of the state highway system that were converted from a general purpose lane to a managed lane, including a high-occupancy vehicle lane, and a high-occupancy vehicle lane to a high-occupancy toll lane or other type of lane.

(7) The number of homes and businesses that were relocated due to the acquisition of rights-of-way for the new lane miles on the state highway system.

(8) The number of new bike lane miles added to state highways, broken down by Class I, Class II, Class III, and Class IV.

(9) The number of new sidewalk miles added to state highways and the number of existing sidewalks that were reconstructed to improve accessibility and the safety of pedestrians.

Additionally, the department is required to prepare and make available on its internet website data and information on planned, pending projects on the state highway system. The department, in consultation with the commission, is required to develop a format for the data and information. The data and information is required to include the following:

[2] SB 695 Department of Transportation: Internet Website: State Highway System Data and Information, https://leginfo.legislature.ca.gov/faces/billTextClient.xhtml?bill_id=202320240SB695

(1) A description of each project, including the location. Location information shall allow the public to clearly understand where the project is being undertaken and may include, to the extent available, specific highway routes, project boundaries, and geolocation data.

(2) The date each project initiation document was completed.

(3) The status of each project including the current phase of development, designated as environmental, design, right-of-way, or construction.

(4) A determination of the primary purpose and need of each project, if available.

The department is required to present the data and information to the California Transportation Commission (CTC or commission) at a regularly scheduled commission meeting on or before April 1, 2025.

Section 236 was also added to the Streets and Highway Code that requires the following:

(1) The department shall prepare and make available on an annual basis on its internet website data and information about projects on the state highway system covering the prior fiscal year. The department shall make this data and information available no later than January 1, 2026, and January 1 of each year thereafter.

(2) For the data and information required to be made available no later than January 1, 2026, pursuant to paragraph (1), the department shall also include data and information about projects on the state highway system covering the 2023–24 fiscal year.

The data and information shall include, but is not limited to, all of the following:

(1) All of the data and information described in paragraphs (1) to (9), inclusive, of subdivision (a) of Section 235.

(2) A quantification of an increase or decrease in greenhouse gas emissions associated with the lane miles added to the state highway system, if available.

(3) A quantification of an increase or decrease in vehicle miles traveled on the state highway system associated with the lane miles added to the state highway system.

(4) A quantification of the mitigation required by Section 21099 of the Public Resources Code as part of the projects that resulted in additional lane miles on the state highway system.

(5) The number of connections made with locally owned walk and bike facilities.

The department is required to present the data and information required by this section to the commission at a regularly scheduled commission meeting on or before April 1 of each year.

2 Policy Implementation and Project Delivery Timing

Transportation policies change over time to reflect current state goals and incorporate current thinking, research, best practices, and lessons learned. Past policies have focused on building out a network of highways to move more vehicles in pursuit of congestion relief and throughput. Current policies strive to provide access to destinations for all users through a variety of transportation modes and acknowledge that we cannot expand our way out of congestion. Providing equitable transportation access is important, and when access can be achieved through less polluting modes everyone wins. It takes time for these policies to be reflected in the planning, design, and construction of infrastructure projects due to the large pipeline of on-going projects and the length of time needed to complete projects that include newer policies. This section reviews some of the recently enacted policies and the typical timeframes associated with transportation projects.

2.1 Key Policies Influencing Lane Additions and Bike and Pedestrian Infrastructure

Through legislation and policy development, California has made significant progress in recent decades in shifting the approach to transportation, recognizing air quality and climate impacts. SB 375[3], signed into law in 2008, introduced new provisions to address the transportation and land use components of greenhouse gas emissions. A number of key policies and practices pertaining to highway expansion enacted over the last several years are anticipated to expedite these changes in the coming years.

SB 743 (Chapter 386, Statutes of 2013)[4], incorporated into the State's California Environmental Quality Act (CEQA) Guidelines in 2018, better aligned CEQA with the State's climate goals. The bill amended several sections of the California Government Code, leading to changes in transportation impact analysis under CEQA for projects on the State Highway System to focus on reducing total driving, or vehicle miles traveled (VMT). The bill's environmental provisions pertaining to VMT were implemented[5] into Caltrans policy and practices for projects beginning environmental review on or after September 15, 2020[6].

"All projects on the SHS that reach Caltrans' Milestone 020 ("Begin Environmental") on or after September 15, 2020, will include a VMT-based transportation impact significance determination in the draft environmental document."

Caltrans Policy, September 2020[4]

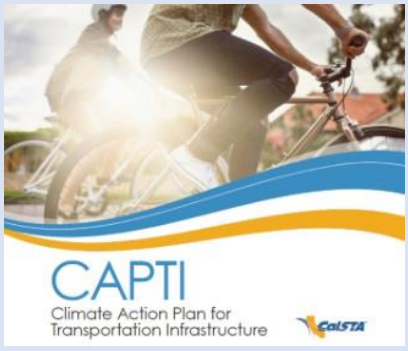
[3] SB 375, https://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill_id=200720080SB375
[4] SB 743, https://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill_id=201320140SB743
[5] SB 743 Implementation Resources, https://dot.ca.gov/programs/esta/sb-743/resources
[6] Caltrans Policy on Transportation Impact Analysis and CEQA Significance Determinations for Projects on the SHS, September 2020, https://dot.ca.gov/-/media/dot-media/programs/transportation-planning/documents/sb-743/2020-09-10-vmt-policy-memo-fnl-a11y.pdf

"…all transportation projects funded or overseen by Caltrans will provide comfortable, convenient, and connected complete streets facilities for people walking, biking, and taking transit or passenger rail …"

Caltrans Director's Policy 37 (DP-37)[7] on Complete Streets, enacted in December 2021, directed all transportation projects funded or overseen by Caltrans to provide comfortable, convenient, and connected facilities for people walking, biking, and taking transit. The policy applied to all projects under development that had not been programmed at the time of policy implementation.

The Climate Action Plan for Transportation Infrastructure (CAPTI)[8] was adopted on July 12, 2021 by the California State Transportation Agency (CalSTA) to implement Governors Executive Order N-19-19. The plan details how the state recommends investing billions of discretionary transportation dollars annually to align with climate, public health, safety, and equity goals. CAPTI was updated with version 2.0 in February 2025 adding additional implementation items.

Central to CAPTI is the guiding principle: *"Promoting projects that do not significantly increase passenger vehicle travel, particularly in congested urbanized settings where other mobility options can be provided and where projects are shown to induce significant auto travel. These projects should generally aim to reduce VMT and not induce significant VMT growth. When addressing congestion, consider alternatives to highway capacity expansion, such as providing multimodal options in the corridor, employing pricing strategies, and using technology to optimize operations."*



CAPTI is a holistic framework and statement of intent for aligning state transportation infrastructure investments with state climate, health, and equity goals, built on the foundation of the "fix-it-first" approach established in SB1.

[7] Director's Policy 37, Complete Streets, https://dot.ca.gov/-/media/dot-media/programs/esta/documents/complete-streets/dp-37-complete-streets-a11y.pdf
[8] Climate Action Plan for Transportation Infrastructure (CAPTI), https://calsta.ca.gov/subject-areas/climate-action-plan

2.2 Timing of Project Delivery

Transportation policies enacted in the recent years, such as SB 743, DP-37, and CAPTI, are expected to bring significant changes to the State Highway System in the future with an emphasis on providing additional options and modes of transportation to all Californians and a reducing climate impacts. These changes will occur gradually over many years. The time required to develop and deliver the projects that incorporate these policy changes, for instance through the State Highway Operation and Protection Program (SHOPP), can approach nine or more years, as shown in Figure 1.

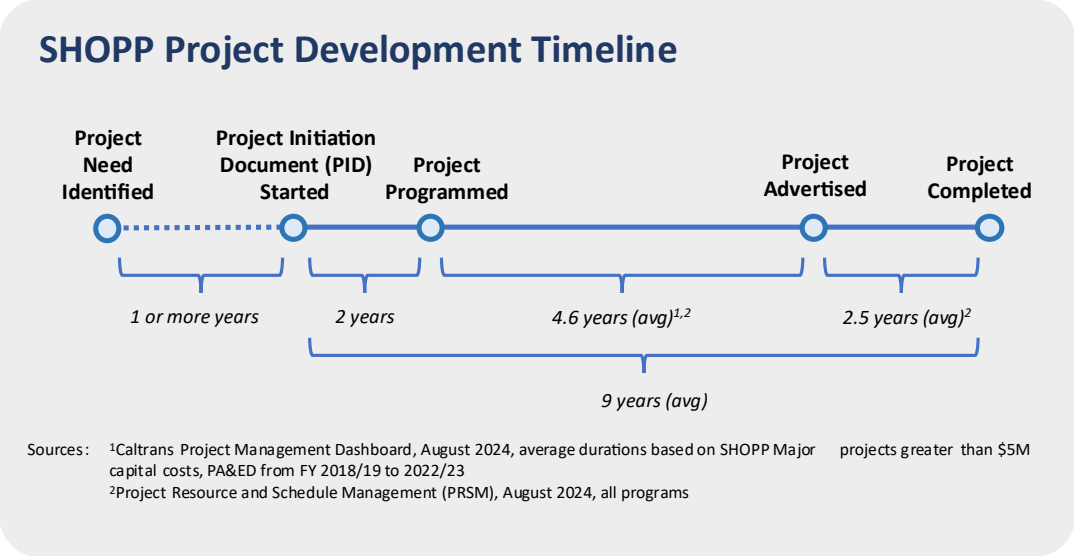


Figure 1 – Typical SHOPP Project Development Timeline

Projects included in this report that were completed in Fiscal Year (FY) 2023-24 began with project development in the preceding years. Figure 2 shows the FYs in which this set of projects reached key project delivery milestones. This includes the development of the *Project Initiation Document (PID),* providing decision-makers with a broad understanding of the transportation deficiency and the proposed project's objective to resolve the deficiency; the year the project was *Ready-to-List (RTL)* and advertised for construction contract; and finally, the year in which the project was completed, designated as *Construction Contract Acceptance (CCA)*.

Notable in the figure, projects completed in the reporting year have their origins in PIDs developed mainly in the mid-2010s, however, some PIDs date back as far as FY 1998-99. These same projects were advertised for construction contracts in the mid to late 2010s and early 2020s.

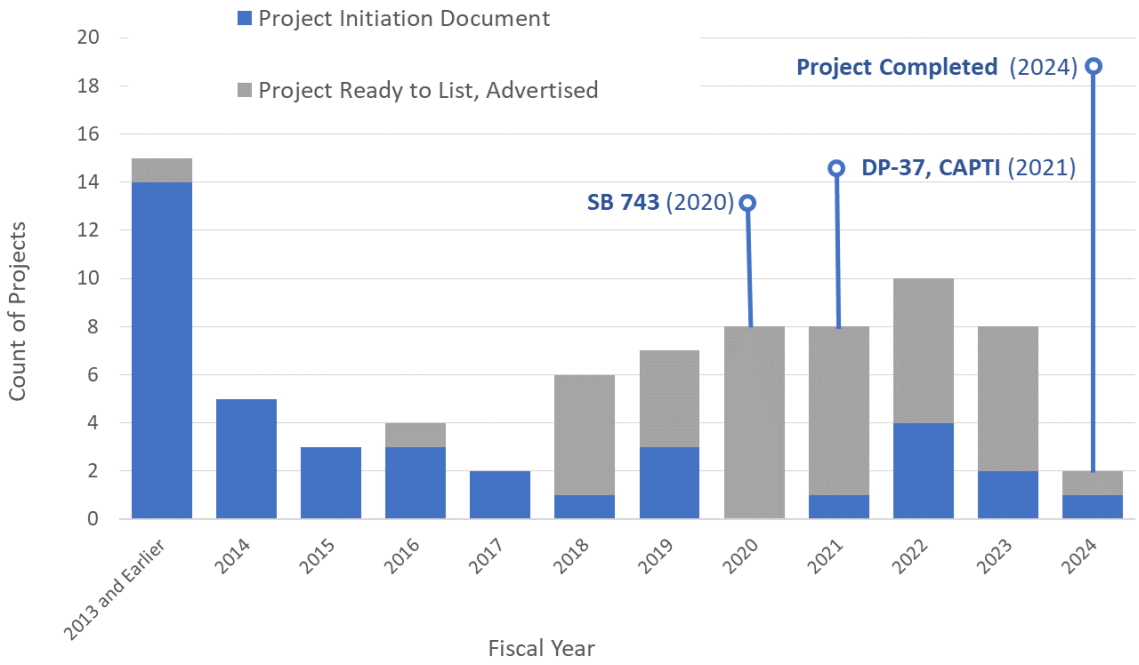


Figure 2 – Key Delivery Milestones for Projects Adding Lanes on the SHS

Transportation policies put in place during PID development and the earlier planning years are highly effective in directing project specific and overall transportation project portfolio outcomes. However, it becomes increasingly challenging to make changes as projects evolve through subsequent design and construction phases because the scope, funding and schedule for the projects have already been fully defined by Caltrans, approved by the CTC and contracts have been signed for project delivery.

To understand project delivery timing, consider a project being planned during the time these policies were being implemented in the latter half of the 2021 calendar year. In the SHOPP, some of the newly added projects that were guided by the policy changes would have been introduced for programming in the 2022 to 2026 timeframe. These projects would be advertised for construction at earliest around FY 2025-26 and, on average, reach completion in FY 2029-30. Many of the projects under the new policies, however, would not see completion until later.

SB 743, signed into law in 2013 and implemented into Caltrans procedures in 2020, prompted a change in the way the state measures the environmental impacts of new development and highway projects that increase capacity. In the past, projects were evaluated based on a mobility metric called Level of Service. The new approach (VMT) looks at the number and length of car trips induced by development projects and transportation. The impacts of SB 743, CAPTI, and DP-37 in 2021 will become more prominent in the future as the new policies are incorporated into the project development process.

3 Compilation and Analysis of Project Data

The department implemented a comprehensive analysis approach to determine the quantities summarized in this report. An exhaustive project data review effort was carried out across multiple departmental project data sources to identify any projects potentially reportable under the SB 695 requirements. Projects meeting initial screening criteria were manually reviewed by district and headquarters teams. In addition to reviewing project records, the teams extracted data from project documents and plans as needed.

3.1 General Reporting Assumptions and Limitations

The projects reported in this document were considered based the following analysis assumptions:

- All reporting is based on state FYs. For instance, FY 2023-2024 spans the period from July 1, 2023, through June 30, 2024.
- Projects reported for a given FY are based on the projects reaching the *Construction Contract Acceptance (CCA)* milestone, considered the completion of the project.
- Projects included in the analysis were initially screened for inclusion based on data readily available in Caltrans project data systems, including accounting program, quantities of specific types of work defined in the scope and keywords in the project descriptions.
- Activities on the SHS performed under encroachment permits were not considered in the analysis.

The CCA milestone was selected as the basis for inclusion of projects in this report, as this is the point in time in the project development process[9] when all construction work is completed, project history file and as-built plans are completed, final right-of-way activities completed, claims are resolved, and mitigation is completed. Information reported at project completion represents final quantities and scope, some of which can change over the course of project development through construction.

Caltrans teams made every reasonable effort to identify projects meeting the requirements of the regulation. Much of the information required for this report was not initially identified or historically captured in data form requiring an extensive review effort. This included the manual review of past project plans and reports to extract the required information. Even with this extensive effort, it is possible that some projects may have been inadvertently excluded from reporting.

[9] How Caltrans Builds Projects (2011), https://dot.ca.gov/-/media/dot-media/programs/esta/documents/2011-how-caltrans-builds-projects-a11y.pdf

3.2 Analysis Approach

In preparation of this report, Caltrans identified all projects that may have added, converted, or relinquished lanes, while also characterizing the lane usage, bike and pedestrian facility quantities, and homes or business relocated due to lane additions. Caltrans carried out the analysis in a progressive sequence of increasingly detailed screenings and reviews over the course of several months, as shown in Figure 3.

