

2018 Interregional Transportation Improvement Program (ITIP)



California Department of Transportation
DIVISION OF TRANSPORTATION PROGRAMMING | DECEMBER 15, 2017

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* Senate Bill 486 (DeSaulnier, 2014) requires that Caltrans submit the Draft Interregional Transportation Improvement Program (ITIP) to the California Transportation Commission (Commission) by October 15 of each odd-numbered year and that two public hearings be held in regard to the interregional program; one in Northern California and one in Southern California, no later than November 15 of that same year. For the 2018 ITIP, the Commission held the north hearing in the City of Modesto on October 19, 2017. The south hearing was held in the City of Los Angeles on October 24, 2017. Both hearings were webcast and recorded for those who were unable to attend the hearings in person. Caltrans provided the opportunity for public comments to be submitted through CTCLiaison@dot.ca.gov by the close-of-business on November 13, 2017. Summaries of comments received and Caltrans’ responses are included in the Appendix B of this document.

More information on the ITIP can be found on the Office of Capital Improvement Programming’s website: <http://www.dot.ca.gov/hq/transprog/ocip.htm>

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Executive Summary

The purpose of the Interregional Transportation Improvement Program (ITIP) is to improve interregional mobility for people and goods across the State of California on highway and passenger rail corridors of strategic importance. These strategic corridors provide the transportation network that connects the state's major regions to one another and connects the rural regions to the large urban areas. The corridors also provide connectivity to neighboring states and the international border with Mexico. The ITIP is a program of projects funded through the State Transportation Improvement Program (STIP) that obtains funding primarily through the per-gallon State tax on gasoline.

California Government Code Section 14526:

(a) Not later than October 15 of each odd numbered year, based on the guidelines established pursuant to Section 14530.1, and after consulting with the transportation planning agencies, county transportation commissions, and transportation authorities, Caltrans shall submit to the commission the draft five year interregional transportation improvement program consisting of all the following:

- (1) Projects to improve state highways, pursuant to subdivision (b) of Section 164 of the Streets and Highways Codes.
- (2) Projects to improve intercity passenger rail system.
- (3) Projects to improve interregional movement of peoples, vehicles, and goods.

(b) Projects included in the interregional transportation improvement program shall be consistent with the state interregional transportation strategic plan prepared pursuant to Section 14524.4

The ITIP is prepared by the California Department of Transportation (Caltrans) and is submitted to the California Transportation Commission (Commission) for approval.

The ITIP is one of many state funding programs that collectively invest in the development, maintenance, and operations of the State Highway System and other components of the state's larger transportation network. These programs cover a wide breadth of areas including high-speed rail, intercity passenger rail, commuter and urban rail, bus transit, waterborne ferry, active transportation, highways, local streets and roads, and general aviation airports. Additionally, through programs at the California Air Resources Board, the State funds and regulates vehicles and fuels in the transportation sector to reduce greenhouse gas emissions and other tailpipe pollutants. These programs help the State achieve its goals from the transportation sector which include supporting a growing economy, improving the livability of our communities, achieving greenhouse gas reduction targets and other environmental and economic goals.

2018 ITIP Proposal

In May 2016, the Commission reluctantly adopted a five-year state transportation funding plan that cut \$754 million in project funding and delayed another \$755 million in highway, rail, transit, bicycle and pedestrian project spending due to reduced revenue from the State's tax on gasoline. The cuts and delays to projects were reflected in the 2016 State Transportation Improvement Program (STIP).

Due to the dramatic reduction of STIP funding, many projects and project components were deleted or delayed in the 2016 ITIP. At the time that the projects were deleted from the Program, Caltrans committed to prioritize those projects for funding reinstatement when sufficient revenue became available again, as is happening with the 2018 ITIP cycle. This is consistent with the Commission’s 2018 STIP guidelines. The Department’s 2018 ITIP funding priorities are summarized below.

- Reprogramming of projects from the 2016 ITIP
- Fund cost increases on rail and highway projects programmed in the 2016 ITIP
- Reinstatement projects or project components programmed in the 2014 STIP and deleted without prejudice in the 2016 STIP
- Program subsequent project components on currently programmed projects and program new rail and highway projects that close gaps on currently programmed corridors

The 2018 STIP Fund Estimate, which covers Fiscal Years (FY) 2018-19 through 2022-23, includes resources provided by Senate Bill 1 (SB 1). It includes a total of \$3.3 billion in STIP programming capacity, of which \$2.2 billion is new capacity available for new programming. A total of \$527 million of new Target shares (ITIP formula share through FY 2022-23) are available for the five-year 2018 ITIP and a total of \$703 million of new Maximum shares (ITIP formula shares through FY 2023-24) are available for the 2018 ITIP. The 2018 ITIP proposes to utilize a total capacity of \$598 million for cost increases on already programmed projects, restoration of deleted projects, and the addition of new projects or project phases. This is approximately \$71 million above the Target shares but well below the Maximum shares set by the Commission.

2018 ITIP Shares (Based on Adopted 2018 STIP Fund Estimate)

ITIP Target Shares (FY 2018-19 thru FY 2022-23):	\$527,986,000
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2018 ITIP Capacity

Base ITIP Capacity in the first two years (FY 2018-19 and FY 2019-20):	\$142,679,000
ITIP Capacity in the last three years (FY 2020-21 and FY 2022-23):	<u>\$385,307,000</u>
Total	\$527,986,000

The 2018 ITIP also proposes to program Project Approval and Environmental Document (PA&ED) and Plans, Specifications and Estimates (PS&E) components for new projects to use the **Advance Project Development Element (APDE)** funding capacity identified in the 2018 Fund Estimate. The Commission included APDE funding in the 2018 STIP cycle in order to accelerate project development for future STIP eligible projects and SB 1 competitive funding programs.

While very few new projects are being proposed by Caltrans for new programming in the 2018 ITIP, the newly proposed projects are consistent with the 2015 Interregional Transportation Strategic Plan (ITSP), past and existing investments on strategic corridors, and State transportation goals such as improving the intercity passenger rail system, improving highway safety, and investing in freight corridors to support economic competitiveness.

2018 ITIP Project List Proposal

1. **Cost increases to currently programmed highway projects:** 2014 ITIP projects carried forward into the 2016 ITIP did not have their project costs escalated/updated due to the funding constraints during 2016 ITIP cycle. Had the costs been updated, more projects would need to have been deleted from the program due to a lack of funding. During this cycle (2018 ITIP), Caltrans is updating costs for all currently programmed projects. A total of \$123,017,000 is necessary to fund the cost increases for the existing programmed projects as listed below. These expenditures are to be funded with the Base ITIP Capacity in the first two years (FY 2018-19 and FY 2019-20). Accordingly, most of the funding capacity available in the first two years is used by the currently programmed project cost increases.

Highway projects with a cost Increase (\$'s x 1000)					
Dist	Co	Rte	PPNO	Project	Total
01	HUM	101	0072	Eureka/Arcata Corridor Improvement	\$10,782
01	HUM	101	2389	Eureka/Arcata Corridor Improvement - Mitigation	\$11,160
01	LAK	29	3100	Lake-29 Expressway Project - Segment 2C	\$1,816
05	SLO	46	0226J	Cholame	\$23,021
05	SBT	156	0297	San Benito Route 156 Improvement Project	\$19,568
08	SBD	58	0215C	Kramer Junction	\$50,098
09	INY	395	0170	Olancho and Cartago Expressway	\$6,572
					\$123,017

2. **Restore project components deleted during the 2016 STIP cycle:** Costs for each of these previously deleted projects has been updated. The costs are only for components deleted as part of 2016 STIP and being added back into the ITIP in the 2018 cycle.

Restored projects or project components (2016 STIP Deletions)					
Dist	Co	Rte	PPNO	Project	Total
03	BUT	70	9801A	SR70 Passing Lanes (Segment 2)	\$1,800
05	SB	101	7101	South Coast 101 HOV Lanes	\$3,000
05	SLO	46	0226K	Route 46/41 Wye	\$25,000
06	FRE	41	6705	Excelsior Expressway	\$8,000
06	KER	14	8042B	Freeman Gulch Seg 2	\$1,960
06	MAD	99	6297	South Madera Ave 7- Ave 12	\$3,000
06	TUL	99	6400E	Tagus 6-Lane Southbound Widening	\$46,410
09	INY	395	0170	Olancho and Cartago Expressway	\$49,615
10	MER	99	0161B	Livingston Widening Southbound	\$33,950
					\$172,735

3. **New Intercity Rail projects:** Statutorily, at least 9 percent of the program must be programmed for intercity passenger rail and grade separation projects. Project proposals from the Division of Rail and Mass Transit to program \$114,540,000 of new ITIP shares on intercity rail projects and new funds for Capitalized Maintenance are included in the 2018 ITIP proposal. This amount (\$114,540,000 or 22 percent of the new capacity) is higher than the statutory minimum of \$47,518,000 (9 percent). The percentage of total programming for rail projects in the 2018 ITIP is approximately 25 percent of total 2018 ITIP funding.

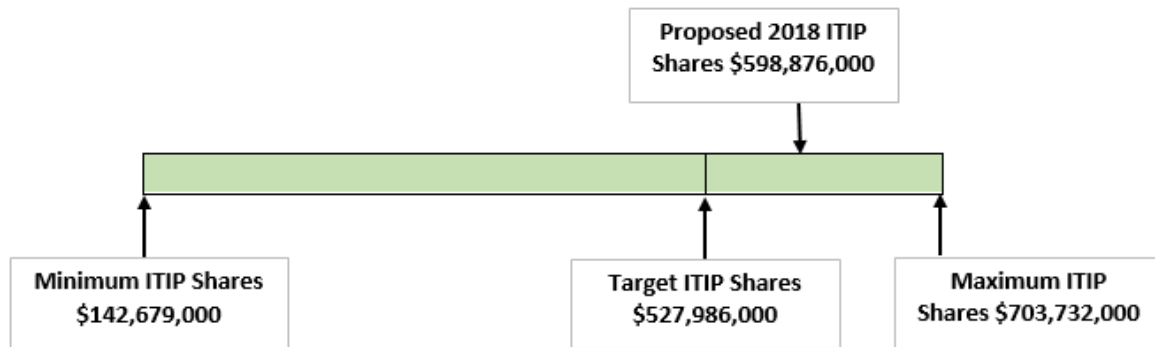
New rail projects (\$'s x 1000)					
Dist	Co	Rte	PPNO	Project	Total
75	LA		2106	Burbank Airport and Rail Station Pedestrian Grade Separation	(7,000)
75	LA		2002A	Rosecrans/Marquardt Grade Separation Project	\$7,000
75	VAR		2192	San Onofre to Pulgas Phase 2	\$30,040
75	VAR		2193	Coast Subdivision Rail Corridor Improvements	\$20,000
75	VAR		2194	Central Coast Layover Facility and Station Expansion	\$12,500
75	VAR		2190	San Joaquin Corridor 2nd Platforms for Bi-Hourly and Morning Express Services	\$36,000
75	VAR		2065	Capitalized Maintenance for the Capitol, San Joaquin, and Pacific Surfliner Corridors	\$16,000
					\$114,540

4. **Changes to existing projects (cost decreases), new components added to existing highway projects and new highway projects:** The projects and project components listed below are added to the 2018 ITIP. These projects are all on the strategic highway corridors identified in the 2015 ITSP. Due to the limited ITIP capacity available for new projects this cycle, Caltrans is only focusing on funding new components of existing projects or new projects on existing corridors in order to complete the projects or complete the corridor improvements. In almost every ITIP corridor, the full benefits of any individual project are not realized until the entire corridor is completed. State Route 70 Passing Lanes (Segment 1), listed below, shifts savings from Segment 1 to Segment 2. A total of \$8,000,000 savings were identified on Cholame project.

Changes to existing projects, new components added to existing projects or new projects					
Dist	Co	Rte	PPNO	Project	Total
03	BUT	70	9801	SR70 Passing Lanes (Segment 1)	-\$5,900
03	BUT	70	9801A	SR70 Passing Lanes (Segment 2)	\$4,800
03	BUT	70	9801F	SR70 Passing Lanes (Segment 3)	\$10,900
05	SLO	46	0226J	Cholame	-\$8,000
05	SLO	46	0226L	Antelope Grade	\$15,494
05	SLO	46	0226K	Route 41/46 Wye	\$108,700
06	TUL	99	6400F	Tagus 6-Lane Northbound Widening	\$28,090
10	MER	99	0161A	Livingston Widening Northbound	\$34,500
					\$188,584

Changes to existing projects, new components added to existing projects or new projects (\$'s x 1000)							
Dist	Co	Rte	PPNO	Project	Components Funded	Funding Partnership	Notes
03	BUT	70	9801	SR70 Passing Lanes (Segment 1)	PA&ED, PS&E, RW, RW Sup, CON, CON Sup	ITIP, Butte, SHOPP	Savings
03	BUT	70	9801A	SR70 Passing Lanes (Segment 2)	CON and CON Sup	ITIP, Butte, SHOPP	New Component
03	BUT	70	9801F	SR70 Passing Lanes (Segment 3)	PS&E, RW, RW Sup, CON, CON Sup	ITIP, Butte, SHOPP	New Project
05	SLO	46	0226J	Cholame	PS&E, RW, RW Sup, CON, CON Sup	ITIP	Savings
05	SLO	46	0226L	Antelope Grade	PS&E, RW, and RW Sup	ITIP	New Project
05	SLO	46	0226K	Route 41/46 Wye	PS&E, RW, RW Sup, CON, CON Sup	ITIP	New Component
06	TUL	99	6440F	Tagus 6-Lane Northbound Widening	PS&E, RW, RW Sup, CON, CON Sup	ITIP, Tulare	New Project
10	MER	99	0161A	Livingston Widening Northbound	CON and CON Sup	ITIP, Merced	New Project

Total Project Cost Increases (Highway and Rail):	\$123,017,000
Total Restored Projects or Project Components Cost:	\$172,735,000
Total New Intercity Rail Project Costs:	\$114,540,000
Total New Highway Projects and Project Components Cost:	\$188,584,000
Grand Total	\$598,876,000



Advance Project Development Element (APDE): At their August 2017 meeting the Commission adopted 2018 STIP guidelines which allows Caltrans and Regional Transportation Planning Agencies to propose PA&ED and/or PS&E with shares from their respective interregional and county APDE shares. A total of \$86,164,000 is available for Caltrans to apply to the ITIP over the five-year 2018 STIP (FY 2018-19 thru FY 2022-23) cycle. This APDE amount is independent of the amount identified as regular capacity. This capacity was determined by calculating 25 percent of the anticipated ITIP capacity available for 2 years after the current STIP cycle (total interregional shares anticipated in FY 2023-24 and FY 2024-25 combined). In essence, Caltrans and Regional Transportation Planning Agencies have the ability to use future funding capacity to develop future projects so that they can be delivered earlier for a reduced total cost due to the reduction in cost escalation associated with inflation and other factors. For the 2018 ITIP, Caltrans is including six projects for a total of \$48,200,000 in APDE shares as shown below.

Advanced Project Development Element (APDE) - New projects (\$'s x 1000)					
Dist	Co	Rte	PPNO	Project	Total
01	LAK	29	2ANew	Lake-29 Expressway -Segment 2A	\$5,100
01	LAK	29	2BNew	Lake-29 Expressway -Segment 2B	\$5,100
04	SM	101	0658D	SM 101 - Managed Lanes Project	\$18,000
06	TUL	99	6369	Tulare City Widening	\$8,000
06	MAD	99	6297	South Madera Ave 7- Ave 12	\$12,000
					\$48,200

2018 ITIP APDE Capacity	\$86,164,000
APDE Total	\$48,200,000
Unused APDE Capacity	\$37,964,000

Introduction

The California Department of Transportation's (Caltrans) five-year Interregional Transportation Improvement Program (ITIP) is prepared pursuant to Government Code 14526, Streets and Highways Code Section 164, and the California Transportation Commission's (Commission) 2018 STIP Guidelines. The 2018 ITIP covers Fiscal Years (FY) 2018-19 through 2022-23.

The State Transportation Improvement Program (STIP) consists of two broad programs, the Regional Transportation Improvement Program (RTIP) funded from 75 percent of STIP funding and the ITIP funded from 25 percent of STIP funding. The 75 percent regional program is further subdivided by formula into county shares that fund projects nominated by Regional Transportation Planning Agencies (RTPA) to improve the transportation system within the region. Both the RTPAs and Caltrans are required to submit their final RTIPs and ITIP to the Commission by December 15 of each odd-numbered year. However, Senate Bill 486 (DeSaulnier, 2014), requires that Caltrans submit a Draft ITIP to the Commission by October 15 of each odd numbered year in addition to submitting the final ITIP in December. This is done so that the Commission has adequate time to review the document and provide comments and so that the document is available to the public and transportation stakeholders for an adequate time for review and comment in association with required public hearings.

As specified by law, Caltrans nominates its 25 percent ITIP share of the STIP with projects that improve the interregional Transportation System between regions for the movement of people and goods. Regional and local agencies work with Caltrans on identifying projects that are intended to address improvements to the interregional transportation system, as outlined in the Interregional Transportation Strategic Plan (ITSP).

Project selection for the ITIP is guided by State Statutes, the ITSP, and Commission STIP Guidelines. In particular, Caltrans' ITSP provides the framework that guides the identification of strategic corridors for the investment of ITIP funds and the facility concept that the investments are intended to achieve.

The following significant changes have occurred since the adoption of the 2016 ITIP and influence the development of the 2018 ITIP.

- In April 2017, The California Legislature passed and the Governor signed Senate Bill 1 (SB 1), the Road Repair and Accountability Act, that provides the first significant, stable, and on-going increase in state transportation funding in more than twenty years. This sustainable funding is generated by various state transportation taxes and fees, including gasoline excise taxes, diesel excise and sales taxes and vehicle taxes and fees. It is the most far-reaching and significant transportation funding legislation in decades. Even though SB 1 focuses on fixing existing infrastructure, it also provides sustained funding for infrastructure improvement through programs such as Solutions for Congested Corridors, Trade Corridors Enhancement Program, Active Transportation Program, and other programs.
- SB 1 provides stability to STIP funding beginning in Fiscal Year 2019-20 by resetting the price based excise tax from its current rate of 9.8 cents per gallon to 17.3 cents per gallon of gasoline with the provision to adjust the tax annually for inflation beginning July 2020. As a result, going

forward, SB1 stabilizes transportation funding, giving more certainty to project planning and budgeting. In addition, inflation will not erode the purchasing power of these new funds.