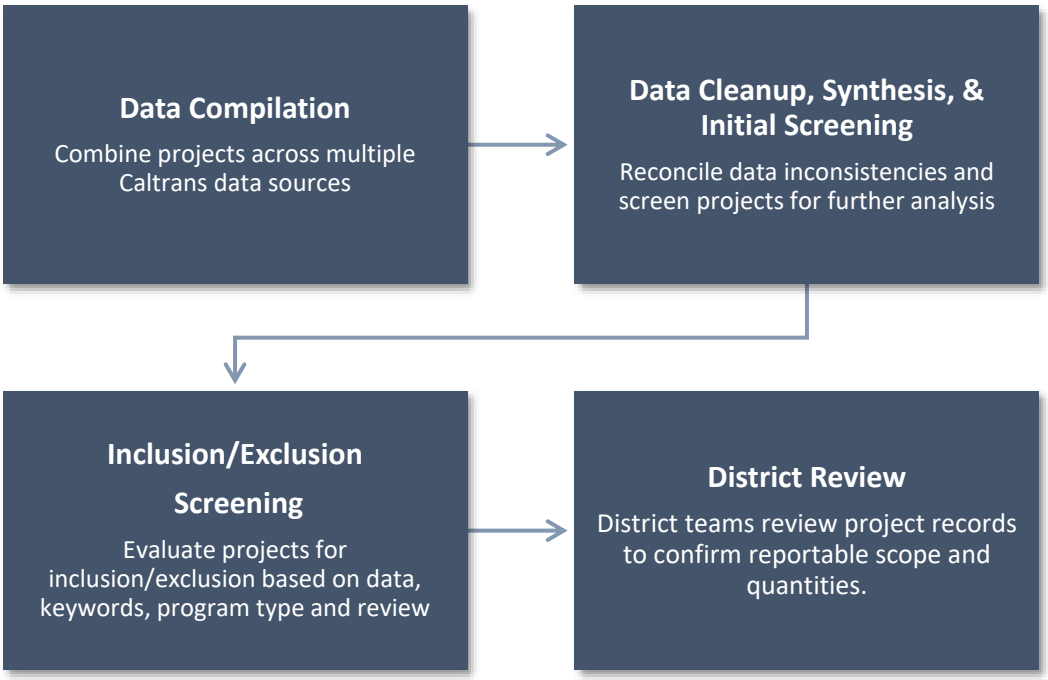


Figure 3 – Analysis Overview

3.2.1 Data Compilation

In this initial step, Caltrans prepared an exhaustive listing of all projects from multiple project tracking and accounting data systems. These systems included the California Transportation Improvement Program System (CTIPS)[10], Quality Management Reporting System (QMRS), Project Resource and Schedule Management (PRSM), AMS Advantage, CalSMART, Build California, the Asset Management Tool (AM Tool), and other department reporting sources.

The availability of data across these systems specific to the requirements of this report varied widely. For instance, while the AM Tool contained detailed quantities for many of the reporting elements (e.g., length of bikeways, sidewalks, auxiliary lanes, etc.), this was only reliable for larger SHOPP projects active since 2017 and the implementation of asset management policies and procedures within Caltrans.

While this effort primarily focused on projects completed over the reporting period, a much larger time window was examined. This is because some of the projects originated from work programmed as far back as the late 1990s and evolved over time to recently delivered projects resulting from multiple child projects. These projects could have had relocations of homes or businesses in an earlier stage of development, and an effort was made to identify these occurrences to the extent possible.

3.2.2 Data Cleanup, Synthesis, and Initial Screening

A data cleanup process was initiated to address data inconsistencies, conflicts, gaps, and duplication across the multiple data sources. As data for one project often persist across multiple data systems, a process of synthesizing the data was carried out using the authoritative data sources to the extent possible.

3.2.3 Inclusion/Exclusion Screening

Project records were screened for descriptions containing keywords or phrases that could indicate reportable scope, such as widenings, lane additions and conversions, bikeways, sidewalks, relinquishments, and/or relocations of homes or businesses. Various permutations of keywords and phrases were considered (e.g., “aux,” “auxiliary,” “bike,” “bicycle,” etc.). This approach was employed, as project report and/or plan level reviews were not feasible for the thousands of projects requiring screening at this stage of the process. In addition to keyword screening, certain types of projects were categorically excluded (in the absence of a keyword match) based on funding program constraints. For example, projects where highway, bike, or pedestrian related scope are not possible, such as highway planting, facility improvements, and legal support.

[10] California Transportation Improvement Program System (CTIPS), https://dot.ca.gov/programs/financial-programming/ca-transportation-improvement-program-system-ctips

3.2.4 District Review

The screened listing of projects and associated data were provided to twelve Caltrans District teams for further in-depth review. The district teams were led by the District Asset Manager, or a designee, who coordinated with other functional units within the district to conduct the data compilation and validation process. A standard data template was used along with detailed instructions to facilitate the review. The template included key project identifiers, descriptions, and project data pertaining to scope, schedule, and cost. Where available from Caltrans data systems, primarily CTIPS and the AM Tool, quantities of lane miles, bikeways, and sidewalk were pre-populated in the listing. Direction and guidance were provided to district teams on completing the reviews, verifying reportable project data and quantities and providing any missing projects or data elements. An additional review was carried out to identify projects requiring quantification of increases or decreases in greenhouse gas emissions, vehicle miles traveled, or mitigation associated with the lane miles added to the state highway system. Furthermore, projects were evaluated for connections made with locally owned walk and bike facilities to comply with a provision of the regulation for the 2026 report.

3.3 Funding Programs

Maintenance, rehabilitation, and enhancements on the SHS are supported by a range of local, regional, state, and federal funding programs. Many of the projects summarized in this report are funded by more than one of the following programs:

- State Highway Operation and Protection Program (SHOPP)
- Local State Transportation Improvement Program (STIP)
- Inter-Regional Transportation Improvement Program (ITIP)
- Active Transportation Program (ATP)
- Highway Maintenance (HM) Program
- Solutions for Congested Corridors (SCCP)
- Local Partnership Program (LPP)
- State-Local Partnership Program (SLPP)
- Transit Intercity Rail Capital Program (TIRCP)
- Trade Corridor Enhancement Program (TCEP)
- Trade Corridors Improvement Fund (TCIF)
- Traffic Congestion Relief Program (TCRP)

4 Summary of Results

In accordance with Streets and Highways Code 235 and 236, this section summarizes quantities of the total of SHS lane miles, lane mile additions, relinquishments, lanes converted from general purpose to managed lanes, homes and businesses relocated due to lane additions, new bikeways, new and reconstructed sidewalks, and connections made with locally owned walk and bike facilities for projects completed between July 2023 through June 2024.

4.1 State Highway System Total Size

A 5-year summary of the total number of lane miles and centerline miles on the State Highway System (SHS) is presented in Table 1. As noted below, the total mileage on the SHS has increased slightly over the last five years. Mileage on the SHS is derived from the Highway Performance Monitoring System (HPMS) as reported annually in the *California Public Road Data (PRD) Report*[11] and *Caltrans Facts*[12]. The most recent data was published in the December 2024 PRD Report based on the 2023 HPMS. At the time of report preparation, the final 2024 PRD Report was not available.

Table 1 - State Highway System Total Size

Fiscal Year	2020	2021	2022	2023	2024*
SHS Centerline Miles	15,022	15,027	15,017	15,018	15,017
SHS Lane Miles	52,039	52,044	52,016	52,044	52,164

**Note: The miles cited for 2024 represent provisional HPMS data submitted to FHWA at the time of this report preparation. Lane miles may fluctuate from year to year due to new construction and relinquishments.*

A centerline mile is a measure of total length of highway, regardless of the number of lanes. A lane mile represents the total length of traveled pavement surface and is calculated using the centerline length multiplied by the number of lanes.

[11] California Public Road Data Report, https://dot.ca.gov/programs/research-innovation-system-information/highway-performance-monitoring-system

[12] Caltrans Facts, https://dot.ca.gov/programs/research-innovation-system-information/caltrans-facts

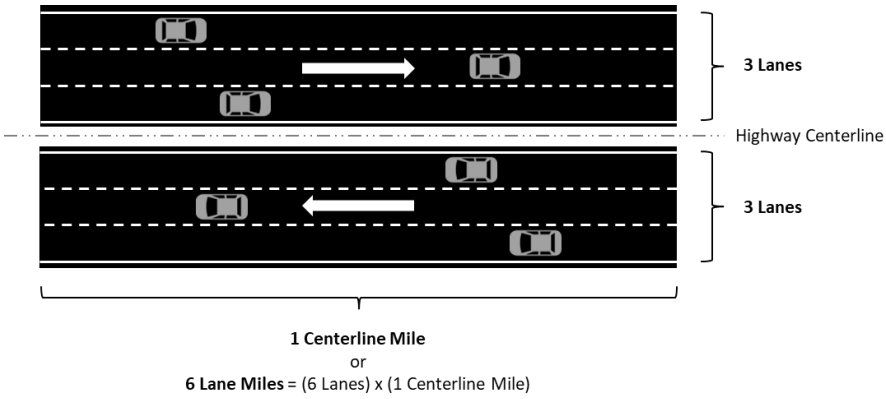


Figure 4 – Example of Centerline Miles vs Lane Miles

4.2 Number of New Total Lane Miles Added to the State Highway System

A summary of lane miles added to the State Highway System is presented in Table 2. Lane additions are quantified using data from the projects completed in FY 2023-24. Lane additions account for an annual growth rate of approximately 0.4% over the analysis period.

Table 2 –Summary of Lane Miles Added to the State Highway System

Fiscal Year	2024
Lane Miles Added to the SHS	213.8
Annual Growth Rate (%)	0.41%

Note, year-over-year lane additions represented as project outcomes in this report may differ from those calculated from the annual SHS total lane miles presented in Table 1 due to differences in timing of reporting. Changes to SHS miles from project work can take as much as 18 months before being reflected in the annual Public Road Data Report. The total magnitude of the State Highway System may be increased through lane additions or decreased through relinquishments. The overall system size reflects the net of these two activities.

4.2.1 Breakdown of the Number of Lane Miles Added to the State Highway System by Type

The analysis carried out for this report assessed projects that included several types of lane additions to the SHS. Lane additions adjacent and parallel to the mainline highway lanes include:

- **General Purpose Lanes** – Mainline lane that supports all forms of vehicular highway traffic.
- **Auxiliary Lanes** – The portion of the roadway for weaving, truck climbing, speed change, or for other purposes supplementary to through movement.
- **Truck Climbing/Passing Lanes** – Lane that is designed and designated for the purpose of slower vehicle travel such as tractor trailers and single unit trucks. Their main purpose is to serve slower vehicles that block existing flows of traffic.
- **Acceleration/Deceleration Lanes** – A speed-change lane that allows vehicles to accelerate to highway speeds before entering the through traffic lanes of a highway or decelerate when exiting the highway.
- **High Occupancy Vehicle (HOV) Lanes** - An exclusive lane for vehicles carrying the posted number of minimum occupants or carpools, either part time or full time.
- **High Occupancy Toll (HOT) Lanes** – An HOV lane that allows vehicles qualified as carpools to use the facility without a fee, while vehicles containing less than the required number of occupants have to pay a toll. Tolls may change based on real time conditions (dynamic) or according to a schedule (static).
- **Express Toll Lanes (ETL)** – Facilities in which all users are required to pay a toll, although HOVs may be offered a discount. Tolls may be dynamic or static.
- **Transit Lanes** – Lanes dedicated exclusively for transit vehicles, either full-time or during days/times with peak traffic congestion.

Other types of lane additions were also considered in the analysis, including:

- **Interchange Lanes** – Lanes that are part of a system of interconnecting roadways in conjunction with one or more grade separations that provides for the movement of vehicles between two or more roadways on different levels.
- **Lanes in Ramps and Connectors** – Lanes that are part of a connecting roadway between a freeway or expressway and another highway, road, or roadside area.
- **Left/Right Turn Pockets and Two-Way Left Turn Lanes** – Lanes designed to expedite the movement of through traffic by controlling the movement of turning traffic.

Figure 5 illustrates several types of lane additions on the SHS. Additional information about the different lane types and definitions can be found in the Highway Design Manual[13].

[13] Caltrans Highway Design Manual, 7th Edition, 2020, https://dot.ca.gov/-/media/dot-media/programs/design/documents/hdm-complete--092923-a11y3.pdf

Types of Lane Additions

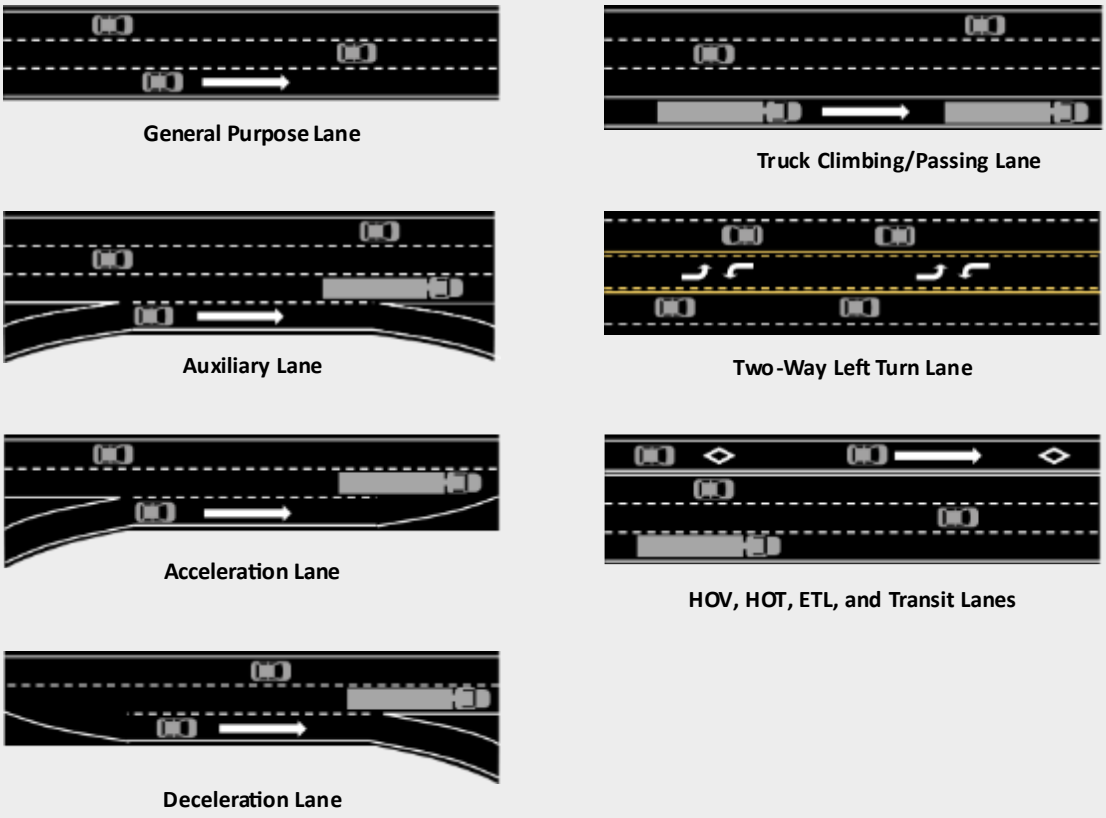


Figure 5 – Types of Lane Additions on the SHS

A summary of new lane additions by type is presented in Table 3. Eleven different types of lane additions were quantified by year using project level data from projects completed in FY 2023-24. 55 lane miles of new High Occupancy Vehicle (HOV) lanes were added to the SHS in FY 2023-24, accounting for the largest share (26%) of all lane miles added. New General Purpose lanes also comprised a significant portion of lane additions (17%).

Table 3 – Lane Additions by Type and by Funding Program

Type of Lane Addition (Lane Miles)	SHOPP[2]	STIP	Local	Multi-funded (Non-SHOPP)	2024[3]	Annual Growth Rate (%)
New High Occupancy Vehicle (HOV) Lanes	0.0	17.8	0.6	36.7	**55.1**	**0.11%**
New General Purpose Lanes	0.0	0.0	0.5	36.6	**37.1**	**0.07%**
New Lanes in Ramps and Connectors (Non-Mainline)	0.3	0.0	2.3	25.7	**28.3**	**0.05%**
New Express Toll Lanes (ETL)	0.0	0.0	0.0	23.2	**23.2**	**0.04%**
New or Extend Truck Climbing/Passing Lanes	21.3	0.0	0.0	0.0	**21.3**	**0.04%**
New or Extend Left/Right Turn Pockets	12.5	0.0	1.3	4.7	**18.6**	**0.04%**
New High Occupancy Toll (HOT) Lanes	0.0	0.0	0.0	11.0	**11.0**	**0.02%**
New or Extend Auxiliary Lanes	1.3	2.0	0.1	4.9	**8.3**	**0.02%**
New or Extend Acceleration/Deceleration Lanes	1.2	0.0	0.9	5.7	**7.7**	**0.01%**
New Interchange Lanes	0.0	0.0	2.7	0.6	**3.2**	**0.01%**
New Transit Lanes	0.0	0.0	0.0	0.0	**0.0**	**0.00%**
Total[3]	**36.6**	**19.8**	**8.3**	**149.2**	**213.8**	**0.41%**
Annual Growth Rate[1] (%)	**0.07%**	**0.04%**	**0.02%**	**0.29%**	**0.41%**	

Notes:
[1]The Annual Growth Rate percentage represents the lane miles added by funding program relative to current total lane miles.
[2]Includes lanes for safety and operational need without increasing through capacity in accordance with SHOPP Guidelines
[3] Totals may not add because due to rounding

The Southern California region saw the largest share of lane additions over this reporting period, largely centered in the metropolitan area of Riverside and San Bernardino Counties known as the Inland Empire as well as Greater Sacramento and several adjacent counties in the region. Figure 6 presents a map of the distribution of all lane additions across the twelve Caltrans districts.