- The 2018 Fund Estimate identifies overall new statewide capacity in the five years of the 2018 STIP period (FY 2018-19 through FY 2022-23). The estimate incorporates the 2017-18 Budget Act and other 2017 legislation enacted prior to the Fund estimate adoption on August 16, 2017.
- The Commission amended the STIP Guidelines under Resolution G-17-22 and adopted the 2018 STIP Guidelines on August 16, 2017 which includes the policies and procedures specific to the 2018 STIP. These policies, procedures, and amended guidelines detail the availability of Advance Project Development Element (APDE) shares, Commission expectations and priorities for 2018 STIP projects, changes to the Project Programming Request (PPR) document to include project output and performance information, reversible lane consideration for capacity increasing projects, semi-annual reporting of locally implemented projects, and other changes.

Purpose of the ITIP

California Government Code Section 14526 specifies that the ITIP fund projects that improve interregional movement for people and goods across California on the State Highway System (SHS) and develop Intercity Passenger Rail corridors of strategic importance.

California Government Code Section 14526:

(a) Not later than October 15 of each odd-numbered year, based on the guidelines established pursuant to Section 14530.1, and after consulting with the transportation planning agencies, county transportation commissions, and transportation authorities, Caltrans shall submit to the commission the draft five-year interregional transportation improvement program consisting of all the following:

- (1) Projects to improve state highways, pursuant to subdivision (b) of Section 164 of the Streets and Highways Codes.
- (2) Projects to improve intercity passenger rail system.
- (3) Projects to improve interregional movement of peoples, vehicles, and goods.

(b) Projects included in the interregional transportation improvement program shall be consistent with the state interregional transportation strategic plan prepared pursuant to Section 14524.4

The ITIP improvements compliment transportation improvements within the urbanized areas of the state funded by RTIPs and other locally controlled funds. Robust transportation networks connecting the State's major regions, ports, and borders are vital to California's larger economic vitality and the economic health of local communities.

Statutory Requirements

The ITIP must be programmed consistent with the Streets and Highway Code Section 164(a) as follows:

- At least 60 percent of the program shall be programmed to projects outside urbanized areas on the Interregional Road System (IRRS) and for intercity passenger rail. Of this amount, at least 15 percent (9 percent of the ITIP) must be programmed for intercity passenger rail projects.
- Up to 40 percent may be programmed to projects anywhere in the State subject to the north/south 40/60 split. Projects may be state highway, mass transit guideway, or rail grade separations.

This can be reduced to three simple constraints:

1. At least 9 percent of the program must be programmed for intercity passenger rail and grade separation projects.
2. No more than 24 percent for projects in the South urbanized areas or other South area non-IRRS projects.
3. No more than 16 percent for projects in the North urbanized areas or other North area non-IRRS projects.

Commission Adopted 2018 STIP Fund Estimate

On August 16, 2017, the Commission adopted the 2018 STIP Fund Estimate. The STIP Fund Estimate is a biennial estimate, produced in odd-numbered year, of all state and federal funding sources (excepting federal discretionary grants) for the state's transportation infrastructure for the five year period of the new STIP that will be adopted in the following even-numbered year. The 2018 STIP Fund Estimate established funding levels for STIP and State Highway Operation and Protection Program (SHOPP) for the 2018 STIP Fund Estimate period which covers FYs 2018-19 through 2022-23. The 2018 STIP Fund Estimate includes all applicable funding resources provided by SB 1. Funds provided to the STIP are primarily derived from revenues collected by the price-based excise tax on gasoline.

The 2018 STIP Fund Estimate also identifies funding for APDE. Target shares available for APDE are determined by calculating 25 percent of STIP formula shares of the estimated funding capacity in the combined two years following the five-year STIP period. For the 2018 STIP period, this is FY 2023-24 and FY 2024-25 combined. Caltrans and regional agencies are able to program these Target shares in any year within the five-year 2018 STIP period for PA&ED and/or PS&E project development phases. This enables agencies to use a limited amount of future STIP funding two years earlier in order to accelerate the project development process and to prepare projects for competitive funding opportunities under SB 1 and federal programs. This also reduces the cost impacts of inflation because projects are delivered sooner. Projects programmed using APDE capacity will be identified and tracked separately as they will be treated as advances of regular future county or interregional shares.

The 2018 STIP Fund Estimate includes \$3.3 billion in programming capacity for STIP projects over the five-year STIP Fund estimate period of which \$2.2 billion is available for new STIP (75 percent for RTIP and 25 percent for ITIP) projects. This provides approximately \$527 million of Target capacity and \$703 million of Maximum capacity for the 2018 ITIP.

Commission Adopted 2018 STIP Guidelines

The Commission updated and adopted 2018 STIP Guidelines and associated policies and procedures on August 16, 2017. A brief summary of the Commission priorities and changes made to the STIP Guidelines is outlined below:

1. Commission Priorities for 2018 STIP
 - Reprogramming of 2016 Projects
 - Project cost increases
 - Program Project or project components deleted in the 2016 STIP
 - Program New Projects
2. Transit and Rail Projects
 - 2018 Fund Estimate has negative Public Transportation Account (PTA) capacity
 - Projects currently funded with PTA may need to be delivered with other eligible STIP funds
 - New projects will have to be funded with State Highway Account (SHA) and Federal funds

3. Reinstated the APDE

- Target shares for APDE are independent of regular shares
- APDE capacity is used for PA&ED and PS&E only
- APDE shares can be used in any year of the five year STIP (FY 2018-19 through FY 2022-23)
- APDE shares will be tracked separately
- APDE shares will be treated as advance of regular future county or interregional shares

4. Major Amendments to STIP Guidelines

- Section 17 – Caltrans will advise regional agencies of changes in advance of any schedule or cost changes for Caltrans implemented projects funded from regional shares
- Section 19 – Added performance measures related to Rail and Transit
- Section 19 – Project level Outputs and Outcomes shall be included in the Project Programming Request (PPR)
- Section 25 and 34 – Reversible lanes must be considered when proposing a capacity increasing project or a major street or highway lane realignment (AB 2542 or GC 100.15)
- Section 49 – Projects delivered using an alternative delivery method such as Public Private Partnership (PPP or P3) with operation and maintenance included, the operation and maintenance shall not be funded with the STIP
- Section 64 – Identify projects using design-build or design-sequence procurement at the time of programming or as soon as possible prior to allocation
- Section 64 – For locally implemented projects, semi-annual report will be required of expenditures for all project expenditures.
- Section 65 – Extensions for PPM will not be considered. No post-fact time extensions. Allocation time extensions must be approved by the commission by June 30th of the year the funds are programmed.

Changes to funding landscape as a result of Senate Bill 1, the Road Repair and Accountability Act of 2017

On April 6, 2017, the California Legislature passed Senate Bill 1, the Road Repair and Accountability Act, authored by Senator Jim Beall. Governor Edmond G. Brown signed the bill into State law. The bill provides the first significant, stable, and on-going increase in state transportation funding in more than twenty years. The legislation establishes high expectations for transportation improvements and includes robust accountability provisions to ensure that projects meet performance objectives and are developed and delivered in a publicly transparent and accountable manner. SB 1 provides substantial transportation revenues for state, regional, and local agencies to address deferred maintenance and system preservation as well as creating funding programs that support transportation system improvements for freight, congested corridors, transit and active transportation programs such as bicycling and walking. A very important aspect of SB1 is that these new revenues will be indexed to inflation so that its purchasing power will not diminish over time due to inflation. This feature enables

effective long-term planning and project delivery for transportation corridors addressed by the ITIP. The figure below illustrates the dramatic fluctuations in available ITIP funding from cycle to cycle since the beginning of the ITIP in 1998. SB 1 will eliminate this tremendous variability and volatility.

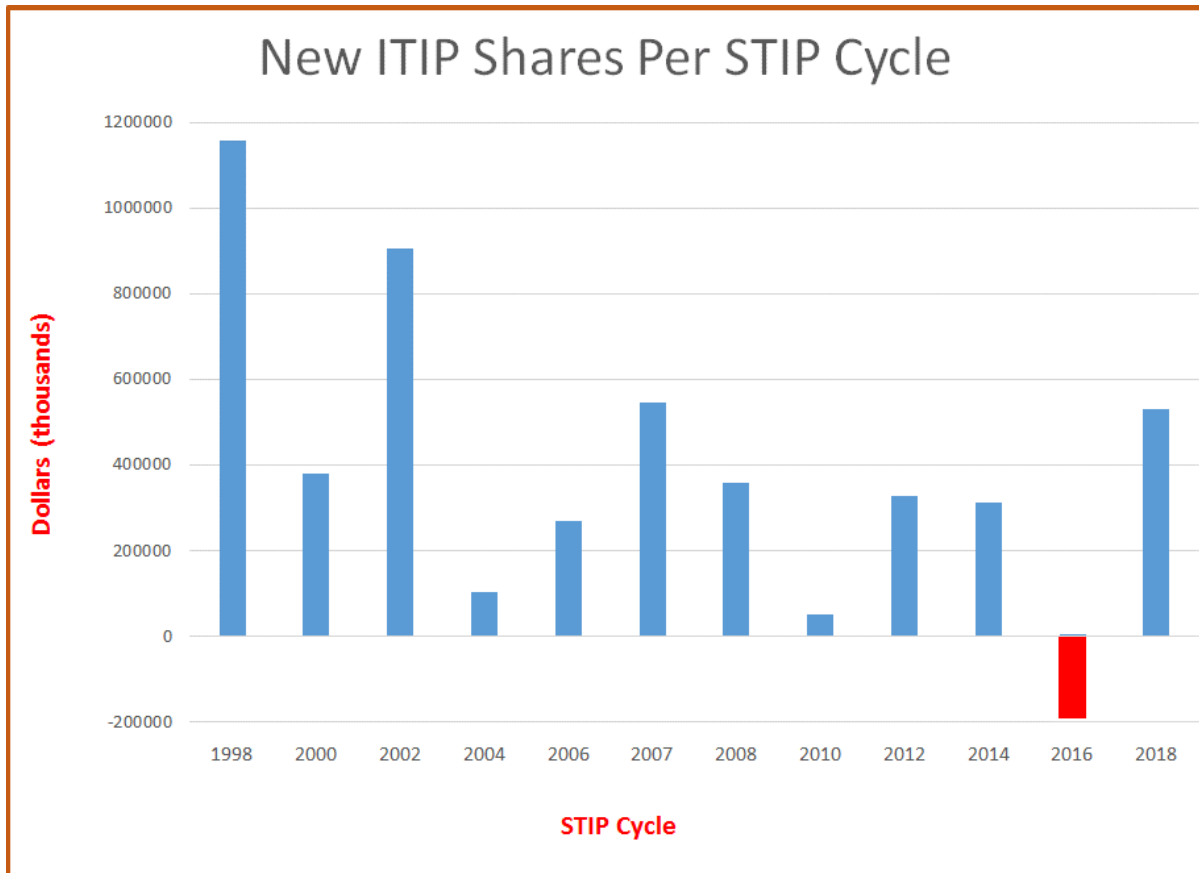


Figure 1: New ITIP Shares per STIP Cycle

Interregional Transportation Strategic Plan

Senate Bill 486 (DeSaulnier, 2014) put the Interregional Transportation Strategic Plan (ITSP) into State Statute, Government Code 14524.4. Prior to SB 486, Caltrans produced the document of its own accord and updated it on an infrequent basis. The legislation requires that, (a) on or before June 30, 2015, Caltrans (Caltrans) shall submit to the Commission (California Transportation Commission) for approval an interregional transportation strategic plan directed at achieving a high functioning and balanced interregional transportation system. The plan shall be action oriented and pragmatic, considering both the short-term and long-term future, and shall present clear, concise policy guidance to Caltrans for managing the State's transportation system. It further states that (b) the interregional transportation strategic plan shall be consistent with the California Transportation Plan as updated pursuant to Section 65071.

The 2015 ITSP identified eleven Strategic Interregional Corridors which enable significant interregional movement of people and goods between all of the state's major regions. Project funding decisions for the 2016 ITIP were made consistent with the 2015 ITSP. The 2018 ITIP continues the investment priorities identified in the 2015 ITSP and moves the state closer to completing high priority projects and corridors.

Interregional Transportation Strategic Plan

Strategic Interregional Corridors

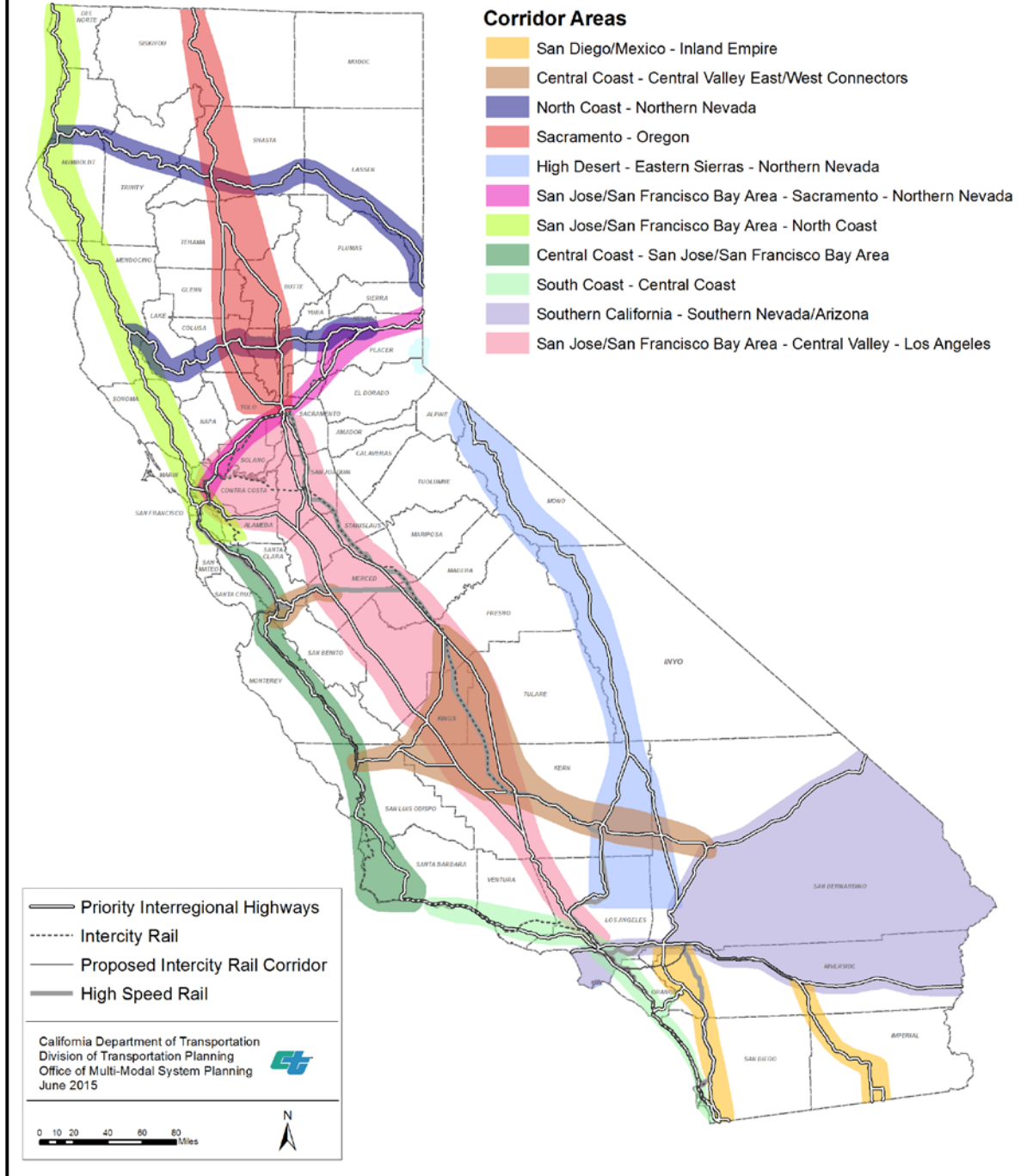


Figure 2: Strategic Interregional Corridors

Criteria for Measuring Performance and Cost-Effectiveness

Commission STIP Guidelines Section 19 requires that Caltrans provide an evaluation report for any new programming that clearly demonstrates how effective the ITIP is in addressing or achieving the goals, objectives, and standards which are established as part of the ITSP.

The purpose of the ITIP is to fund projects that improve interregional mobility for people and goods across the State of California on highway and intercity passenger rail corridors of strategic importance. This is defined by State statute, as follows:

1. Projects to improve state highways;
2. Projects to improve the intercity passenger rail system;
3. Projects to improve the interregional movement of people, goods, and vehicles.

As the overarching objectives are broad and the highway and intercity rail systems are large, the ITSP further refines the focus of investments to selected corridors of greatest need and applicability. Of the 265 statutorily defined state highway routes, 93 are designated as part of the Interregional Road System (IRRS). The ITSP further refines this by identifying eleven Strategic Interregional Corridors that have high interregional importance from a statewide perspective. Within the strategic corridors are the Priority Interregional Facilities, listing the specific state highway and intercity passenger rail facilities that are most significant for the movement of people and goods in those corridors.

When considering the application of interregional funding to projects, the following performance indicators are used to measure and prioritize projects for funding and consistency with the ITSP. All projects identified in the 2018 ITIP are found on one of the 11 Strategic Interregional Corridors, as outlined in the ITSP.

Table 1: Adopted STIP Guidelines and Interregional Transportation Strategic Plan Objectives

Accessibility	Provide access for people and goods to and through all regions of California
Reliability	Ensure that the interregional transportation system is reliable and efficient for the movement of people, goods, services, and emergency response
Safety	Develop and operate a safe interregional transportation system for all travelers
Integration	Optimize multimodal connectivity throughout the interregional transportation system
Economy	Improve interregional connectivity to enhance California's diverse economy
Sustainability	Improve and manage California's interregional transportation system in an environmentally sensitive, economical, and equitable manner

ACCESSIBILITY

- Does the project eliminate a constraint or close a gap that will improve the overall corridor performance?
- Does the project improve corridor-wide movement of people and goods to and from major generators of economic activity?
- Does the project improve connectivity to regional and local transit systems?

RELIABILITY

- Does the project improve travel time reliability for interregional travel?
- Does the project improve overall corridor system operations for the interregional transportation system?
- Does the project alleviate congestion created by interregional goods movement or recreational tourism traffic?

SAFETY

- Does the project reduce safety conflicts between various modes of transportation?
- Does the project enhance safety/emergency responsiveness along the corridor?
- Does the project significantly improve safe travel with the potential for reducing fatalities and serious injuries?
- Does the project improve cross-median and cross-roadway agricultural equipment movement safety?