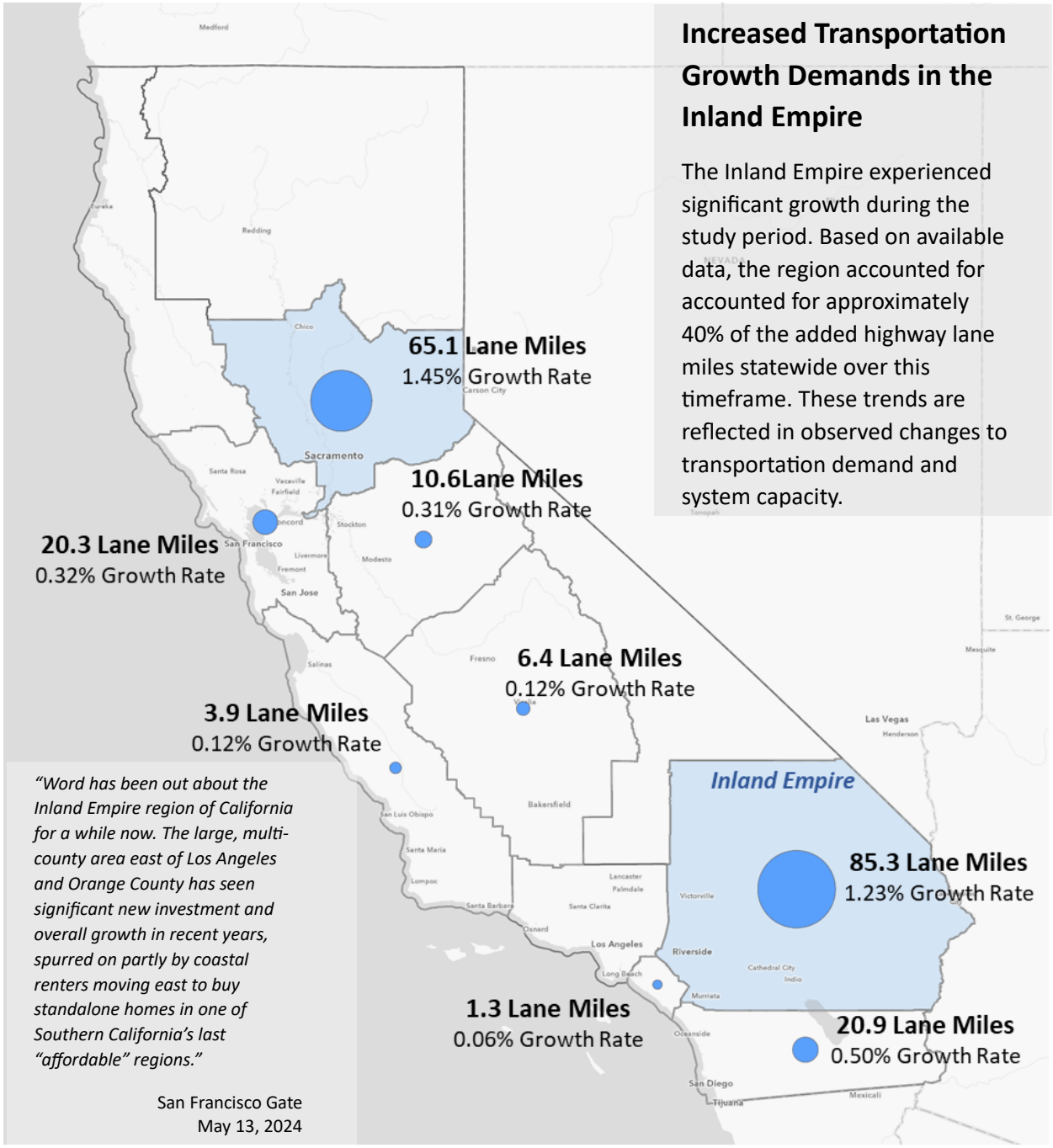


Figure 6 – SHS Lane Additions by Region

*Note: The Annual Growth Rate percentage represents the lane miles added relative to the current total lane miles for each of the twelve Caltrans districts.

A chart showing groupings of the primary funding programs supporting lane additions on the SHS for the projects completed from July 2023 to June 2024 is presented in Figure 7 and Table 3. The pie chart groups all Competitive funded projects (i.e., TCIF, TCEP, TCRP, SLPP, and LPP) in a single slice. Projects that are entirely SHOPP or STIP funded are shown as separate slices. The slice for Local includes projects funded by local agency sources. Lane additions through the SHOPP address safety and operational need without increasing through capacity – for example via climbing lanes or new lanes in ramps or connectors - in accordance with SHOPP Guidelines[14].

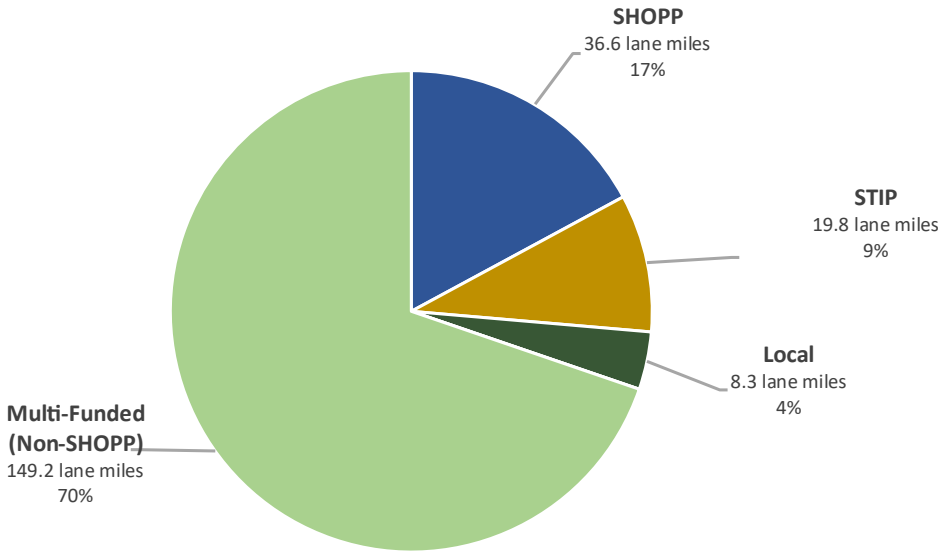


Figure 7 – Primary Funding Program for Lane Additions on the SHS

4.2.2 Project Description of Each Project that Added Lane Miles to the State Highway System

A complete listing of projects with project identifiers, locations, descriptions, and breakdown of lane additions by type are provided in Appendix C: Listing of Projects with Lane Additions.

[14] State Highway Operation and Protection Program Guidelines, December 6, 2024, https://catc.ca.gov/-/media/ctc-media/documents/programs/shopp/2024/2024-shopp-guidelines-a11y.pdf

4.3 Number of Miles of the State Highway System Relinquished

The removal of a highway segment, either in whole or in part from the SHS, requires a relinquishment approved by the CTC. Through a relinquishment, all rights, title, interests, liability, and maintenance responsibilities of a state highway, or portion thereof, is transferred to another government entity. A total of 23.1 lane miles (7.1 centerline miles) were relinquished on the State Highway system in FY 2023-24.

Table 4 – Lane Miles Relinquished on the State Highway System

Fiscal Year	2024
SHS Centerline Miles Relinquished	7.1
Total SHS Centerline Miles	**15,017**
SHS Lane Miles Relinquished	23.1
Total SHS Lane Miles	**52,164**

The list of specific CTC actions on relinquishments is provided in Appendix D.

4.4 Number of Miles of the State Highway System Converted from a General Purpose Lane to a Managed Lane

A total of 43.2 lane miles on the State Highway system were converted from a General Purpose or other lane type to a Managed Lane through projects completed in FY 2023-24. Managed Lanes include High Occupancy Vehicle (HOV) Lanes, High Occupancy Toll (HOT) Lanes, Express Toll Lanes (ETL), and Transit Lanes. The quantities presented in Table 5 include HOV lane conversions to another type of Managed Lane.

Table 5 - SHS Lane Miles Converted from a General Purpose Lane to a Managed Lane

Fiscal Year	2024
Conversion of General Purpose Lane to HOV (Lane Miles)	0.0
Conversion of General Purpose to Transit Lanes (Lane Miles)	14.4
Conversion of HOV Lane to ETL or HOT (Lane Miles)	28.8
Total Converted Lanes (Lane Miles)	**43.2**

The list of projects that included conversions from a General Purpose lane to a Managed Lane is provided in Appendix E.

4.5 Number of Homes and Businesses Relocated Due to the Acquisition of Rights-of-Way for the New Lane Miles on the State Highway System.

Table 6 presents a summary of homes and businesses relocated by fiscal year. A total of 248 homes and businesses were relocated by 8 projects with lane addition work. For purposes of quantifying relocations, the US Census Bureau's definition of a "Housing Unit"[15] was used, defined as *"a house, an apartment, a group of rooms, or a single room occupied or intended for occupancy as separate living quarters."*

Table 6 – Homes and Businesses Relocated

Fiscal Year	2024
Number of Homes Relocated	156
Number of Businesses Relocated	92
Total Relocations	**248**

The 8 projects leading to relocations were initially approved between 2005 and 2017. The locally-sponsored State Route 91 corridor improvement project accounted for over 90% of all home and business relocations during the reporting period. This highlights the substantial impact of the Route 91 corridor improvement project, which required significant rights-of-way acquisitions to accommodate the widened corridor. The list of projects that included relocations of homes or businesses is provided in Appendix F. Of the eight projects leading to relocations, Caltrans was the lead sponsor of four projects, accounting for 13 (5%) of all home and business relocations during the reporting period.

Widening of the SR-91

More than 280,000 vehicles per day use SR-91, and the volume is expected to grow by 50% by 2035. The finished improvements will feature a fully electronic tolling system designed to prevent significant traffic delays and improve corridor safety. The SR 91 Corridor Improvement Project extended the tolled express lanes west into Riverside County from the Orange County line to I-15, a distance of approximately eight center lane miles, replacing the existing High Occupancy Vehicle (HOV) lanes. The project also added one general purpose lane in each direction and made improvements to bridges and interchanges, including the addition of auxiliary or merge lanes for improved access. Direct connectors to/from the express lanes to I-15 south of SR 91 were also included. Planning began for the project in 2006 and when completed added 72 lane miles of new lane miles. This project also accounted for most of the home and business relocations reported for this period.

[15] US Census Bureau, Definitions and Explanations, https://www.census.gov/housing/hvs/definitions.pdf

4.6 Number of New Bikeway Miles Added to State Highways

Four formal bikeway classification types are quantified in this report, as shown in Figure 8. Table 7 presents a summary of new bikeway miles added to the SHS with a breakdown by the four classes of bikeways.

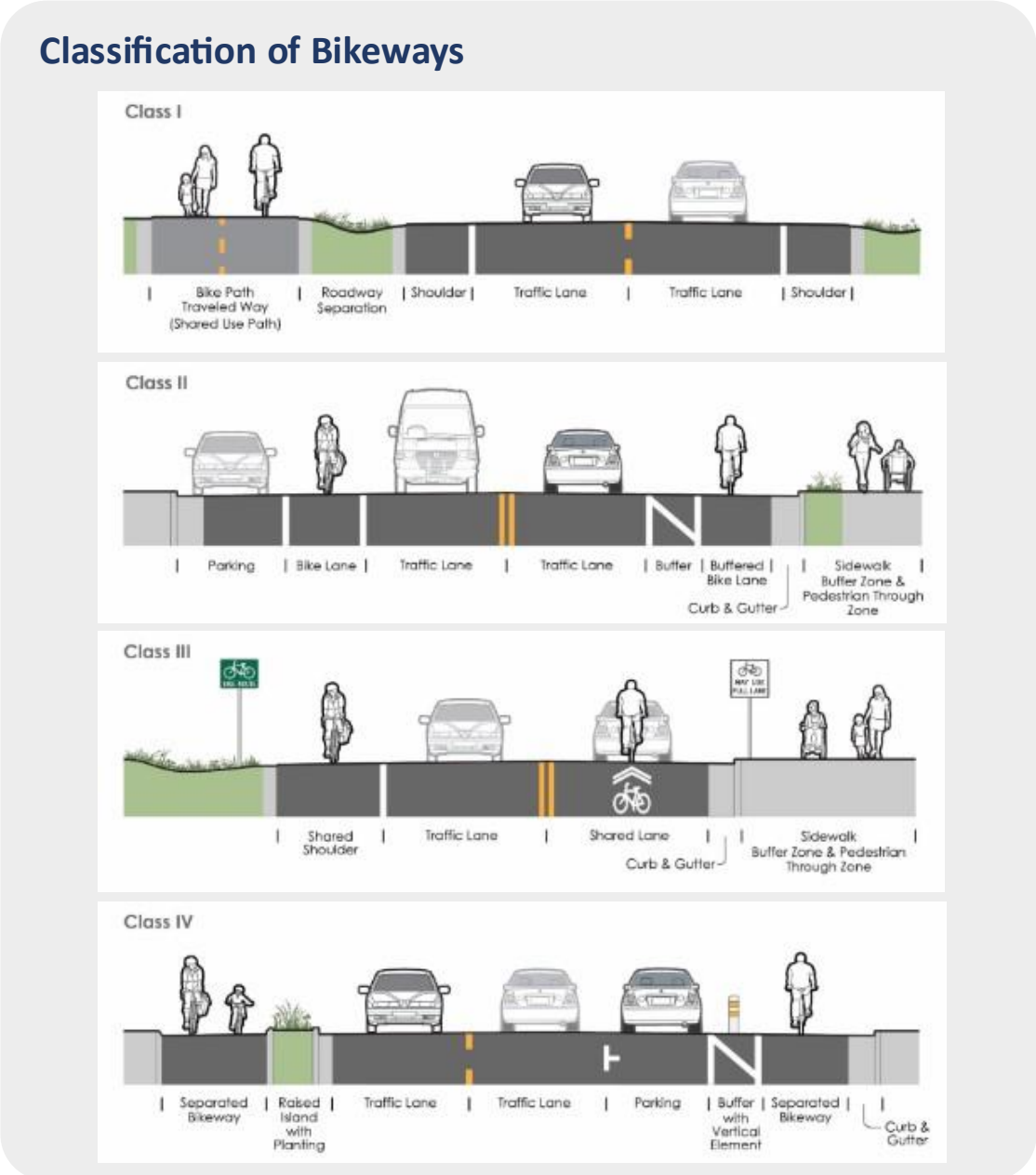


Figure 8 – Bikeways on the SHS

Table 7 – New Bikeway Miles Added to State Highways

Fiscal Year	2024
New Bikeway Class I, II, IV (Lane Miles)	**67.0**
Class I (Bike Path)	2.3
Class II (Bike Lane)	59.3
Class IV (Separated Bikeway)	1.1
New Bikeway Class III (Bike Route) (Lane Miles)	**11.1**
Total Bikeways Added (Lane Miles)	**73.8**

The list of projects that included construction of new bikeways is provided in Appendix G. Figure 9 shows the geographic distribution of new bikeway construction over the reporting period. Southern California saw the largest growth in new bikeways.