SUSTAINABILITY

- Does the project help promote mode shift, including active transportation options and consistency with regional transportation plans?
- Does the project help promote sustainability principles, such as best management practices, energy conservation, transition to zero emission technology, and consideration of full life-cycle costs?
- Does the project help to achieve reductions of greenhouse gas emissions to meet the 2030 and 2050 GHG reduction targets?
- Does the project directly benefit disadvantaged communities?

ECONOMY

- Is the project located on one of the identified Priority Interregional Facilities?
- Does the corridor carry significant overall truck volume (greater than 15 percent)?
- Does the corridor carry significant interregional freight and goods movement as measured by larger (5-axle) truck volume (500 or greater per lane)?
- Does the project lead to economic benefits primarily to the greater state (as opposed to the host region)?

INTEGRATION

- Does the project facilitate connectivity with other modes of travel to provide multi-modal travelling choice within the corridor?
- Does the project facilitate connectivity with other modes of interregional travel, including Intercity Passenger Rail and/or High Speed Rail to provide multi-modal choices for interregional travel?

- Does the project improve operations of freight-rail traffic?

PARTNERING

- Do non- Interregional Improvement Programming (IIP) funds comprise more than 30 percent of total project funding?
- Are all new Regional Improvement Programming (RIP) shares programmed on the State Highway System?

2018 ITIP

Both the 2015 ITSP and proposed 2018 ITIP have recommitted to continue working with regional partners. In particular, Caltrans works through its Districts with Metropolitan Planning Organizations (MPOs) and Regional Transportation Planning Agencies (RTPAs) to ensure that the selected ITIP projects not only have interregional merit, but are also programmed in an RTP, as applicable, and help to meet regional as well as interregional transportation needs. Any project that is programmed in an RTP that is prepared by an MPO has also been determined by the region to be consistent with the Sustainable Community Strategy (SCS), as required by law via SB 375.

The 2018 STIP Fund estimate includes a total estimate of \$3.3 billion in program capacity for STIP projects over the five year STIP Fund estimate period of which \$2.2 billion is available for new STIP (75 percent for RTIP and 25 percent for ITIP) projects. This translates to an approximate total of \$527 million of Target capacity and \$703 million of Maximum capacity for ITIP. After reprogramming of projects from the 2016 ITIP with previous funding capacity, in accordance with the 2018 STIP Guidelines, the following priorities are funded with the new ITIP capacity.

- **Cost Increases (\$123 million):** A total of \$123,017,000 is needed to fund cost increases on projects programmed highway and rail projects in the 2016 ITIP.
- **Restoration (\$173 million):** A total of \$173,735,000 is needed to restore project components programmed in the 2014 ITIP and deleted without prejudice in the 2016 ITIP.
- **New Projects (Intercity Rail - \$114 million, Highway - \$188 million):** Program subsequent project components on currently programmed projects and program new rail projects and highway projects that close gaps on currently programmed corridors.

Intercity Rail Projects: Caltrans proposes to program nearly \$114 million dollars to the intercity rail program from the ITIP to five new projects and to augment funding for Capitalized Maintenance. All projects being proposed for funding are consistent with the 2017 Draft State Rail Plan and support the Strategic Business Plans that exist for each of the intercity rail corridors.

Highway Projects: Caltrans proposes to program nearly \$188 million to five projects on priority interregional corridors of greatest interregional value. In each case the projects either add segments to larger corridor improvements or completely close gaps within a corridor. Several projects are jointly funded with regional improvement program funding. These projects were found to be the highest priority for funding meeting the objectives of the interregional program.

Total Project Cost Increases (Highway and Rail):	\$123,017,000
Total Restored Projects or Project Components Cost:	\$172,735,000
Total New Rail Project Cost:	\$114,540,000
Total Cost decreases, New Highway Project Components and New Highway Project Cost:	<u>\$188,584,000</u>
Grand Total	\$598,876,000

Project Study Reports (PSR) or Project Reports (PR) for all new ITIP projects are available at the following webpage link:

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

- APDE Projects:** At their August 2017 meeting, the Commission adopted the 2018 STIP guidelines which allows Caltrans and Regional Transportation Planning Agencies to propose PA&ED and/or PS&E with shares from their respective interregional and county APDE shares. A total of \$86,164,000 is available for Caltrans to apply to the ITIP over the five-year 2018 STIP (FY 2018-19 thru FY 2022-23) cycle. This APDE amount is independent of the amount identified as regular capacity. This capacity was determined by calculating 25 percent of the anticipated ITIP capacity available for 2 years after the current STIP cycle (total interregional shares anticipated in FY 2023-24 and FY 2024-25 combined). In essence, Caltrans and Regional Transportation Planning Agencies have the ability to use future funding capacity to develop future projects so that they can be delivered earlier for a reduced total cost due to the reduction in cost escalation associated with inflation and other factors. For the 2018 ITIP, Caltrans is including six projects for a total of \$48,200,000 in APDE shares.

As it is evident from the above numbers, out of the new funding capacity of \$527 million, more than half of the new capacity, a total of \$296 million is used for cost increases and restorations. There is currently a demand for ITIP project funding that exceeds 1 billion. As we move forward, we will be programming these high priority projects to complete gaps on current corridors in future ITIP cycles while pursuing various SB 1 funding opportunities.

Interregional STIP Share Advance Proposal in the 2018 ITIP

Heading into the 2018 STIP cycle, the interregional program is proposing to advance STIP shares of about \$71 million. In other words, the proposed ITIP is over programmed above its target share 25 percent of the STIP by about \$71 million. This condition is allowable under law and reflects the inherent flexibility in the STIP to address project costs that are often variable yet necessary for successful delivery. In the case of the 2018 ITIP, the current overage is due to the large construction capital cost on State Route 46/41 Wye project.

Caltrans understands that, under law and Commission practice, a STIP advance must be first paid back before any new project or new project component can be funded. Thus, new funding capacity expected in the 2020 STIP cycle could be used to pay down the share advance before new projects are proposed in the 2020 ITIP.

2020 STIP Cycle Expectations

Under the present funding methodology for the STIP and accounting for SB 1 STIP funding fix, an average STIP cycle may add up to \$1.4 billion of new money. Since every new STIP cycle adds two new years of programming capacity, this translates to about \$700 million per year. If 25 percent of new revenues are to go to the interregional program, then the ITIP would expect to see about \$350 million of new programming capacity over two years.

As described earlier, about \$71 million of the 2018 ITIP share advance and \$48 million of APDE shares must be paid back first. Even though all cost increases are addressed as part of 2018 ITIP proposal, a portion of new 2020 funding will be used to pay for the cost increases on currently programmed projects.

The bottom line for the 2020 STIP cycle is to expect that a portion of new funding will be used to pay back the interregional share advance, to payback 2018 APDE shares programmed and to address potential small cost increases, resulting in a reasonable amount of funding to add a few new projects.

Table 2: Carryover 2016 STIP Highway Projects with Carryover Funding Shown

Carry Carryover 2016 STIP Highway Projects with Carryover Funding Shown (\$'s x 1000)																		
Existing																		
Dist	Co	RTE	PPNO	Project	Total	Prior	18-19	19-20	20-21	21-22	22-23	RW	CON	PAED	PSE	RW Sup	Con Sup	Notes
01	HUM	101	0072	Eureka/Arcata Corridor Improvement	15,700	0	0	0	15,700	0	0	0	15,700	0	0	0	0	Cost Increase Shown Below.
01	LAK	29	3100	Segment 2C of the Lake-29 Expressway Project	13,060	900	12,160	0	0	0	0	0	11,160	0	750	150	1,000	Cost Increase Shown Below.
03	BUT	70	9801	SR70 Passing Lanes (Segment 1)	13,100	1,900	0	11,200	0	0	0	550	10,000	0	1,000	350	1,200	See Changes Below
05	MON	156	0057C	Route 156 West Corridor	7,700	7,700	0	0	0	0	0	0	0	7,700	0	0	0	No Change.
05	SBT	156	0297	San Benito Route 156 Improvement Project	61,986	32,744	0	29,242	0	0	0	21,808	25,822	3,936	5,450	1,550	3,420	No Change.
05	SLO	46	0226J	Cholame	88,000	32,800	0	0	55,200	0	0	22,000	46,000	0	8,400	2,400	9,200	Cost Increase Shown Below.
05	SB	101	7101	South Coast 101 HOV Lanes	4,000	2,000	0	2,000	0	0	0	0	2,000	2,000	0	0	0	See Changes Below
06	KER	46	3386C	Route 46 Widening - Segment 4A	400	400	0	0	0	0	0	0	0	0	400	0	0	No Change.
06	TUL	99	6400E	Tagus 6-Lane Southbound Widening	3,488	3,488	0	0	0	0	0	1,850	0	0	1,200	438	0	See Changes Below
06	TUL	99	6400F	Tagus 6-Lane Northbound Widening	4,337	825	3,512	0	0	0	0	2,900	0	0	825	612	0	See Changes Below
08	SBD	58	0215C	Kramer Junction	194,838	117,543	46,700	30,595	0	0	0	18,387	139,427	8,600	8,000	4,756	15,668	Cost Increase Shown Below.
09	INY	395	0170	Olancho and Cartago Expressway	11,420	11,420	0	0	0	0	0	5,407	0	2,749	2,051	1,213	0	Cost Increase/Other Changes
09	INY	395	0170A	Olancho and Cartago Archaeological Pre-Mitigation	2,000	0	2,000	0	0	0	0	0	2,000	0	0	0	0	No Change.
10	MER	99	0161A	Livingston Widening Northbound	2,870	2,870	0	0	0	0	0	10	0	800	2,050	10	0	See Changes Below
10	MER	99	0161B	Livingston Widening Southbound	5,000	5,000	0	0	0	0	0	200	0	1,700	3,000	100	0	See Changes Below
					427,899	219,590	64,372	73,037	70,900	0	0	73,112	252,109	27,485	33,126	11,579	30,488	

Table 3: Highway Projects with a Cost Increase

Highway Projects with a Cost Increase (\$'s x 1000)																		
Dist	Co	Rte	PPNO	Project	Total	Prior	18-19	19-20	20-21	21-22	22-23	RW	CON	PAED	PSE	RW Sup	Con Sup	Notes
01	HUM	101	0072	Eureka/Arcata Corridor Improvement	10,782	2,141	0	0	8,641	0	0	0	6,982	0	1,983	158	1,659	Cost Increase (IIP/RIP)
01	HUM	101	2389	Eureka/Arcata Corridor Improvement - Mitigation	11,160	3,589	0	7,571	0	0	0	1,736	6,551	646	956	251	1,020	Cost Increase (IIP/RIP)
01	LAK	29	3100	Lake-29 Expressway Project - Segment 2C	1,816	1,310	506	0	0	0	0	1,310	506	0	0	0	0	Cost Increase (IIP/RIP)
05	SBT	156	0297	San Benito Route 156 Improvement Project	19,568	4,810	0	14,758	0	0	0	680	7,178	0	2,960	1,170	7,580	Cost Increase (IIP)
05	SLO	46	0226J	Cholame	23,021	5,800	0	0	17,221	0	0	0	15,200	0	5,500	300	2,021	Cost Increase (IIP)
08	SBD	58	0215C	Kramer Junction	50,098	12,563	37,535	0	0	0	0	6,310	33,203	334	4,580	1,339	4,332	Cost Increase (IIP)
09	INY	395	0170	Olancho and Cartago Expressway	6,572	6,572	0	0	0	0	0	4,513	0	999	873	187	0	Cost Increase (IIP/RIP)
					123,017	36,785	38,041	22,329	25,862	0	0	14,549	69,620	1,979	16,852	3,405	16,612	

Table 4: Restored Projects or Project Components (2016 STIP Deletions)

Restored Projects/Components (2016 STIP Deletions)																		
Dist	Co	Rte	PPNO	Project	Total	Prior	18-19	19-20	20-21	21-22	22-23	RW	CON	PAED	PSE	RW Sup	Con Sup	Notes
03	BUT	70	9801A	SR70 Passing Lanes (Segment 2)	1,800		1,800					900			400	500		Restore w/ Cost Increase
05	SB	101	7101	South Coast 101 HOV Lanes	3,000			3,000							3,000			Restore w/ component change
05	SLO	46	0226K	Route 46/41 Wye	25,000		25,000					9,400			13,200	2,400		Restore w/ Cost Increase
06	FRE	41	6705	Excelsior Expressway	8,000		8,000					3,500			3,000	1,500		Restore /w Cost Increase
06	KER	14	8042B	Freeman Gulch Seg 2	1,960		1,960								1,960			Restore PS&E w/ Cost Increase
06	MAD	99	6297	South Madera Ave 7- Ave 12	3,000		3,000							3,000				Restore w/ Cost Increase
06	TUL	99	6400E	Tagus 6-Lane Southbound Widening	46,410	1,410		45,000					39,000		1,410		6,000	Restore w/ Cost Increase
09	INY	395	0170	Olancho and Cartago Expressway	49,615					49,615			44,435				5,180	Restore w/ Cost Increase
10	MER	99	0161B	Livingston Widening Southbound	33,950					33,950			29,450				4,500	Restore deleted amount
					172,735	1,410	39,760	48,000	0	83,565	0	13,800	112,885	3,000	22,970	4,400	15,680	

NOTE: Following deleted projects are not being restored

- 1) KER 14 Freeman Gulch Widening - Segment 1: The project has been delivered using RIP funding.
- 2) SB 395 Widening (Northern Segment) - This project is not viable for its huge price tag and no meaningful partnership. Low ITSP priority.
- 3) Madera 6-Lane Ave 12- Ave 17 (PPNO 5335): Design and R/W is being completed using local funds.

Table 5: Tagus South (PPNO 6400E) and Tagus North (PPNO 6400F) are proposed to be combined into a single project (PPNO 6400G)

Dist	Co	Rte	PPNO	Project	Total	Prior	18-19	19-20	20-21	21-22	22-23	RW	CON	PAED	PSE	RW Sup	Con Sup
06	TUL	99	6400E	Tagus 6-Lane Southbound Widening	-49,898	-4,898	0	(45,000)	0	0	0	-1,850	(39,000)	0	(2,610)	(438)	(6,000)
06	TUL	99	6400F	Tagus 6-Lane Northbound Widening	-32,427	-2,915	(3,512)	(26,000)	0	0	0	-2,900	(20,000)	0	(2,915)	(612)	(6,000)
06	TUL	99	6400G	Tagus 6-Lane Widening	82,325	7,813	3,512	71,000	0	0	0	4,750	59,000	0	5,525	1,050	12,000

Table 6: Changes to Existing Highway Projects (Cost decreases or funding changes between components), New Highway Projects and New Project Components

Changes to Existing Highway Projects and New Component Programming (\$'s x 1000)																		
Dist	Co	Rte	PPNO	Project	Total	Prior	18-19	19-20	20-21	21-22	22-23	RW	CON	PAED	PSE	RW Sup	Con Sup	Notes
03	BUT	70	9801	SR70 Passing Lanes (Segment 1)	(5,900)	(1,900)	1800	(5,800)				250	(5,300)		(550)	200	(500)	Savings re-programmed (See below)
03	BUT	70	9801A	SR70 Passing Lanes (Segment 2)	4,800				4,800				4,200				600	New Component
03	BUT	70	9801B	SR70 Passing Lanes (Segment 3)	10,900			2,300	8,600			650	7,500		750	900	1,100	New Project
05	SB	101	7101	South Coast 101 HOV Lanes	0			0					(2,000)		2,000			Reprogramming from CON to PS&E
05	SLO	46	0226L	Antelope Grade	15,494		15,494					3,024			10,300	2,170		New Project
05	SLO	46	0226K	Route 41/46 Wye	108,700					108,700			95,300				13,400	New Component
05	SLO	46	0226J	Cholame	(8,000)	(8,000)						(8,000)						Component Savings
06	TUL	99	6400F	Tagus 6-Lane Northbound Widening	28,090	2,090		26,000					20,000		2,090		6,000	New Component and Cost Increase
10	MER	99	0161A	Livingston Widening Northbound	34,500					34,500			29,500				5,000	New Component
					188,584	(7,810)	17,294	22,500	13,400	143,200	0	(4,076)	149,200	0	14,590	3,270	25,600	

Table 7: Carryover Rail Projects

Carryover 2016 STIP Rail Projects with Carryover Funding Shown (\$'s x 1000)																	
Co	Rte	PPNO	Project	Total	Prior	18-19	19-20	20-21	21-22	22-23	RW	CON	PAED	PSE	RW Sup	Con Sup	Notes
LA		2098	Raymer to Bernson Double Track Project	60,820	0	0	0	60,820	0	0	0	60,820	0	0	0	0	No Change
LA		2106	Burbank Airport and Rail Station Pedestrian Grade Se	7,000	0	0	0	7,000	0	0	0	7,000	0	0	0	0	See Changes Below
ORA		2107	Laguna Niguel to San Juan Capistrano Passing Siding	3,000	0	3,000	0	0	0	0	0	3,000	0	0	0	0	No Change
SD		2108	Del Mar Bluffs Stabilization Project 4	2,000	2,000	0	0	0	0	0	0	2,000	0	0	0	0	No Change
VAR		2065	Capitalized Maintenance for the Capitol, San Joaquin	6,000	4,000	2,000	0	0	0	0	0	6,000	0	0	0	0	See Changes Below
				78,820	6,000	5,000	0	67,820	0	0	0	78,820	0	0	0	0	

Table 8: Rail Projects with Cost Increases

Rail Projects with a Cost Increase (\$'s x 1000)																	
Co	Rte	PPNO	Project	Total	Prior	18-19	19-20	20-21	21-22	22-23	RW	CON	PAED	PSE	RW Sup	Con Sup	Notes
VAR		2065	Capitalized Maintenance for the Capitol, San Joaquin	16,000			0	8,000	4,000	4,000	0	16,000	0	0	0	0	Increase
				16,000	0	0	4,000	4,000	4,000	4,000	0	16,000	0	0	0	0	

Table 9: Changes to Existing Rail Projects (project deletion) and New Rail Projects

Changes to Existing Rail Projects and New Programming (\$'s x 1000)																	
Co	Rte	PPNO	Project	Total	Prior	18-19	19-20	20-21	21-22	22-23	RW	CON	PAED	PSE	RW Sup	Con Sup	Notes
LA		2106	Burbank Airport and Rail Station Pedestrian Grade Se	(7,000)	0	0	0	(7,000)	0	0	0	(7,000)	0	0	0	0	Delete
LA		2002A	Roscrans/Marquardt Grade Separation Project	7,000			7,000					7,000					New Project
SJ		2191	San Joaquin Corridor 2nd Platforms - express service	36,000					2,000	34,000		34,000	100	1,900			New Project
SD		2190	San Onofre to Pulgas Phase 2	30,040		1,177	28,863					28,863		1,177			New Project
Var		2194	Coast Subdivision Rail Corridor Improvements	20,000			1,000	19,000				19,000	100	900			New Project
SLO		2195	Central Coast Layover Facility	12,500		4,500		8,000				8,000	3,500	1,000			New Project
				98,540	0	5,677	36,863	20,000	2,000	34,000	0	89,863	3,700	4,977	0	0	