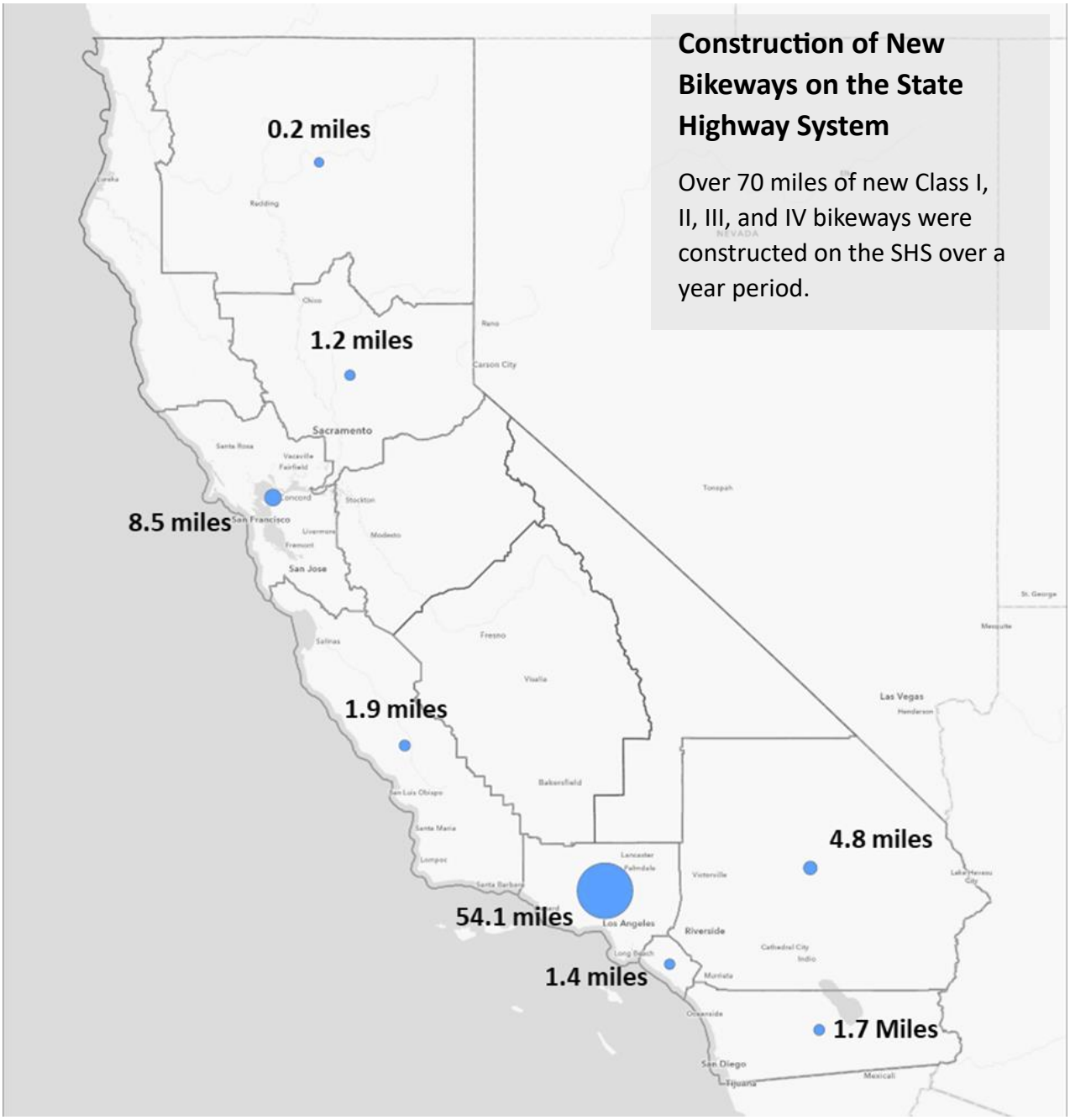


Figure 9 – New Bikeways by Region

4.7 New Sidewalk Miles Added and Existing Sidewalks Reconstructed on State Highways

Sidewalks added to state highways and existing sidewalks that were reconstructed to improve accessibility and safety of pedestrians are also quantified in this report. The sidewalk quantities represent those within the state Right-of-Way and include sidewalks adjacent to the mainline route, at on and off-ramp locations, at bridge under and over-crossings, and at state highway facilities (e.g., Park and Ride locations, Safety Roadside Rest Areas). Table 8 summarizes new sidewalk miles added and existing sidewalks reconstructed on State Highways.

Table 8 – New Sidewalk Miles Added and Existing Sidewalks Reconstructed on State Highways

Fiscal Year	2024
New Sidewalks (Miles)	7.3
Reconstructed Sidewalks (Miles)	8.5
Total New and Reconstructed Sidewalks (Miles)	**15.8**

The list of projects that included new construction or reconstruction of sidewalks is provided in Appendix H.

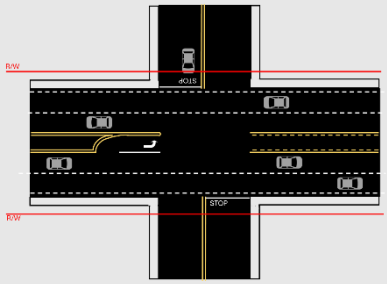
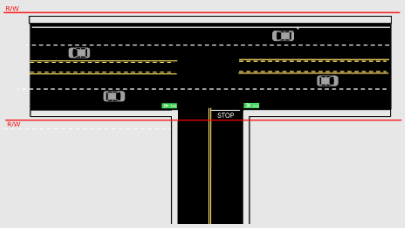
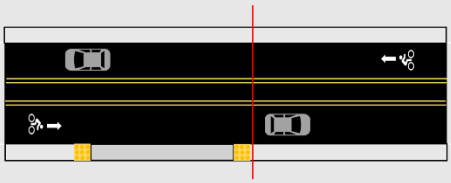
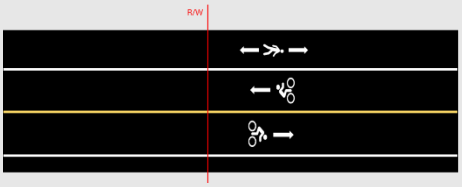
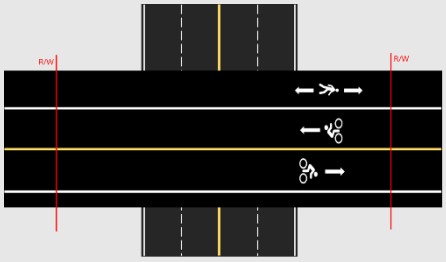
4.8 Number of Connections Made with Locally Owned Walk and Bike Facilities

The annual number of connections made with locally owned walk and bike facilities is summarized in this report. To determine if the construction of a new bikeway or sidewalk resulted in a connection with a pre-existing locally owned facility, a set of criteria for what constitutes a connection was established by a multi-disciplinary team as follows:

- Bike and walk facilities should be counted separated.
- Every leg of each facility should count as one connection.
- Only newly constructed sidewalks and bikeways within state owned Right of Way (ROW) should be counted as a new connection to pre-existing locally owned facility.
- The connection must transition from the state highway to the local system at the ROW boundary.
- A bridge overcrossing or undercrossing must connect at the ROW on both sides of the state highway to be considered a connection.

Table 9 presents the types of scenarios where possible connections with locally owned walk and bike facilities can be identified. In the graphics the red line represents the limits of State ROW. For example, in scenario A, if the project added crosswalk in all four legs of the intersection connecting with the local pre-existing sidewalks, then four walk connections were made. In the case of new bikeway, Class I connecting to existing sidewalk and bikeway, it can count as a bikeway and a walk connection.

Table 9 – Scenario for Possible Connections with Locally Owned Walk and Bike Facilities

Scenario	Possible Connections	Description	Graphic
Scenario A	4-Way Intersection	Two roadways intersecting one another. Each leg of new sidewalk can count as a connection, counting to 4 walk connections. Bikeway added can count for each direction of connection.	
Scenario B	T Intersection	One roadway connecting perpendicularly with another roadway. Each leg of new sidewalk can count as a connection, allowing for up to 2 connections. Bikeway added can count for each direction of connection.	
Scenario C	Lane Transition	A lane transitioning from State to Local. Possibility of 2 sidewalk and 2 bikeway connections.	
Scenario D	Bikeway Class 1 Facility with Markers	Adding Bikeway Class 1 in State ROW with markers counts as 2 bikeway and 1 walk connection.	
Scenario E	Bikeway Class 1 Facility with No Markers	Adding Bikeway Class 1 with no markers counts as 1 bikeway and 1 walk connection.	
Scenario F	Pedestrian Overcrossing (POC) with Markers	POC with markers to indicate mode of travel. With markers to identify each lane of the Class 1 POC, there would be 3 connections. 2 bikeway and 1 pedestrian.	

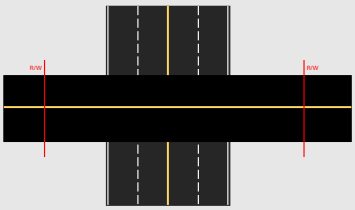
Scenario	Possible Connections	Description	Graphic
Scenario G	Pedestrian Overcrossing (POC) with No Markers	POC with no markers. With no markers to identify the lanes of the Bikeway Class 1 POC, there would be 2 connections, 1 bikeway and 1 pedestrian.	
Scenario H	Driveway	Driveway intersecting with State roadway. Driveway must be public for connection to occur with new sidewalks.	

Table 10 presents a summary of new connections made with locally owned walk and bike facilities.

Table 10 – Number of Connections Made with Locally Owned Walk and Bike Facilities

Fiscal Year	2024
Number of Connections Made with Locally Owned Bike Facilities	9
Number of Connections Made with locally Owned Walk Facilities	16
Total New and Reconstructed Sidewalks (Miles)	**25**

The list of projects that included new connections made with locally Owned Walk and Bike Facilities is provided in Appendix I.

4.9 Quantification of Vehicle Miles Travelled, Greenhouse Gas and Mitigation Associated with the Lane Miles Added to State Highway System

Senate Bill (SB) 743 (Chapter 386, Statutes of 2013)[16], incorporated into the State's California Environmental Quality Act (CEQA) Guidelines in 2018, better aligned CEQA with the State's climate goals. The bill amended several sections of the California Government Code, leading to changes in transportation impact analysis under CEQA for projects on the State Highway System to focus on reducing total driving, or vehicle miles traveled (VMT). The bill's environmental provisions pertaining to VMT were implemented[17] into Caltrans policy and practices for projects beginning environmental review on or after September 15, 2020[18].

39 projects completed in FY 2023-24 added lanes to the SHS, and 7 projects began environmental review on or after September 15, 2020. All 7 projects added less than 1 mile to the SHS, and they were determined to have less-than-significant impact on VMT.

As part of this report, no project completed in FY 2023-24 meets the requirement to report VMT, greenhouse gas and mitigation associated with the lane miles added to State Highway System.

[16] SB 743, https://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill_id=201320140SB743
[17] SB 743 Implementation Resources, https://dot.ca.gov/programs/esta/sb-743/resources
[18] Caltrans Policy on Transportation Impact Analysis and CEQA Significance Determinations for Projects on the SHS, September 2020, https://dot.ca.gov/-/media/dot-media/programs/transportation-planning/documents/sb-743/2020-09-10-vmt-policy-memo-fnl-a11y.pdf

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5 Annual Reporting Observations

This second “Select State Highway System Project Outcomes” report analyzed completed project outcomes across nine identified areas. The analysis involved screening or manually reviewing over 1,500 projects that were completed during FY 2023-24.

On average the projects included in this report took approximately nine years to progress from planning through completion. Given the longer lead times typical for transportation projects, recent policy changes have not yet been fully reflected in completed projects. These policy efforts include CAPTI, the designation of transportation emissions as a mitigatable environmental impact (SB 743), and Caltrans' internal policy changes on bicycle and pedestrian infrastructure.

Evidence of recent policy shifts are already visible in early project reporting included in the 2026 report. The percentage of reported projects that are influenced by new policies are beginning to show up in the results presented and are expected to grow in future reports. As more recently planned projects reach completion, future reports will offer greater insight into the impact of these recent policy changes. By 2030, approximately half of the reported projects are expected to reflect these policy changes and shifts in investment strategies, as shown in the charts above.

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Appendix A: Project Data and Analysis

A detailed description of the sources of data and analysis methodology and assumptions are provided in this section of the report.

A1 Compilation of Project Data from Caltrans Data Sources

A1.1 Primary Data Sources

The initial step in the analysis required compiling a list of all projects completed within the reporting period from all available departmental data sources. Table 11 summarizes the Caltrans data systems and sources used to compile the set of projects for initial screening. Both online departmental data systems and ad hoc data sets from Caltrans functional units were utilized in the preparation of the initial project list. For most of the data sources, project data was limited to projects completed within the reporting time period. However, for QMRS all project data for all programs and years was downloaded, including years preceding the required reporting period. This was necessary to support the tracing of projects resulting from multiple splits and combines over an extended number of years, in one instance going back to the 1990s.

Table 11 – Primary Data Sources and Project List Compilation

Project Data Source	Data Set Description	Source Data Format	Date
CTIPS SHOPP	Approved projects in the 2010 through 2024 SHOPP. Data provided by HQ Financial Programming (SHOPP) and compiled by HQ Asset Management.	Spreadsheet	May 2024
CTIPS Non-SHOPP	All projects with construction allocation between FY 2013/14 through 2023/24 and within the state Right-of-Way (ROW). Data provided by HQ Office of Capital Improvement Programming.	Spreadsheet	May 2024
Minor SHOPP Approved List	Approved Minor SHOPP projects from FY 2018/19 through 2023/24 SHOPP. Data provided by HQ Financial Programming (Minor SHOPP) and compiled by HQ Asset Management	Spreadsheet	May 2024
HM Master List	Approved HM projects from FY 2018/19 through 2023/24. Data provided by HQ Maintenance and compiled by HQ Asset Management.	Spreadsheet	May 2024
QMRS Project Detail Report	All available project records for all programs and all years in the system. https://qmrs.dot.ca.gov/qmrs/f?p=ea:home	Website	May 2024
CalSMART Quarterly Reports	All available project records for ATP, SCCP, TCEP, and LPP programs for FY 2018/19 Q3 through FY 2024/25 Q1. Data accessed and compiled by HQ Asset Management. https://calsmart.ctpass.dot.ca.gov/	Website	May 2024
CalSMART Completion Reports	All available project records for FY 2018/19 through FY 2023/24. Data accessed and compiled by HQ Asset Management. https://calsmart.ctpass.dot.ca.gov/	Website	March 2024
ATP	ATP project records for FY 2018/19 through FY 2023/24. Data provided by HQ Office of State Programs	Spreadsheet	March 2024
Relinquish-ments	All available project records for FY 2018/19 through FY 2023/24. Data provided by HQ Division of Design.	Spreadsheet	March 2024
Rebuilding CA	All available project records for all programs. https://odp.dot.ca.gov/sb1/	Website	May 2024

A1.2 Ancillary Data Sources

Several additional ancillary data sources were used to augment project data that was not available in the primary source data systems cited in Table 11. Data from these ancillary systems included supporting data such as project descriptions, details on project scope, performance quantities, expenditures, and key milestone dates, among other data elements. Table 12 summarizes these ancillary data sources.

Table 12 – Ancillary Data Sources for Project Details

Project Data Source	Data Set Description	Source Data Format	Date
Combined and Un-pared SHOPP Projects	Compilation by HQ Asset Management of 5 years of projects. Only the projects advanced to construction were included in the project list	Spreadsheet	May 2024
AMS Datalink Report	Datalink Expenditure by Project Summary report. https://datalink.ctpass.dot.ca.gov/dwapp/ViewHome.aep2	Website	May 2024
Asset Management Tool	SHOPP, HM, and Minor project data scope, schedule, cost, location, and performance. http://amtool.dot.ca.gov/	Website	May 2024
TSN	Project list used to develop annual TSN provided by Division of Research, Innovation and System Information	Spreadsheet	May 2024
Relinquishment Database	CTC relinquishment data https://landsurveys.onramp.dot.ca.gov/relinquishments-vacations-additional-resources	Website	May 2024
STEVE	Environmental document data https://steve.dot.ca.gov/fmi/webd	Website	May 2024
Vision	Enterprise web application from Division of Engineering Services subdivisions to support program and task management. https://esims.dot.ca.gov/webapps/vision	Website	various
Project Reporting System	Web application managed by Caltrans District 6 with the assistance of local IT and our Statewide partners. The intent is to provide timely, accurate and relevant project-related information to those involved in Statewide Project Delivery from multiple data sources, including QMRS, PRSM, AMS, CTIPS, AM Tool, GIS and more. http://projrpt/	Website	various

A1.3 Data Reconciliation

A data reconciliation process was carried out across the data sets, as in some instances the information in one data source differed from data in others. Project data from CTIPS was generally used as the authoritative source where data conflicts arose. QMRS served as the authoritative source for project delivery milestones.

In some instances, additional investigation was required. While differences could be largely attributed to missing data, incomplete project records, differing data entry requirements for the systems, or data

entry errors, resolution required review by the HQ Asset Management team. Some examples of the data reconciliation process are as follows:

- In instances where the project status was indicated as "deleted" in QMRS but "complete" in CalSMART, HM, or other records, a review of expenditures in AMS was carried out to identify if there were any construction expenditures. This would suggest that the project advanced to the construction phase and, as such, these projects needed to be retained on the list for further screening.
- The data for projects from the HM Master list and Minor SHOPP Approved list were used as the main source to determine if projects were allocated for construction, as QMRS does not require reporting of milestones for HM and Minor SHOPP projects.

A2 Initial Project Screening for Reporting Period

An initial screening of the project set was carried out to identify candidate projects for inclusion in this report. These were comprised of projects completed in FY 2023/24 based on the project delivery milestone, *Construction Contract Acceptance (CCA)*. Several other factors were also considered in the screening, as follows:

- All SHOPP Major projects reported in CTIPS were included.
- All non-SHOPP projects reported in CTIPS (e.g., STIP, TCRP, bond, etc.) within the state operational ROW where the CCA milestone was indicated as being 100% complete were included.
- All ATP, SCCP, TCEP, and LPP projects reported in CalSMART within the state operational ROW and with CCA 2023/24 were included.
- All SHOPP Minor projects allocated in 2023/24 were included. For the initial screening the year of construction allocation was assumed to be year of completion (similar to CCA), as Minor projects typically are completed within a year. Validation of the date of project completion would be done in a subsequent review step.
- All HM projects in the Master List for FY 2023/24 were included. For the initial screening the year of construction award was assumed to be year of completion (similar to CCA), as HM projects typically are completed within a year. Note, HM5 Facilities projects were not included in the project set, as the scope of these projects are on facilities outside of the operational ROW and do not add lanes or bike or pedestrian infrastructure.
- All projects with relinquishments were included.
- All projects on the *Rebuilding CA* website within the state operational ROW and reported as completed or in construction were included.

A3 Secondary Screening Using Exclusion and Inclusion Criteria

Criteria were developed and applied to the projects to mark for inclusion for additional review, flag as likely exclusion, or neither, in which case no further examination was carried out. For projects where any of the screening criteria indicated a potential reportable project, the project was flagged for additional reviews.

A3.1 Projects Screened for Exclusion

Projects were initially flagged for exclusion based on two primary factors – program code and keywords in project descriptive fields.

Projects under certain funding programs generally do not have work scope pertaining to lane additions or bicycle and pedestrian infrastructure. This includes projects, for example, funded specifically for broadband communications or legal support. Project funding was determined from project records in QMRS and AMS.

Specific types of projects were flagged for exclusion based on the project's program code, a ten-digit coding scheme used for resource allocation and financial management processes. Project program codes from QMRS and AMS data were used. These projects included those related to building facility work, as the scope of these projects are outside of the operational ROW and do not add lanes or bike or pedestrian infrastructure. Additionally, projects with activity codes for Director's Orders (DO) or District Director's Orders (DDO) were excluded, as these projects are typically in response to urgent emergency work and would generally not be used for the types of work required for reporting.

A keyword search of project descriptive data elements across the various data systems was conducted to identify projects where the primary project purpose would generally not include work scope to add lanes or bike or pedestrian infrastructure. These projects were largely focused on environmental mitigation, highway planting, and landscaping.

Note, projects screened for exclusion in this step of the process were not categorically eliminated from further evaluation. These projects were evaluated in the subsequent screening and retained for further evaluation if there were any indications that the project contained scope requiring inclusion in this report.

A3.2 Projects Screened for Inclusion

Projects were screened against criteria to identify projects with work scope related to lane additions, bicycle and pedestrian infrastructure, relinquishments, or relocation of homes or businesses. Four strategies were employed – (1) screening projects based on keywords, (2) screening projects based on activities captured in the Asset Management Tool or CTIPS, (3) screening for projects with relinquishments using the CTC relinquishment resolution data, and (4) screening projects for home or business relocations based on ROW capital project costs.

Project data fields from source systems (e.g., QMRS, CTIPS, CalSMART, Asset Management Tool, etc) containing descriptions, locations, and work types were screened for various permutations of keywords and phrases (e.g., "aux," "auxiliary," "bike," "bicycle," etc.) that could indicate reportable projects. The keyword searches focused on identifying six specific types of work scope:

- Highway Widening and Lane Additions
- Lane Conversions (HOV, HOT, Toll, Express)
- Bikeways
- Sidewalks
- Closing Bicycle and Pedestrian Gaps
- Relinquishments

The Asset Management Tool (AM Tool) was used to extract project-specific performance data for SHOPP, HM, and Minor projects. This data was comprised of specific activities and associated quantities (e.g., lane miles of auxiliary lanes constructed) on projects and served as an unambiguous indicator for projects that must be included in the report. Similarly, performance data reported in CTIPS, while more limited, was also used.

Project were identified by cross-referencing against CTC relinquishment resolutions involving a superseded highway, a legislative deletion, or resulted in a change to the TSN data.

Separately, a screening criterion was applied to identify projects where the relocation of businesses or homes was possible. This criterion used the ROW cost data from project data sources and indicated projects where ROW capital costs exceeded $250k. This lower bound threshold was established after reviewing a range of costs where ROW acquisitions were known, and relocations for less than this value were not found. Many projects impacting the State Highway System are sponsored and led by local and regional partners rather than the State. In these cases, relocations are conducted by the lead sponsor. Therefore, not all projects examined for this report had information regarding ROW costs. In these instances, projects flagged for widening or adding lanes were further reviewed for the potential of relocations.

For projects not in AM Tool, not meeting exclusion criteria, and not meeting inclusion criteria, a more detailed review of project records was carried out to determine if projects should be excluded. Projects were reviewed using data obtained from Vision, QMRS, Project Reporting System, and AMS. In addition to confirming inclusion or exclusion, this effort informed the refinement of the keyword screening criteria.

A3.3 Summary of Secondary Screening Criteria

These screening tools collectively served to positively identify projects required for reporting. Projects screened for inclusion in this step of the process were categorically retained for further evaluation by project teams in the districts. Projects flagged for exclusion in the prior screening, but also flagged for inclusion in this step, were also retained for further evaluation. Projects that did not meet any of the inclusion or exclusion criteria were removed from the project list from further evaluation.

A4 District Review of Project Data

The screened listing projects and associated data were provided to twelve Caltrans District teams for further in-depth review. The district teams were led by the District Asset Manager, or a designee, who coordinated with other functional units within the district to conduct the data compilation and validation process. A standard data template was developed along with detailed instructions. The template included key project identifiers, descriptions, and project data pertaining to scope, schedule, and cost. Where available from Caltrans data systems, primarily CTIPS and the AM Tool, quantities of lane miles, bikeways, and sidewalk were pre-populated in the listing. Direction and guidance were provided to district teams on completing the reviews, verifying reportable project data and quantities and providing any missing data elements.

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Appendix B: Internal Review of Procedures

Prior to publishing this initial “Select State Highway System Project Accomplishments” report, Caltrans conducted multiple internal reviews of the processes used to screen projects for inclusion in the report. Given the large number of past projects that had completed during the identified fiscal year, it was necessary to screen projects for the attributes required for this report. The process used to screen through the projects provided an opportunity for projects to be inadvertently screened out of consideration. All projects that were uncertain were included in the set to be manually reviewed by district and headquarters teams.

A second internal review of the projects was conducted by an independent team within Headquarters Asset Management that were not involved in the earlier review and screening processes. The team reviewed a 1% random sampling of the project set to identify instances where projects may have been inadvertently screened out from the list of reported projects. The team reviewed project documents and data, including data in project management and tracking data systems, project reports, and plan sheets.

Caltrans Internal Audits Office has also reviewed the processes and documentation used to produce this report in 2025.

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Appendix C: Listing of Projects with Lane Additions

Table 13 provides a listing of projects completed in fiscal years 2023/24 where one or more types of lane additions were identified.

Table 13 – Listing of Projects with Lane Additions

EA	Project ID	Dist	County	Rte	Begin PM	End PM	Project Description	CCA FY	New or Extend Aux Lanes (Lane Miles)	New or Extend L/R Turn Pock-ets (Lane Miles)	New or Extend Truck Climbing /Passing Lanes (Lane Miles)	New or Extend Accel/ Decel Lanes (Lane Miles)	New HOV Lanes (Lane Miles)	New HOT Lanes (Lane Miles)	New Exp Toll Lanes (ETL) (Lane Miles)	New Transit Lanes (Lane Miles)	New Inter-chg Lanes (Lane Miles)	New Lanes in Ramps and Conn-ectors (Non-Main-line)	New Gen Pur-pose Lanes (Lane Miles)	Total Added Lanes (Lane Miles)
3J670	0322000263	3	Placer	49	4.5	4.6	Along Highway 49 Nevada Street (PM 4.5) to Nevada Way (PM 4.6) in the City of Auburn and County of Placer. Widen shoulder to construct bike lane, right turn lane, and construct sidewalks, and curb ramps.	2024	0	0.05	0	0	0	0	0	0	0	0	0	0.05
42550	0300000617	3	Sacramento	5	29.5	32.7	North of Sacramento, between the Interstate 5 and State Route 99 separation and Airport Boulevard Overcrossing. Construct new interchange.	2024	0.06	0	0	0.55	0.3	0	0	0	1.67	1.13	0	3.71
4G320	0412000446	4	Solano	80	7.27	7.27	In Solano County, in the city of Fairfield, in the intersection with West Texas Street from Oliver Road to Beck Avenue. Shoulder improvement, reconstruct signal intersection, and construct new pedestrian crosswalk.	2024	0	0.06	0	0	0	0	0	0	0	0	0	0.06

EA	Project ID	Dist	County	Rte	Begin PM	End PM	Project Description	CCA FY	New or Extend Aux Lanes (Lane Miles)	New or Extend L/R Turn Pock-ets (Lane Miles)	New or Extend Truck Climbing /Passing Lanes (Lane Miles)	New or Extend Accel/ Decel Lanes (Lane Miles)	New HOV Lanes (Lane Miles)	New HOT Lanes (Lane Miles)	New Exp Toll Lanes (ETL) (Lane Miles)	New Transit Lanes (Lane Miles)	New Inter-chg Lanes (Lane Miles)	New Lanes in Ramps and Conn-ectors (Non-Main-line)	New Gen Pur-pose Lanes (Lane Miles)	Total Added Lanes (Lane Miles)
4H610	0413000216	4	Contra Costa	680	11.2	16.6	In Walnut Creek. Construct a HOV lane on southbound I-680, from Livorna Road to 0.2 miles north of Geary Road.	2024	0	0	0	0	0	11	0	0	0	0.81	0	11.81
2640F	0400020132	4	Sonoma	101	4	7.1	In Sonoma, Highway 101 and 116 connections to 0.3 miles north of Corona Road. Construct HOV lanes and sound walls.	2024	0.67	0	0	0	6.6	0	0	0	0	0	0	7.27
46580	0500020105	5	Santa Cruz	1	17.5	17.7	In the city of Santa Cruz, at the junction of Route 1 and Route 9. Construct turn lanes and bike lanes.	2024	0.1	0.12	0	0	0	0	0	0	0	0	0	0.22
44255	0612000176	6	Kern	46	29.7	31.9	In and near Lost Hills, from 0.2-mile west California Aqueduct Bridge to 1.4 miles east of Lost Hills Road. Convert from 2-lane conventional highway to 4-lane expressway.	2024	0	1.8	0	0	0	0	0	0	0	0	4.4	6.2
0A441	0818000047	8	Riverside	15	17.6	19.6	In the city of Lake Elsinore in Riverside County. The project will widen the Railroad Canyon Road under the freeway to eight lanes	2024	0.19	0.36	0	0.62	0.2	0	0	0	0	1.53	0	2.9

EA	Project ID	Dist	County	Rte	Begin PM	End PM	Project Description	CCA FY	New or Extend Aux Lanes (Lane Miles)	New or Extend L/R Turn Pock-ets (Lane Miles)	New or Extend Truck Climbing /Passing Lanes (Lane Miles)	New or Extend Accel/ Decel Lanes (Lane Miles)	New HOV Lanes (Lane Miles)	New HOT Lanes (Lane Miles)	New Exp Toll Lanes (ETL) (Lane Miles)	New Transit Lanes (Lane Miles)	New Inter-chg Lanes (Lane Miles)	New Lanes in Ramps and Conn-ectors (Non-Main-line)	New Gen Pur-pose Lanes (Lane Miles)	Total Added Lanes (Lane Miles)
							with dual left turn lanes to the southbound on-ramp, reconstruct the northbound ramps to a hook configuration to Grape Street, eliminate the existing northbound exit ramp and Railroad Canyon Road, construct auxiliary and deceleration lanes on Interstate 15, and widen the Railroad Canyon southbound exit ramp.													
0F321	0817000014	8	Riverside	215	27.9	32.8	In Perris in Riverside County, from 0.3 Miles South of Perris Boulevard Undercrossing to 0.5 Miles North of Oleander Avenue Overcrossing. Construct various improvements at existing intersections and construct a new interchange at I-215/Placentia Avenue.	2024	0	0.93	0	0.82	0.28	0	0	0	0.57	2.3	0	4.9
0F540	0800000136	8	Riverside	91	0	13.04	On Riverside 91 from Orange/Riversi	2024	2.27	1.48	0	4.26	0.45	0	23.2	0	0	17.43	23.2	72.29

EA	Project ID	Dist	County	Rte	Begin PM	End PM	Project Description	CCA FY	New or Extend Aux Lanes (Lane Miles)	New or Extend L/R Turn Pock-ets (Lane Miles)	New or Extend Truck Climbing /Passing Lanes (Lane Miles)	New or Extend Accel/ Decel Lanes (Lane Miles)	New HOV Lanes (Lane Miles)	New HOT Lanes (Lane Miles)	New Exp Toll Lanes (ETL) (Lane Miles)	New Transit Lanes (Lane Miles)	New Inter-chg Lanes (Lane Miles)	New Lanes in Ramps and Conn-ectors (Non-Main-line)	New Gen Pur-pose Lanes (Lane Miles)	Total Added Lanes (Lane Miles)
							de County line to Magnolia Ave in the city of Corona & on Orange 91 in Orange County from state Route 241 to Orange/Riverside County line & on Riverside 15 from Ontario Ave to Hidden Valley Parkway. Construct one mixed flow lane in each direction from Rte 241 to Pierce Street, collector distributor system from Lincoln Ave to I-15, one new HOT lane/convert existing HOV lane from County Line (Design-Build Project).													
0M900	0812000248	8	Riverside	111	18	19	In the City of Mecca from 0.47 Miles eastern of State Route 86 to 0.45 Mile western of Johnson Street (eastern Riverside County). Construct a new two-lane roadway alignment and elevated structure over the Union Pacific Railroad Lines, Hammond	2024	0	0.44	0	0	0	0	0	0	0	0	0	0.44

EA	Project ID	Dist	County	Rte	Begin PM	End PM	Project Description	CCA FY	New or Extend Aux Lanes (Lane Miles)	New or Extend L/R Turn Pock-ets (Lane Miles)	New or Extend Truck Climbing /Passing Lanes (Lane Miles)	New or Extend Accel/ Decel Lanes (Lane Miles)	New HOV Lanes (Lane Miles)	New HOT Lanes (Lane Miles)	New Exp Toll Lanes (ETL) (Lane Miles)	New Transit Lanes (Lane Miles)	New Inter-chg Lanes (Lane Miles)	New Lanes in Ramps and Conn-ectors (Non-Main-line)	New Gen Pur-pose Lanes (Lane Miles)	Total Added Lanes (Lane Miles)
							Road, and State Route 111, south of the existing Avenue 66 alignment. The proposed bypass will consist of approximately 1.7 miles of roadway that will connect Avenue 66 westerly of Lincoln Street to Avenue 66 at Home Avenue (TCIF #117).													
1L460	0820000080	8	Riverside	10	3	3	In Calimesa at Cherry Valley Blvd. Overcrossing. Interchange improvements.	2024	0	0.09	0	0	0	0	0	0	0	0.09	0	0.18
34143	0813000032	8	Riverside	60	29	30	In the city of Beaumont from 1.4 mile to 0.4 miles from State Route 60 and Interstate 10 junction. Construct deceleration and acceleration lane and install concrete barrier.	2024	0	0.15	0	0.32	0	0	0	0	0	0	0	0.47
44394	0800020180	8	San Bernardino	210	19.3	20.1	In the city of Rialto from 0.5 mi east of riverside Ave to 0.6 mi west State Street/University Parkway at Pepper Avenue. Construct compact diamond interchange.	2024	0	0.52	0	0	0.28	0	0	0	1	1.08	0.5	3.38