Table 10: APDE - New Projects

Advanced Project Development Element (APDE) New Projects (\$'s x 1000)																		
Dist	Co	Rte	PPNO	Project	Total	Prior	18-19	19-20	20-21	21-22	22-23	RW	CON	PAED	PSE	RW Sup	Con Sup	Notes
01	LAK	29	3122	Lake-29 Expressway -Segment 2A	5,100		5,100		0	0	0	0		0	5,100			New APDE (Joint w/ RIP)
01	LAK	29	3121	Lake-29 Expressway -Segment 2B	5,100		5,100								5,100			New APDE (Joint w/ RIP)
04	SM	101	0658D	SM 101 - Managed Lanes	18,000		18,000								18,000			New APDE w/ Local funds
06	MAD	99	6297	South Madera Ave 7- Ave 12	12,000		3,000			9,000				3,000	9,000			New APDE
06	TUL	99	6369	Tulare City Widening	8,000		2,000			6,000				2,000	6,000			New APDE (Joint w/ RIP)
					48,200	0	33,200	0	0	15,000	0	0	0	5,000	43,200	0	0	

Project Profiles

Unlike the 2016 STIP Fund Estimate which resulted in the deletion of almost one third of the program, the 2018 Fund Estimate provides enough new programming capacity that allows the restoration of all except three projects which were deleted in 2016. Out of the three projects, two projects have been completed using other funds while the third project does not have a credible funding plan beyond the environmental phase. The programming capacity provided by the 2018 Fund Estimate also allows Caltrans to fund cost increases for some existing projects and to program new components for existing projects and new projects.

All projects that are being carried over (that includes projects which were deleted in 2016 but are being restored) and the newly proposed ones are within the ITSP's Strategic Interregional Corridors. All projects are located on one of the Priority Interregional Facilities and are listed in the table below.

The 2018 ITIP provides a short discussion of currently funded ITIP projects found to be within the Strategic Interregional Corridors as outlined in the 2015 ITSP.

Table 11: 2018 ITIP Projects and Associated Strategic Interregional Corridor

Strategic Interregional Corridors	Route	Project Description	District	County
South Coast - Central Coast	Pac Surfliner	Central Coast Layover Facility	5	San Luis Obispo
	Pac Surfliner	Raymer to Bernson Double Track Project	7	Los Angeles
	Pac Surfliner	Roscrans/Marquardt Grade Separation	7	Los Angeles
	Pac Surfliner	Laguna Niguel to San Juan Capistrano Passing Siding	12	Orange
	Pac Surfliner	San Onofre to Pulgas Phase 2	11	San Diego
Central Coast - San Jose/San Francisco Bay Area	US 101	South Coast 101 HOV Lanes	5	Santa Barbara
San Jose/San Francisco Bay Area - Sacramento - North Coast	US 101	Eureka/Arcata Corridor Improvement	1	Humboldt
San Jose/San Francisco Bay Area - Central Valley - Los Angeles	San Joaquin	Second Platforms (Modesto, Turlock-Denair, and Fresno)	10	Stanislaus/Fresno
	SR 99	South Madera Ave 7-Ave 12 four to six lanes projects	6	Madera
	SR 99	Tagus 6 Lane Northbound & Southbound Widening	6	Tulare
Sacramento Valley - Oregon	SR 99	Livingston Widening Northbound & Southbound	10	Merced
	SR 70	Passing Lanes (Segments 1, 2, and 3)	2	Butte
High Desert - Eastern Sierras - Northern Nevada	Capitol	Coast Subdivision Rail Corridor Improvements	4	Alameda
	US 395	Olancha and Cartago Expressway	9	Inyo
Central Coast - Central Valley East/West Connectors	SR 14	Freeman Gulch Widening Segment 2	6	Kern
	SR 156	SR 156 West Corridor Study	5	Monterey
	SR 156	San Benito Route 156 Improvement Project	5	San Benito
	SR 41	Excelsior Expressway - 2 to 4 Lane	6	Fresno
North Coast - Northern Nevada	SR 46	SR 46 Improvements (Cholame Widening, Route 41/46 WYE, Antelope Grade)	5	San Luis Obispo
	SR 29	Segment 2A, 2B, 2C of the Lake 29 Expressway Project	1	Lake

Figure 3: 2018 New ITIP Projects and Associated Strategic Interregional Corridors