EA	Project ID	Dist	County	Rte	Begin PM	End PM	Project Description	CCA FY	New or Extend Aux Lanes (Lane Miles)	New or Extend L/R Turn Pock-ets (Lane Miles)	New or Extend Truck Climbing /Passing Lanes (Lane Miles)	New or Extend Accel/ Decel Lanes (Lane Miles)	New HOV Lanes (Lane Miles)	New HOT Lanes (Lane Miles)	New Exp Toll Lanes (ETL) (Lane Miles)	New Transit Lanes (Lane Miles)	New Inter-chg Lanes (Lane Miles)	New Lanes in Ramps and Conn-ectors (Non-Main-line)	New Gen Pur-pose Lanes (Lane Miles)	Total Added Lanes (Lane Miles)
0Y210	1013000104	10	Tuolumne	108	4.33	4.33	In East Sonora. At Peaceful Oaks Road. Construct a westbound off-ramp and eastbound on-ramp.	2024	0	0	0	0	0	0	0	0	0	1.2	0	1.2
1C260	1014000090	10	San Joaquin	99	31.3	31.6	In Lodi, at the SR 99/Turner Road Interchange. Construct operational improvements.	2024	0.03	0	0	0	0	0	0	0	0	0	0.15	0.18
40350	1000000424	10	Stanislaus	132	11.2	14.8	In Modesto, on Route 132 from 0.2 mile east of Stone Avenue to 6th Street, and on Route 99 from I Street to Woodland Avenue. Construct 2-lane expressway and improve Route 132/99 interchange.	2024	0.61	0	0	0	0	0	0	0	0	0	8.2	8.81
28883	1117000088	11	San Diego	125	0	1.1	In and near San Diego at Route 125/905 separation. Construct freeway to freeway South-West connector.	2024	0	0	0	0	0	0	0	0	0	1.11	0	1.11
0C110	1200000633	12	Orange	57	20.3	21.6	In the City of Brea at the SR-57 & Lambert Road Interchange. Reconfiguration of northbound ramps including construction of a loop on-ramp at the south-east quadrant; modify NB off-ramp; lower	2024	0.29	0.05	0	0	0	0	0	0	0	0.96	0	1.3

EA	Project ID	Dist	County	Rte	Begin PM	End PM	Project Description	CCA FY	New or Extend Aux Lanes (Lane Miles)	New or Extend L/R Turn Pock-ets (Lane Miles)	New or Extend Truck Climbing /Passing Lanes (Lane Miles)	New or Extend Accel/ Decel Lanes (Lane Miles)	New HOV Lanes (Lane Miles)	New HOT Lanes (Lane Miles)	New Exp Toll Lanes (ETL) (Lane Miles)	New Transit Lanes (Lane Miles)	New Inter-chg Lanes (Lane Miles)	New Lanes in Ramps and Conn-ectors (Non-Main-line)	New Gen Pur-pose Lanes (Lane Miles)	Total Added Lanes (Lane Miles)
							Lambert Road and widen NB Lambert Road UC bridge to to accommodate future truck-climbing lane.													
4G380	0412000463	4	Sonoma	116	31.04	31.27	Near Sebastopol, at the intersection of Route 116 and Llano Road. Construct left turn and merge lanes.	2024	0	0.5	0	0	0	0	0	0	0	0	0	0.5
1C280	1014000134	10	San Joaquin	99	30.9	31.3	In Lodi, from 0.1 mile south of Route 12 (Victor Road) to 0.3 mile south of Turner Road. Realign northbound onramp, increase bridge vertical clearance and construct auxiliary lane.	2024	0.28	0	0	0	0	0	0	0	0	0	0	0.28
0K240	0416000060	4	Santa Clara	237	7	8	In San Jose, in the eastbound direction from North First Street to Zanker Road. Construct auxiliary lane to reduce congestion and improve highway operations and mobility.	2024	0.6	0	0	0	0	0	0	0	0	0	0	0.6
2H630	0317000166	3	Butte	162	18.4	19.9	In and near Oroville, from 0.1 mile west of Foothill Boulevard to 0.6-mile east Arbol Avenue. Construct two-	2024	0	0.01	0	0	0	0	0	0	0	0	0	0.01

EA	Project ID	Dist	County	Rte	Begin PM	End PM	Project Description	CCA FY	New or Extend Aux Lanes (Lane Miles)	New or Extend L/R Turn Pock-ets (Lane Miles)	New or Extend Truck Climbing /Passing Lanes (Lane Miles)	New or Extend Accel/ Decel Lanes (Lane Miles)	New HOV Lanes (Lane Miles)	New HOT Lanes (Lane Miles)	New Exp Toll Lanes (ETL) (Lane Miles)	New Transit Lanes (Lane Miles)	New Inter-chg Lanes (Lane Miles)	New Lanes in Ramps and Conn-ectors (Non-Main-line)	New Gen Pur-pose Lanes (Lane Miles)	Total Added Lanes (Lane Miles)
							way left-turn lane and widen shoulders.													
1H820	0817000138	8	San Bernardino	138	14.8	15.1	Near Hesperia, from 0.2 mile west to 0.1 mile east of Cajon Boulevard; also on Route 15, at 0.2 mile north of Route 138 (PM R21.6). Install traffic signals, realign Cajon Boulevard, widen southbound offramp, add left-turn lane, and construct curb ramps.	2024	0	0.09	0	0	0	0	0	0	0	0.06	0	0.15
0X760	0618000129	6	Kern	119	0.2	0.6	In Taft, from 0.1 mile north of Gardner Field Road to 0.5 mile south of Ash Street. Construct left-turn lane to improve safety. This project will reduce the number and severity of collisions.	2024	0	0.22	0	0	0	0	0	0	0	0	0	0.22
4E62U	0319000068	3	El Dorado	50	21.9	24.45	Near Placerville and Camino, from 0.2 mile west of Still Meadows Road to 0.4 mile east of Upper Carson Road. Install median barrier, widen shoulders, construct acceleration/deceleration lane, construct an	2024	0	0	0	0.17	0	0	0	0	0	0	0	0.17

EA	Project ID	Dist	County	Rte	Begin PM	End PM	Project Description	CCA FY	New or Extend Aux Lanes (Lane Miles)	New or Extend L/R Turn Pock-ets (Lane Miles)	New or Extend Truck Climbing /Passing Lanes (Lane Miles)	New or Extend Accel/ Decel Lanes (Lane Miles)	New HOV Lanes (Lane Miles)	New HOT Lanes (Lane Miles)	New Exp Toll Lanes (ETL) (Lane Miles)	New Transit Lanes (Lane Miles)	New Inter-chg Lanes (Lane Miles)	New Lanes in Ramps and Conn-ectors (Non-Main-line)	New Gen Pur-pose Lanes (Lane Miles)	Total Added Lanes (Lane Miles)
							undercrossing, and construct access to the undercrossing from local roads. Rehabilitate culverts and provide access for wildlife crossing the route.													
0H10U	0317000246	3	Sacramento	5	9.7	24.9	In and near the city of Sacramento, from Beach Lake Bridge at Morrison Creek to the American River Bridge. Roadway rehabilitation, construct High Occupancy Vehicle (HOV) lanes, and install fiber optic cable.	2024	0.77	0	0	0	25.77	0	0	0	0	0.35	0.7	27.59
2T218	1116000174	11	San Diego	5	38.4	47.3	In the cities of Encinitas and Carlsbad from Manchester Avenue to Palomar Airport Road. Construct one High Occupancy Vehicle (HOV) lane in each direction; construct multi-use facility at Manchester; construct bike paths and soundwalls (CMGC). In San Diego County, from 0.6 mile south of Route 5/8 Separation	2024	2	0	0	0	17.8	0	0	0	0	0	0	19.8

EA	Project ID	Dist	County	Rte	Begin PM	End PM	Project Description	CCA FY	New or Extend Aux Lanes (Lane Miles)	New or Extend L/R Turn Pock-ets (Lane Miles)	New or Extend Truck Climbing /Passing Lanes (Lane Miles)	New or Extend Accel/ Decel Lanes (Lane Miles)	New HOV Lanes (Lane Miles)	New HOT Lanes (Lane Miles)	New Exp Toll Lanes (ETL) (Lane Miles)	New Transit Lanes (Lane Miles)	New Inter-chg Lanes (Lane Miles)	New Lanes in Ramps and Conn-ectors (Non-Main-line)	New Gen Pur-pose Lanes (Lane Miles)	Total Added Lanes (Lane Miles)
							to 1.5 miles north of Route 5/76 Separation. Install Vehicle Detection Stations (VDS), Changeable Message Signs (CMS), Closed Circuit Television (CCTV), Ramp Metering, Traffic Signal and Fiber Optic Network elements.													
3H93U	0321000091	3	Butte	70	0	3.8	Near Oroville, from Yuba County line to 0.3 mile south of East Gridley Road/Stimpson Road; also in Yuba County, on Route 70 from PM 25.7 to PM 25.822. Widen for two-way left-turn lane, passing lanes, and standard shoulders.	2024	0	3.58	3.02	0	0	0	0	0	0	0	0	6.6
4F38U	0321000092	3	Yuba	70	16.2	25.8	Near Marysville, from Laurellen Road to South Honcut Creek Bridge. Widen shoulders and improve clear recovery zone. On Route 70 from Laurellen to Yuba/Butte County Line. Continuous Passing Lanes.	2024	0	7.91	18.28	0	0	0	0	0	0	0	0	26.19
0N73U	0520000166	5	Santa Barbara	101	7.3	9.6	In Santa Barbara County, in and near Summerland	2024	0	0	0	0	3.4	0	0	0	0	0	0	3.4

EA	Project ID	Dist	County	Rte	Begin PM	End PM	Project Description	CCA FY	New or Extend Aux Lanes (Lane Miles)	New or Extend L/R Turn Pock-ets (Lane Miles)	New or Extend Truck Climbing /Passing Lanes (Lane Miles)	New or Extend Accel/ Decel Lanes (Lane Miles)	New HOV Lanes (Lane Miles)	New HOT Lanes (Lane Miles)	New Exp Toll Lanes (ETL) (Lane Miles)	New Transit Lanes (Lane Miles)	New Inter-chg Lanes (Lane Miles)	New Lanes in Ramps and Conn-ectors (Non-Main-line)	New Gen Pur-pose Lanes (Lane Miles)	Total Added Lanes (Lane Miles)
							from 0.2 miles north of Padaro Lane Overcrossing to San Ysidro Creek Bridge. Construct HOV lanes and Rehabilitate roadway.													
1H18U	0321000106	3	Nevada	80	13.04	16.5	In Truckee, from 0.1 mile west of Donner Park Overcrossing to Route 80/89/267 Separation. Rehabilitate roadway, construct auxiliary lane, upgrade Transportation Management System (TMS) elements, rehabilitate drainage systems, upgrade facilities to Americans with Disabilities Act (ADA) standards, and construct auxiliary lanes and an acceleration lane.	2024	0.42	0	0	0.38	0	0	0	0	0	0	0	0.81
1M760	0520000068	5	Monterey	101	81	81.5	In Monterey County, south of Salinas at Spence Road. Extend northbound acceleration lane plus taper.	2024	0	0	0	0.24	0	0	0	0	0	0	0	0.24

EA	Project ID	Dist	County	Rte	Begin PM	End PM	Project Description	CCA FY	New or Extend Aux Lanes (Lane Miles)	New or Extend L/R Turn Pock-ets (Lane Miles)	New or Extend Truck Climbing /Passing Lanes (Lane Miles)	New or Extend Accel/ Decel Lanes (Lane Miles)	New HOV Lanes (Lane Miles)	New HOT Lanes (Lane Miles)	New Exp Toll Lanes (ETL) (Lane Miles)	New Transit Lanes (Lane Miles)	New Inter-chg Lanes (Lane Miles)	New Lanes in Ramps and Conn-ectors (Non-Main-line)	New Gen Pur-pose Lanes (Lane Miles)	Total Added Lanes (Lane Miles)
0H791	0821000072	8	San Bernardino	15	5.1	5.8	Near the cities of Rancho Cucamonga and Fontana, at Foothills Boulevard northbound onramp. Widen eastbound to northbound onramp to 2 lanes and install ramp metering.	2024	0	0	0	0.09	0	0	0	0	0	0.09	0	0.18
1E710	0814000079	8	San Bernardino	10	31.6	31.9	In San Bernardino County, near Redlands from 0.6 miles east of 6th Street to 0.2 miles west of Cypress Avenue. Interchange improvements (Streamlined Oversight) widen eastbound offramp. Financial Contribution Only (FCO) project.	2024	0	0.03	0	0.06	0	0	0	0	0	0.15	0	0.24
1J360	0818000028	8	San Bernardino	215	13.9	13.9	In San Bernardino County, at Palm Avenue southbound onramp. Widen onramp.	2024	0	0	0	0.08	0	0	0	0	0	0	0	0.08
0J240	0822000124	8	San Bernardino	142	3.6	R3.9	Near the city of Chino Hills, at Carbon Canyon Road (Route 142) and Chino Hills Parkway. Lengthening the westbound two-lanes. Widen Westbound Carbon Canyon	2024	0	0	0	0.14	0	0	0	0	0	0	0	0.14

EA	Project ID	Dist	County	Rte	Begin PM	End PM	Project Description	CCA FY	New or Extend Aux Lanes (Lane Miles)	New or Extend L/R Turn Pock-ets (Lane Miles)	New or Extend Truck Climbing /Passing Lanes (Lane Miles)	New or Extend Accel/ Decel Lanes (Lane Miles)	New HOV Lanes (Lane Miles)	New HOT Lanes (Lane Miles)	New Exp Toll Lanes (ETL) (Lane Miles)	New Transit Lanes (Lane Miles)	New Inter-chg Lanes (Lane Miles)	New Lanes in Ramps and Conn-ectors (Non-Main-line)	New Gen Pur-pose Lanes (Lane Miles)	Total Added Lanes (Lane Miles)
							Road to provide two 1,000 feet long through lanes and an 8 feet wide outside shoulder and modify traffic signal.													
1M780	1021000038	10	Merced	152	18.9	18.9	In Los Banos, at Route 152 (W Pacheco Boulevard) and Badger Flat Road intersection. Extension turning lane.	2024	0	0.09	0	0	0	0	0	0	0	0	0	0.09
1X210	0424000273	4	Sonoma	116	36	37.5	In the city of Petaluma, between Frates Road and Pine View Way. Convert two existing eastbound lanes to one lane with a lane drop.	2024	0	0.06	0	0	0	0	0	0	0	0	0	0.06

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Appendix D: Listing of Relinquishments

Relinquishments approved by the California Transportation Commission are presented in Table 14.

Table 14 -- Relinquishments Approved by the CTC

FY	CTC Resolution No.	Local Request No.	Dist	County	Route	Begin PM	End PM	Local Agency	Description	# of Lanes	C/L Miles	Lane Miles
2024	R-4107	508-S	8	San Bernardino	83	3.9	11.1	City of Ontario	Legislative Deletion	4/2	7.1	23.1

Appendix E: Listing of Projects with General Purpose Lane Conversions

Projects converted from a General Purpose lane to a Managed Lane are provided in Table 15.

Table 15 – Projects with General Purpose Lane Conversions

EA	Project ID	Dist	County	Route	Begin PM	End PM	Project Description	CCA FY	Total Converted Lanes (Lane Miles)
2A400	0400000819	4	Alameda	185	5.7	10.6	In Alameda County on Route 185 in the City of San Leandro and Oakland between Bay Fair Drive in San Leandro and 42nd Street in Oakland. Bus Rapid Transit.	2024	14.4
4H610	0413000216	4	Contra Costa	680	11.2	16.6	In Walnut Creek. Construct a HOV lane on southbound I-680, from Livorna Road to 0.2 miles north of Geary Road.	2024	5.6
0F540	0800000136	8	Riverside	91	0	13.04	On Riverside 91 from Orange/Riverside County line to Magnolia Ave in the city of Corona & on Orange 91 in Orange County from state Route 241 to Orange/Riverside County line & on Riverside 15 from Ontario Ave to Hidden Valley Parkway. Construct one mixed flow lane in each direction from Route 241 to Pierce Street, collector distributor system from Lincoln Avenue to I-15, one new HOT lane/convert existing HOV lane from County Line (Design-Build Project).	2024	23.2

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Appendix F: Listing of Projects with Relocation of Homes and Businesses

Projects homes and businesses were relocated due to the acquisition of Rights-of-Way for the new lane miles on the State Highway System are provided in Table 16.

Table 16 – Projects with Home or Business Relocations

EA	Project ID	Dist	County	Route	Begin PM	End PM	Project Description	Caltrans Lead Sponsor	CCA FY	Number of businesses Relocated	Number of homes Relocated	Total Number of Relocations
2H630	0317000166	3	Butte	162	18.4	19.9	In and near Oroville, from 0.1 mile west of Foothill Boulevard to 0.6 mile east Arbol Avenue. Construct two-way left-turn lane and widen shoulders.	Caltrans	2024	0	2	2
4E62U	0319000068	3	El Dorado	50	21.9	24.45	Near Placerville and Camino, from 0.2 mile west of Still Meadows Road to 0.4 mile east of Upper Carson Road. Install median barrier, widen shoulders, construct acceleration/deceleration lane, construct an undercrossing, and construct access to the undercrossing from local roads. Rehabilitate culverts and provide access for wildlife crossing the route.	Caltrans	2024	0	1	1
3H93U	0321000091	3	Butte	70	0	3.8	Near Oroville, from Yuba County line to 0.3 mile south of East Gridley Road/Stimpson Road; also in Yuba County, on Route 70 from PM 25.7 to PM 25.822. Widen for two-way left-turn lane, passing lanes, and standard shoulders.	Caltrans	2024	0	2	2
4F38U	0321000092	3	Yuba	70	16.2	25.8	Near Marysville, from Laurellen Road to South Honcut Creek Bridge. Widen shoulders and improve clear recovery zone. On Route 70 from Laurellen to Yuba/Butte County Line. Continuous Passing Lanes.	Caltrans	2024	0	8	8
2640F	0400020132	4	Sonoma	101	4	7.1	In Sonoma, Highway 101 and 116 connection to 0.3 miles north of Corona Road. Construct HOV lanes and sound walls.		2024	2	4	6
46580	0500020105	5	Santa Cruz	1	17.5	17.7	In the city of Santa Cruz, at the junction of Route 1 and Route 9. Construct turn lanes and bike lanes.		2024	0	1	1
44255	0612000176	6	Kern	46	29.7	31.9	In and near Lost Hills, from 0.2 mile west California Aqueduct Bridge to 1.4 miles east of Lost Hills Road. Convert from 2-lane conventional highway to 4-lane expressway.		2024	2	2	4
0F540	0800000136	8	Riverside	91	0	13.04	On Riverside 91 from Orange/Riverside County line to Magnolia Ave in the city of Corona & on Orange 91 in Orange County from state Route 241 to Orange/Riverside County line & on Riverside 15 from Ontario Ave to Hidden Valley Parkway. Construct one mixed flow lane in each direction from Route 241 to Pierce Street, collector distributor system from Lincoln Ave to I-15, one new HOT lane/convert existing HOV lane from County Line (Design-Build Project).		2024	88	136	224

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Appendix G: Listing of Projects with Construction of New Bikeways

Projects that added new bikeways to the system are presented in Table 17.

Table 17 – Projects with Construction of New Bikeways

EA	Project ID	Dist	County	Route	Begin PM	End PM	Project Description	CCA FY	New Bikeway Class I (Miles)	New Bikeway Class II (Miles)	New Bikeway Class III (Miles)	New Bikeway Class IV (Miles)	Total Added Bikeways (Miles)
0J490	0219000129	2	Shasta	273	11.1	11.57	In Shasta County in Redding from Canyon Road to Girvan Road. Install curb ramps. Financial Contribution Project.	2024	0.21	0	0	0	0.21
3H890	0318000084	3	Sacramento	5	15.3	15.6	In Sacramento County on Route 5 from Freeport Blvd to Cavalier Way. Construct Class I Bike Path.	2024	0.76	0	0	0	0.76
3J670	0322000263	3	Placer	49	4.5	4.6	Along Highway 49 Nevada Street (PM 4.5) to Nevada Way (PM 4.6) in the City of Auburn and County of Placer. Widen shoulder to construct bike lane, right turn lane, and construct sidewalks, and curb ramps.	2024	0	0.05	0	0	0.05
42550	0300000617	3	Sacramento	5	29.5	32.7	North of Sacramento, between the Interstate 5 and State Route 99 separation and Airport Boulevard Overcrossing. Construct new interchange.	2024	0	0.36	0	0	0.36
0J300	0319000258	3	Yolo	5	R6.55	R6.55	In Yolo County on Route 5 at East Main St from the I-5 Interchange to approx. 800' west of I-5 and on-ramp entrance from East Main St to SB I-5. Upgrade curb radius, ADA improvements, modify signing, and striping.	2024	0	0.06	0	0	0.06
0A771	0420000287	4	Alameda	80	6.4	6.6	In the city of Berkeley, along Gilman Street. Construct a bicycle/pedestrian Overcrossing over I-80.	2024	0.3	0	0	0	0.3
1A661	0415000291	4	Marin	101	8.4	8.7	Marin County in Larkspur from 0.1 mile North of Greenbrae Pedestrian Overcrossing to 0.2 mile North of Corte Madera Creek Bridge. Construct a new Class I multi-use path.	2024	0.24	0	0	0	0.24
2A400	0400000819	4	Alameda	185	5.7	10.6	In Alameda County on Route 185 in the City of San Leandro and Oakland between Bay Fair Drive in San Leandro and 42nd Street in Oakland. Bus Rapid Transit.	2024	0	6.4	1.6	0	8
46580	0500020105	5	Santa Cruz	1	17.5	17.7	In the city of Santa Cruz, at the junction of Route 1 and Route 9. Construct turn lanes and bike lanes.	2024	0	0.26	0	0	0.26
1H000	0516000011	5	Monterey	68	1.12	4.26	In and near Pacific Grove and Monterey, from Forest Avenue to Route 1. Upgrade Americans with Disabilities Act (ADA) curb ramps, cold plane pavement and place Rubberized Hot Mix Asphalt (RHMA) pavement.	2024	0	0	0.34	0	0.34
1F620	0514000039	5	Santa Cruz	152	1.9	2	Near Watsonville, from 0.1 mile east of Beverly Drive to Holohan Road/College Road. Construct accessible pathway, concrete barrier, retaining wall, curb, gutter and sidewalk to meet Americans with Disabilities Act (ADA) standards.	2024	0	0.2	0	0	0.2
1H810	0516000164	5	San Benito	25	18.8	19.2	Near Pinnacles National Park, from 0.7 miles north of San Benito Lateral/Old Hernandez Road to 2.4 miles south of Route 146. Improve curve and flatten slope to improve safety. This project will reduce the number and severity of collisions.	2024	0	0	1	0	1
1M450	0519000153	5	Santa Cruz	236	5.4	5.4	Near Boulder Creek, at 0.6 mile south of Lodge Road. Construct retaining wall to stabilize slope, widen shoulder, repair pavement, improve drainage systems and install erosion control.	2024	0	0	0.1	0	0.1
25720	0700001840	7	Los Angeles	101	33	34.4	In Los Angeles County in Agoura Hills at Palo Comado Canyon Road. Modify interchange.	2024	0	0.57	0	0	0.57
31170	0715000013	7	Los Angeles	134	0	13.3	In the cities of Los Angeles, Burbank, Glendale and Pasadena, from Route 170 to Route 210. Rehabilitate pavement, upgrade guardrail and Americans with Disabilities Act (ADA) curb ramps to current standards.	2024	0	0.1	0	0	0.1

EA	Project ID	Dist	County	Route	Begin PM	End PM	Project Description	CCA FY	New Bikeway Class I (Miles)	New Bikeway Class II (Miles)	New Bikeway Class III (Miles)	New Bikeway Class IV (Miles)	Total Added Bikeways (Miles)
	0717000109	7	Los Angeles				In the 4th Street right-of-way between Colorado and Olympic Drive and extends south from the future Downtown Expo terminus station at 4th Street and Colorado to Olympic Drive via a Caltrans bridge structure over the I-10 Freeway. Improve pedestrian and bicyclist linkages on a 0.2-mile segment of 4th Street.	2024	0	0	0.3	0	0.3
0W030	0720000257	7	Ventura	126	R13.2	R34.625	In Los Angeles and Ventura Counties from Hallock Drive to 0.2 miles west of Cambridge View Drive. Install bikeway Class II and Class IV, slurry, and digouts.	2024	0	47.44	4.79	0.87	53.1
0A441	0818000047	8	Riverside	15	17.6	19.6	In the city of Lake Elsinore in Riverside County. The project will widen the Railroad Canyon Road under the freeway to eight lanes with dual left turn lanes to the southbound on-ramp, reconstruct the northbound ramps to a hook configuration to Grape Street, eliminate the existing northbound exit ramp and Railroad Canyon Road, construct auxiliary and deceleration lanes on Interstate 15, and widen the Railroad Canyon southbound exit ramp.	2024	0	0.23	0	0	0.23
0F321	0817000014	8	Riverside	215	27.9	32.8	In Perris in Riverside County, from 0.3 Miles South of Perris Boulevard Undercrossing to 0.5 Miles North of Oleander Avenue Overcrossing. Construct various improvements at existing intersections and construct a new interchange at I-215/Placentia Avenue.	2024	0	0.27	0	0	0.27
0M900	0812000248	8	Riverside	111	18	19	In the City of Mecca from 0.47 Miles eastern of State Route 86 to 0.45 Mile western of Johnson Street (eastern Riverside County). Construct a new two-lane roadway alignment and elevated structure over the Union Pacific Railroad Lines, Hammond Road, and State Route 111, south of the existing Avenue 66 alignment. The proposed bypass will consist of approximately 1.7 miles of roadway that will connect Avenue 66 westerly of Lincoln Street to Avenue 66 at Home Avenue (TCIF #117).	2024	0	0.09	0	0	0.09
1K790	0819000103	8	San Bernardino	83	5.9	11.1	In Chino and Ontario, from Chino Avenue to Route 10. Improve safety on existing bike lanes by adding signs, striping, and pavement markings. This project will reduce the number and severity of collisions.	2024	0	1.33	2.88	0	4.21
2T218	1116000174	11	San Diego	5	38.4	47.3	In the cities of Encinitas and Carlsbad from Manchester Avenue to Palomar Airport Road. Construct one High Occupancy Vehicle (HOV) lane in each direction; construct multi-use facility at Manchester; construct bike paths and soundwalls (CMGC). In San Diego County, from 0.6 mile south of Route 5/8 Separation to 1.5 miles north of Route 5/76 Separation. Install Vehicle Detection Stations (VDS), Changeable Message Signs (CMS), Closed Circuit Television (CCTV), Ramp Metering, Traffic Signal and Fiber Optic Network elements.	2024	0.8	0.55	0.1	0.23	1.68
0C110	1200000633	12	Orange	57	20.3	21.6	In the City of Brea at the SR-57 & Lambert Road Interchange. Reconfiguration of northbound ramps including construction of a loop on-ramp at the south-east quadrant; modify NB off-ramp; lower Lambert Road and widen NB Lambert Road UC bridge to accommodate future truck-climbing lane.	2024	0	0.35	0	0	0.35
0H150	1216000055	12	Orange	1	4.9	14.1	In Laguna Beach, from Vista Del Sol to 7th Avenue; also from Ledroit Street to 0.1 mile north of Newport Coast Drive (PM 10.5/14.057). Remove and replace existing pavement with Rubberized Hot Mix Asphalt (RHMA).	2024	0	0.4	0	0	0.4
0S770	1221000038	12	Orange	5	R26.6	R26.6	In the city of Irvine, on Culver Drive and Trabuco Road. Improve bike lanes.	2024	0	0.61	0	0	0.61

Appendix H: Listing of Projects with New Construction or Reconstruction of Sidewalks

Projects that included new construction or reconstruction of sidewalks on the State Highway System are presented in Table 18.

Table 18 – Projects with New or Reconstructed Sidewalks

EA	Project ID	Dist	County	Route	Begin PM	End PM	Project Description	CCA FY	New Sidewalk (Miles)	Reconstructed Sidewalk (Miles)	New & Reconstructed Sidewalk (Miles)
0F820	0116000067	1	Humboldt	101	90.1	109.6	Near Trinidad, from 1.3 miles south of School Road to 0.4 mile north of Big Lagoon Bridge. Pavement rehabilitation.	2024	0	0.09	0.09
0J490	0219000129	2	Shasta	273	11.1	11.57	In Shasta County in Redding from Canyon Road to Girvan Road. Install curb ramps. Financial Contribution Project.	2024	0.02	0	0.02
1H570	0216000036	2	Shasta	299	67.8	77.8	Near Burney, from 2.6 miles east of Carberry Flat Road to 0.3 mile east of Burney Mountain Power Road. Rehabilitate pavement, upgrade guardrail, improve drainage, reconstruct sidewalks, and make curbs Americans with Disabilities Act (ADA) compliant. This project will extend the pavement service life and improve ride quality.	2024	0	0.31	0.31
3J670	0322000263	3	Placer	49	4.5	4.6	Along Highway 49 Nevada Street (PM 4.5) to Nevada Way (PM 4.6) in the City of Auburn and County of Placer. Widen shoulder to construct bike lane, right turn lane, and construct sidewalks, and curb ramps.	2024	0.06	0	0.06
2F570	0300020615	3	Placer	80	0	0	Near Dutch Flat and Cisco Grove, at Crystal Springs Road Overcrossing No. 19-0112 (PM 46.3), Baxter Overcrossing No. 19-0113 (PM 46.9), Drum Forebay Overcrossing No. 19-0114 (PM 49.0), and Cisco Overcrossing No. 19-0118 (PM R63.5). Replace bridges at four locations.	2024	0	0.17	0.17
4E62U	0319000068	3	El Dorado	50	21.9	24.45	Near Placerville and Camino, from 0.2 mile west of Still Meadows Road to 0.4 mile east of Upper Carson Road. Install median barrier, widen shoulders, construct acceleration/deceleration lane, construct an undercrossing, and construct access to the undercrossing from local roads. Rehabilitate culverts and provide access for wildlife crossing the route.	2024	0.13	0	0.13
0H10U	0317000246	3	Sacramento	5	9.7	24.9	In and near the city of Sacramento, from Beach Lake Bridge at Morrison Creek to the American River Bridge. Roadway rehabilitation, construct High Occupancy Vehicle (HOV) lanes, and install fiber optic cable.	2024	0.28	1.79	2.08
3F99U	0319000311	3	Sutter	99	39.2	41.4	In Live Oak, from 0.1 mile north of Coleman Avenue to 0.2 mile north of Ramsdell Drive. Roadway rehabilitation, improve pedestrian accessibility, add new electrical signals, upgrade drainage facilities, add streetscape elements and reduce traffic congestion by improving the vertical profile and providing two traffic lanes in each direction.	2024	0.66	0.7	1.36
0J300	0319000258	3	Yolo	5	R6.55	R6.55	In Yolo County on Route 5 at East Main St from the I-5 Interchange to approx. 800' west of I-5 and on-ramp entrance from East Main St to SB I-5. Upgrade curb radius, ADA improvements, modify signing, and striping.	2024	0	0.03	0.03
4G320	0412000446	4	Solano	80	7.27	0	In Solano County, in the city of Fairfield, in the intersection with West Texas Street from Oliver Road to Beck Avenue. Shoulder improvement, reconstruct signal intersection, and construct new pedestrian crosswalk.	2024	0.14	0	0.14
4J790	0416000004	4	San Francisco	101	6.71	8.02	In San Francisco County on Highway 101 between Van Ness Ave and Richardson Ave. Install bus and pedestrian bulbs at six intersections with landscaping at bus stops.	2024	0	0.23	0.23
0K000	0416000040	4	Napa	29	0.2	14.6	In and near the cities of American Canyon and Napa, from Kimberly Drive to Salvador Avenue. Upgrade curb ramps and pedestrian push buttons, and install new sidewalk to make facilities compliant with Americans with Disabilities Act (ADA) requirements.	2024	0	0.02	0.02

EA	Project ID	Dist	County	Route	Begin PM	End PM	Project Description	CCA FY	New Sidewalk (Miles)	Reconstructed Sidewalk (Miles)	New & Reconstructed Sidewalk (Miles)
2K190	0416000380	4	San Francisco	101	2	2.9	In the City and County of San Francisco, from Alemany Boulevard onramp to Potrero Avenue onramp at Alemany Circle Undercrossing (UC) No. 34-0064K, Alemany Circle UC No. 34-0063S and Bayshore Boulevard UC No. 34-0047S; also in San Mateo County on Route 1 in Pacifica, at Paloma Avenue Overcrossing No. 35-0187 (PM R44.21). Upgrade bridge rails.	2024	0	0.01	0.01
46580	0500020105	5	Santa Cruz	1	17.5	17.7	In the city of Santa Cruz, at the junction of Route 1 and Route 9. Construct turn lanes and bike lanes.	2024	0	0.11	0.11
1E040	0513000027	5	Santa Barbara	101	11	11	In the city of Santa Barbara, at Butterfly Lane Pedestrian Undercrossing. Construct pedestrian ramps and sidewalks to comply with Americans with Disabilities Act (ADA) standards.	2024	0.07	0	0.07
1H000	0516000011	5	Monterey	68	1.12	4.26	In and near Pacific Grove and Monterey, from Forest Avenue to Route 1. Upgrade Americans with Disabilities Act (ADA) curb ramps, cold plane pavement and place Rubberized Hot Mix Asphalt (RHMA) pavement.	2024	0	0.01	0.01
1H010	0516000012	5	Santa Barbara	1	19.3	20.6	In Lompoc, at combined segment of Route 246 and Route 1, on Route 246, from 0.3 mile west of V Street to H Street (PM 8.393/9.55); also on Route 1, from H Street to 12th Street (PM 19.3/20.6). Upgrade Americans with Disabilities Act (ADA) curb ramps, cold plane pavement and place Hot Mix Asphalt (HMA) pavement.	2024	0.1	0	0.1
1F500	0514000003	5	Santa Barbara	101	70.6	71.2	In Los Alamos, from 0.3 mile south to 0.3 mile north of Route 101/135 Separation No. 51-0073L/R; also on Route 135 (PM 0.1). Replace bridges.	2024	0.18	0	0.18
1F620	0514000039	5	Santa Cruz	152	1.9	2	Near Watsonville, from 0.1 mile east of Beverly Drive to Holohan Road/College Road. Construct accessible pathway, concrete barrier, retaining wall, curb, gutter and sidewalk to meet Americans with Disabilities Act (ADA) standards.	2024	0.06	0	0.06
1H220	0516000041	5	Monterey	68	0.5	0.8	In Pacific Grove, from 17 Mile Drive to Congress Avenue. Construct Americans with Disabilities Act (ADA) compliant pathway along eastbound Route 68, upgrade curb ramps and sidewalk to meet ADA standards. Relocate streetlight pole and signs, remove and replant trees.	2024	0.23	0.08	0.3
1F75U	0518000092	5	Monterey	101	36.9	47.7	Near King City, from 0.3 mile south of Jolon Undercrossing to Teague Avenue. Install median barrier, widen inside shoulders and include rumble strip.	2024	0	0	0
0N73U	0520000166	5	Santa Barbara	101	7.3	9.6	In Santa Barbara County, in and near Summerland from 0.2 miles north of Padaro Lane Overcrossing to San Ysidro Creek Bridge. Construct HOV lanes and Rehabilitate roadway.	2024	0.01	0	0.01
1M840	0520000086	5	Monterey	68	21.07	21.07	In Salinas, on Route 68 at John Street. Modify signal, pavement delineation, and repair Americans with Disabilities Act (ADA) curb ramp.	2024	0	0	0
44255	0612000176	6	Kern	46	29.7	31.9	In and near Lost Hills, from 0.2 mile west California Aqueduct Bridge to 1.4 miles east of Lost Hills Road. Convert from 2-lane conventional highway to 4-lane expressway.	2024	0.97	0	0.97
0V280	0616000124	6	Kern	184	0.9	1	Near Lamont, from 0.1 mile south to 0.1 mile north of Sunset Boulevard. Construct roundabout at intersection of Route 184/Sunset Boulevard.	2024	0.47	0	0.47
0W990	0617000297	6	Kern	204	2.81	2.81	In Bakersfield, at 8th Street. Installation of High-intensity Activated crosswalk (HAWK) system.	2024	0	0.03	0.03
0R190	0614000057	6	Kern		0	0.3	Near Weedpatch, from 0.3 miles west to 0.3 miles east of Route 184 (Wheeler Ridge Road); also on Route 184 from 0.3 miles south to 0.3 miles north of Route 223 (Bear Mountain Boulevard). Construct roundabout. (Additional $1,500,000 from local contribution).	2024	0.34	0	0.34
0X760	0618000129	6	Kern	119	0.2	0.6	In Taft, from 0.1 mile north of Gardner Field Road to 0.5 mile south of Ash Street. Construct left-turn lane to improve safety. This project will reduce the number and severity of collisions.	2024	0.02	0	0.02

EA	Project ID	Dist	County	Route	Begin PM	End PM	Project Description	CCA FY	New Sidewalk (Miles)	Reconstructed Sidewalk (Miles)	New & Reconstructed Sidewalk (Miles)
0W15V	0619000107	6	Kern	204	R0.071	4.6	In Bakersfield, from Route 204/58 Separation to L street; also on Route 58 (PM R54.2/R54.6), and at H Street onramp and offramp. Upgrade curb ramps and Accessible Pedestrian Signals (APS) to meet current Americans with Disabilities Act (ADA) standards.	2024	0.1	0	0.1
25720	0700001840	7	Los Angeles	101	33	34.4	In Los Angeles County in Agoura Hills at Palo Comado Canyon Road. Modify interchange.	2024	0.04	0.21	0.26
33920	0717000119	7	Ventura	118	0.7	10.9	In and near Ventura and Oxnard, from 0.2 mile east of Route 126 to Route 34. Reconstruct curb ramps to Americans with Disabilities Act (ADA) standards and install Accessible Pedestrian Signals (APS).	2024	0	0.05	0.05
32230	0716000054	7	Los Angeles	110	22.8	22.8	In the city of Los Angeles, at the 5th Street Overcrossing No. 53-0685 and 6th Street Overcrossing No. 53-0746. Upgrade bridge railing.	2024	0	0.14	0.14
35210	0718000213	7	Los Angeles	138	43.8	43.8	In Palmdale, at the intersection of 2nd Street East. Install new traffic signal, install pedestrian signal heads with countdown and Accessible Pedestrian Signals (APS), install marked crosswalks, and upgrade curb ramps to Americans with Disabilities Act (ADA) standards.	2024	0.01	0	0.01
3096U	0719000091	7	Los Angeles	210	0	9.7	In the city of Los Angeles, from Route 5 to 0.3 mile east of Wheatland Avenue. Rehabilitate roadway and construct storm water treatment Best Management Practices (BMPs) to reduce Trash Total Maximum Daily Load (TMDL).	2024	0	0.1	0.1
0Q980	0722000116	7	Ventura	23	R5.06	R7.16	In the city of Thousand Oaks, on Route 23 at various locations from Janss Road to Sunset Hills Boulevard. Construct curb ramps and sidewalks to Americans with Disabilities Act (ADA) standards.	2024	0	0.03	0.03
0A441	0818000047	8	Riverside	15	17.6	19.6	In the city of Lake Elsinore in Riverside County. The project will widen the Railroad Canyon Road under the freeway to eight lanes with dual left turn lanes to the southbound on-ramp, reconstruct the northbound ramps to a hook configuration to Grape Street, eliminate the existing northbound exit ramp and Railroad Canyon Road, construct auxiliary and deceleration lanes on Interstate 15, and widen the Railroad Canyon southbound exit ramp.	2024	0	0.54	0.54
0F321	0817000014	8	Riverside	215	27.9	32.8	In Perris in Riverside County, from 0.3 Miles South of Perris Boulevard Undercrossing to 0.5 Miles North of Oleander Avenue Overcrossing. Construct various improvements at existing intersections and construct a new interchange at I-215/Placentia Avenue.	2024	0	0.11	0.11
0F540	0800000136	8	Riverside	91	0	13.04	On Riverside 91 from Orange/Riverside County line to Magnolia Ave in the city of Corona & on Orange 91 in Orange County from state Route 241 to Orange/Riverside County line & on Riverside 15 from Ontario Ave to Hidden Valley Parkway.Construct one mixed flow lane in each direction from Route 241 to Pierce Street, collector distributor system from Lincoln Ave to I-15, one new HOT lane/convert existing HOV lane from County Line (Design-Build Project).	2024	0	0.44	0.44
0M900	0812000248	8	Riverside	111	18	19	In the City of Mecca from 0.47 Miles eastern of State Route 86 to 0.45 Mile western of Johnson Street (eastern Riverside County). Construct a new two-lane roadway alignment and elevated structure over the Union Pacific Railroad Lines, Hammond Road, and State Route 111, south of the existing Avenue 66 alignment. The proposed bypass will consist of approximately 1.7 miles of roadway that will connect Avenue 66 westerly of Lincoln Street to Avenue 66 at Home Avenue (TCIF #117).	2024	0.82	2	2.82

EA	Project ID	Dist	County	Route	Begin PM	End PM	Project Description	CCA FY	New Sidewalk (Miles)	Reconstructed Sidewalk (Miles)	New & Reconstructed Sidewalk (Miles)
44394	0800020180	8	San Bernardino	210	19.3	20.1	In the city of Rialto from 0.5 mi east of riverside Ave to 0.6 mi west State Street/University Parkway at Pepper Avenue. Construct compact diamond interchange.	2024	1.4	0	1.4
1H820	0817000138	8	San Bernardino	138	14.8	15.1	Near Hesperia, from 0.2 mile west to 0.1 mile east of Cajon Boulevard; also on Route 15, at 0.2 mile north of Route 138 (PM R21.6). Install traffic signals, realign Cajon Boulevard, widen southbound offramp, add left-turn lane, and construct curb ramps.	2024	0	0.01	0.01
0R302	0817000230	8	Riverside	111	47.25	55.26	In Palm Springs, from Golf Club Drive to Gateway Drive. Reconstruct and construct curb ramps.	2024	0	0.28	0.28
1C38U	0817000196	8	Riverside	10	6.7	25.1	In and near Beaumont and Banning, from Pennsylvania Avenue to Route 111. Rehabilitate pavement.	2024	0	0.11	0.11
1N300	0822000158	8	San Bernardino	210	R25.936	R25.936	In San Bernardino County, at the intersection of Del Rosa Avenue and Route 210 eastbound and westbound onramp. Modify traffic signals and construct curb ramps and sidewalks to Americans with Disabilities Act (ADA) standards.	2024	0	0.02	0.02
1C260	1014000090	10	San Joaquin	99	31.3	31.6	In Lodi, at the SR 99/Turner Road Interchange. Construct operational improvements.	2024	0.44	0	0.44
1F170	1016000032	10	San Joaquin	26	1.11	1.11	Near Stockton, at Route 26/99 Separation No. 29-0142 (PM 1.11). Establish standard vertical clearance.	2024	0	0.03	0.03
1G510	1017000016	10	San Joaquin	12	17.44	18.05	In Lodi, from Stockton Street to Route 99. Upgrade pedestrian facilities to make compliant with the Americans with Disabilities Act (ADA) standards.	2024	0	0.36	0.36
1C670	1017000030	10	San Joaquin	4	R17.71	R17.71	In Stockton, at Route 4 (Crosstown Freeway) and Wilson Way. Improve Surface Transportation Assistance Act (STAA) truck turning radius at westbound and eastbound ramp intersections.	2024	0	0.07	0.07
05637	1117000087	11	San Diego	11	2	2.7	Near San Diego at 1.9 miles east of Sanyo Avenue Undercrossing. Construct new interchange and begin site preparation design for Commercial Vehicle Enforcement Facility, which includes drainage and utilities.	2024	0.47	0	0.47
2T218	1116000174	11	San Diego	5	38.4	47.3	In the cities of Encinitas and Carlsbad from Manchester Avenue to Palomar Airport Road. Construct one High Occupancy Vehicle (HOV) lane in each direction; construct multi-use facility at Manchester; construct bike paths and soundwalls (CMGC). In San Diego County, from 0.6 mile south of Route 5/8 Separation to 1.5 miles north of Route 5/76 Separation. Install Vehicle Detection Stations (VDS), Changeable Message Signs (CMS), Closed Circuit Television (CCTV), Ramp Metering, Traffic Signal and Fiber Optic Network elements.	2024	0.3	0	0.3
0C110	1200000633	12	Orange	57	20.3	21.6	In the City of Brea at the SR-57 & Lambert Road Interchange. Reconfiguration of northbound ramps including construction of a loop on-ramp at the south-east quadrant; modify NB off-ramp; lower Lambert Road and widen NB Lambert Road UC bridge to accommodate future truck-climbing lane.	2024	0	0.39	0.39
0H150	1216000055	12	Orange	1	4.9	14.1	In Laguna Beach, from Vista Del Sol to 7th Avenue; also from Ledroit Street to 0.1 mile north of Newport Coast Drive (PM 10.5/14.057). Remove and replace existing pavement with Rubberized Hot Mix Asphalt (RHMA).	2024	0	0.01	0.01
0R150	1218000049	12	Orange	55	13.7	13.7	In the city of Orange, on the northbound onramp from Chapman Avenue and on the southbound offramp to Chapman Avenue. Modify traffic signals for improved visibility, add safety lighting, refresh pavement markings, and upgrade curb ramps to Americans with Disabilities Act (ADA) standards to improve safety. This project will reduce the number and severity of collisions.	2024	0	0.01	0.01
0R780	1219000038	12	Orange	1	9.418	9.418	In Orange County, in Laguna Beach at Route 1 and Broadway (Route 133). Signal modification.	2024	0	0	0

EA	Project ID	Dist	County	Route	Begin PM	End PM	Project Description	CCA FY	New Sidewalk (Miles)	Reconstructed Sidewalk (Miles)	New & Reconstructed Sidewalk (Miles)
0S630	1220000099	12	Orange	5	41.7	41.7	In Fullerton, at southbound onramp from Magnolia Street. Signing, pavement delineation, pedestrian signals, Americans with Disabilities Act (ADA) ramps.	2024	0	0	0
0T990	1223000012	12	Orange	90	7.7	7.9	In Placentia, on Route 90 westbound near Imperial Villas apartments. Remove tree and repair sidewalk	2024	0	0.01	0.01

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Appendix I: Listing of Projects with Connections Made with Locally Owned Walk and Bike Facilities

Table 19 provides a listing of projects completed in fiscal years 2023/24 where connections were made with locally owned walk and bike facilities.

Table 19 – Projects with Connections Made with Locally Owned Walk and Bike Facilities

EA	Project ID	Dist	County	Rte	Begin PM	End PM	Project Description	CCA FY	Number of Connections Made with Locally Owned Bike Facilities	Number of Connections Made with locally Owned Walk Facilities	Total Connections Made with locally Owned Bike and Walk Facilities
0J490	0219000129	2	Shasta	273	11.1	11.57	In Shasta County in Redding from Canyon Road to Girvan Road. Install curb ramps. Financial Contribution Project.	2024	1	1	2
3H890	0318000084	3	Sacramento	5	15.3	15.6	In Sacramento County on Route 5 from Freeport Blvd to Cavalier Way. Construct Class I Bike Path.	2024	2	2	4
1A661	0415000291	4	Marin	101	8.4	8.7	Marin County in Larkspur from 0.1 mile North of Greenbrae Pedestrian Overcrossing to 0.2 mile North of Corte Madera Creek Bridge. Construct a new Class I multi-use path.	2024	2	1	3
44255	0612000176	6	Kern	46	29.7	31.9	In and near Lost Hills, from 0.2 mile west California Aqueduct Bridge to 1.4 miles east of Lost Hills Road. Convert from 2-lane conventional highway to 4-lane expressway.	2024	0	6	6
1E040	0513000027	5	Santa Barbara	101	11	11	In the city of Santa Barbara, at Butterfly Lane Pedestrian Undercrossing. Construct pedestrian ramps and sidewalks to comply with Americans with Disabilities Act (ADA) standards.	2024	0	2	2
31170	0715000013	7	Los Angeles	134	0	13.3	In the cities of Los Angeles, Burbank, Glendale and Pasadena, from Route 170 to Route 210. Rehabilitate pavement, upgrade guardrail and Americans with Disabilities Act (ADA) curb ramps to current standards.	2024	2	0	2
0N73U	0520000166	5	Santa Barbara	101	7.3	9.6	In Santa Barbara County, in and near Summerland from 0.2 miles north of Padaro Lane Overcrossing to San Ysidro Creek Bridge. Construct HOV lanes and Rehabilitate roadway.	2024	0	2	2
	0717000109	7	Los Angeles				In the 4th Street right-of-way between Colorado and Olympic Drive and extends south from the future Downtown Expo terminus station at 4th Street and Colorado to Olympic Drive via a Caltrans bridge structure over the I-10 Freeway. Improve pedestrian and bicyclist linkages on a 0.2-mile segment of 4th Street.	2024	2	0	2
2T218	1116000174	11	San Diego	5	38.4	47.3	In the cities of Encinitas and Carlsbad from Manchester Avenue to Palomar Airport Road. Construct one High Occupancy Vehicle (HOV) lane in each direction; construct multi-use facility at Manchester; construct bike paths and soundwalls (CMGC). In San Diego County, from 0.6 mile south of Route 5/8 Separation to 1.5 miles north of Route 5/76 Separation. Install Vehicle Detection Stations (VDS), Changeable Message Signs (CMS), Closed Circuit Television (CCTV), Ramp Metering, Traffic Signal and Fiber Optic Network elements.	2024	0	2	2