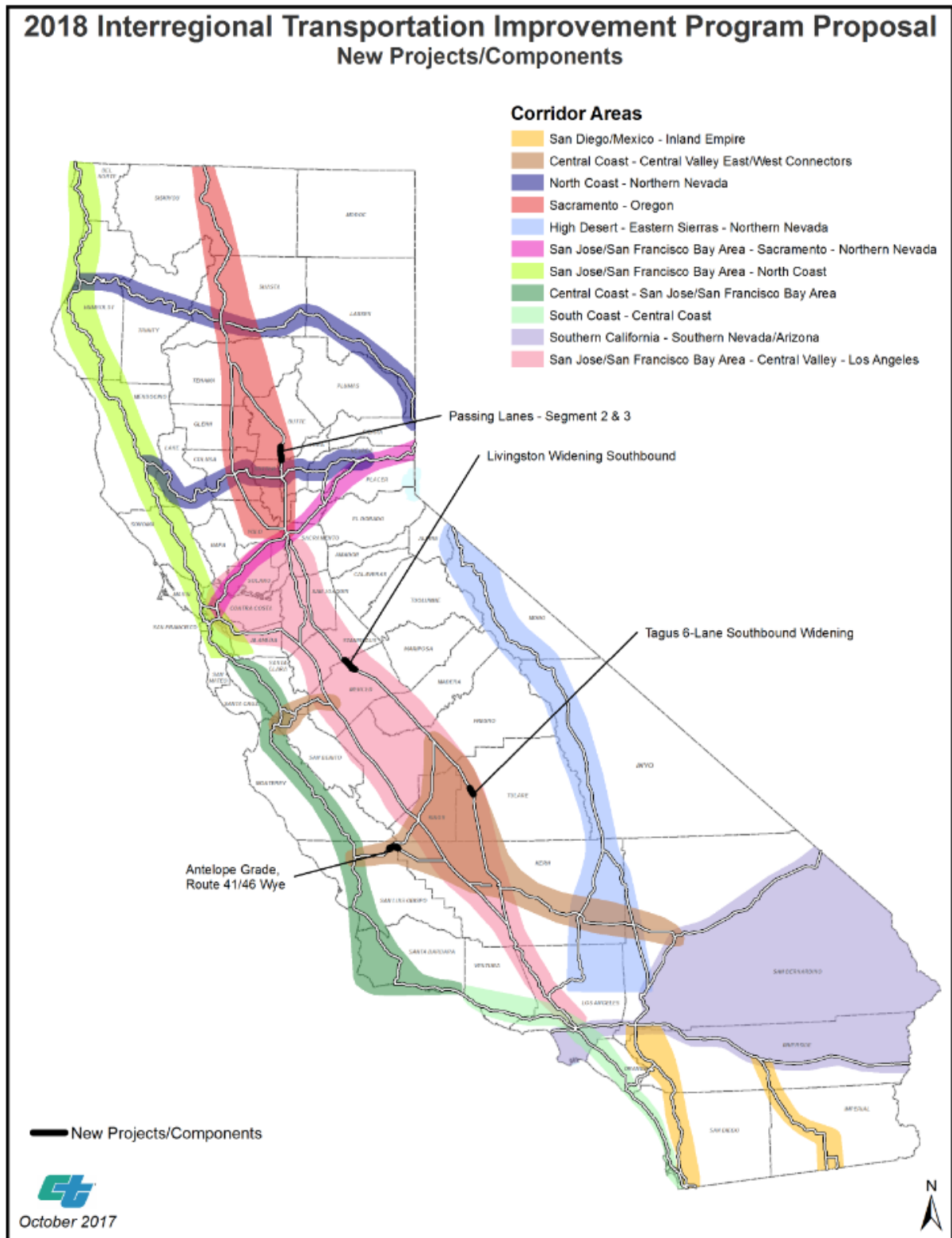


Figure 4: 2018 ITIP Projects and Associated Strategic Interregional Corridor

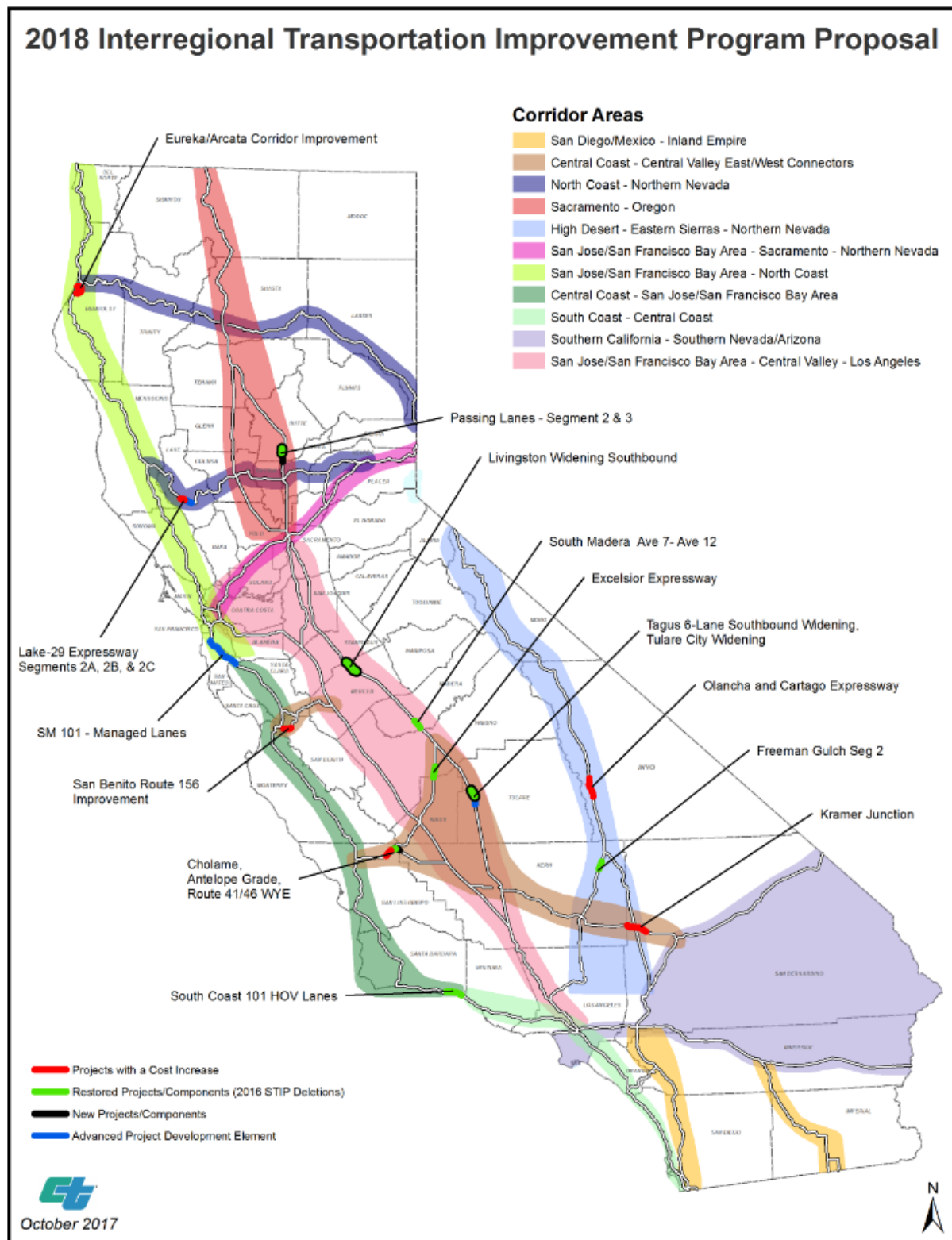


Figure 5: 2018 ITIP - Intercity Passenger Rail Projects

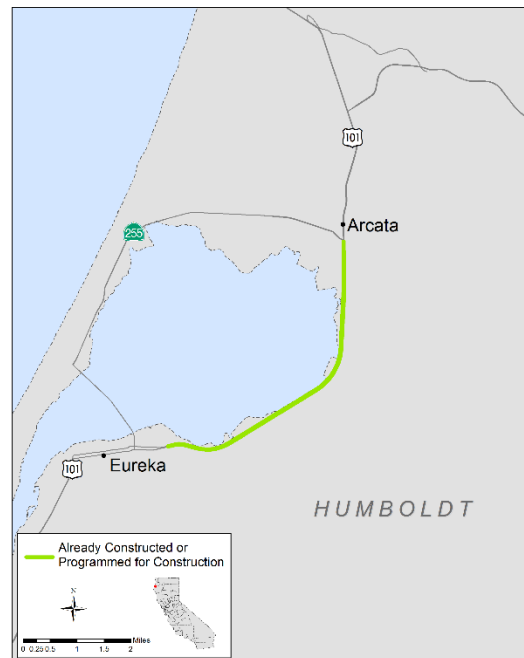


San Jose/San Francisco Bay Area – North Coast Corridor

The San Jose/San Francisco Bay Area–North Coast Corridor is the coastal south-north connector linking the San Francisco Bay Area to California’s remote North Coast. US 101 is the primary transportation facility used for interregional travel and serves as a lifeline for the movement of people, goods, and services. The corridor is vital to the area’s recreational tourism and economy and serves urban and suburban areas, such as Santa Rosa, San Rafael, and numerous smaller communities.

EUREKA ARCATA CORRIDOR IMPROVEMENT PROJECT

In partnership with the Humboldt County Association of Governments, the 2018 ITIP includes the Eureka-Arcata Corridor Improvement Project on US 101. On completion, the project will (1) improve safety and reduce delays at intersections, (2) reduce operational conflicts, (3) resurface, restore, and rehabilitate the existing US 101, and (4) extend or construct right-turn acceleration and deceleration lanes. Due to sharp drop in STIP funding in 2016, the project was delayed by two years. As a result of these delays and additional structures’ costs to meet Coastal Commission requirements, project cost has gone up. The cost increase is proposed to be funded with Interregional Improvement Program (IIP) funds and Humboldt County Regional Improvement Program (RIP) funds.



State Route 99 is a high capacity north-south facility that serves interregional movement and connectivity of people and goods to and through the urban and rural areas of the San Joaquin Valley. It has been identified in the ITSP to be a Priority Interregional Facility in the San Jose/San Francisco Bay Area – Central Valley – Los Angeles Corridor. SR 99 has also been identified in the California Freight Mobility Plan as a Tier 1 freight facility, and is listed as a proposed Primary Freight Network route by the US Department of Transportation's Federal Highway Administration. State Route 99 varies between four and six lanes through most of its length. Each transition from six to four lanes results in a bottleneck. Caltrans will continue to work towards the ultimate goal of eliminating these bottlenecks and thus providing an efficient movement of freight and people.

The San Joaquin Intercity Passenger Rail corridor extends north from Bakersfield to Sacramento and Oakland, splitting at Stockton to continue north to Sacramento and west to Oakland. In 2010 Caltrans worked with the BNSF Railway to model improvements that would be necessary to increase service from 6 to 8 daily intercity round trips. The BNSF modeling identified five projects necessary to increase service to the 8 train level. One of these projects is complete and one more is currently under construction. Each project has independent utility, so the State will improve on-time performance and operational benefits from each project prior to completing the entire set of projects.

The following projects are proposed to receive new programming.

SECOND PLATFORMS (MODESTO, TURLOCK-DENAIR, AND FRESNO STATIONS) - SAN JOAQUIN INTERCITY PASSENGER RAIL CORRIDOR

This (see Figure 5) project will extend the existing station platforms and construct a second platform at each of these three locations. These stations are currently served by a single platform and whenever there are opposing meets, one train must wait farther out at a siding while the other train serves the station. The construction of the second platform will allow two passenger trains to serve the station simultaneously. The project is needed to eliminate delays and improve on-time performance of intercity rail passenger services through the entire San Joaquin Corridor.

MADERA 99

The 2016 ITIP deleted design and right-of-way programming for a total of \$4.3 million from this project that will widen a segment of SR 99 from Avenue 12 to Avenue 17 in Madera County from four to six lanes. Both design and right-of-way components are being completed using local funds, including Madera County RIP funds. Being on Tier 1 freight network facility, Caltrans expects this project to compete well for construction funding from freight-related state and federal programs. In case such funding does not materialize, Caltrans plans to fund construction in a future STIP cycle.

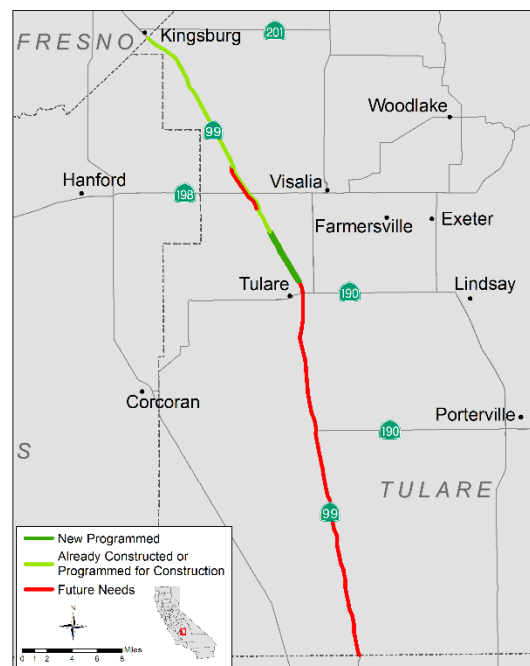
The sections of freeway to the north and south of this segment are existing six lane roadways. State Route 99 in this vicinity is at the upper end of the spectrum for projects with a very high interregional value – with 21 percent truck traffic volume and a relatively high Average Annual Daily Traffic (AADT).



TULARE 99

The improvements in this segment are part of a long-range strategy to improve SR 99 southwards from Kingsburg to Delano. The 2016 ITIP deleted construction funding from the Tagus 6-Lane Widening project (Southbound). The 2018 ITIP proposal restores this deleted funding, funds construction for the Tagus 6-Lane Widening (Northbound) project, and requests combining both projects into a single project. The delivery of both projects as a single contract results savings in both design and potential savings in construction costs, besides reducing impacts to travelling public. Tulare County is the funding partner on this project. Tulare is programming RIP funds for PS&E, Right of Way (R/W), and Construction.

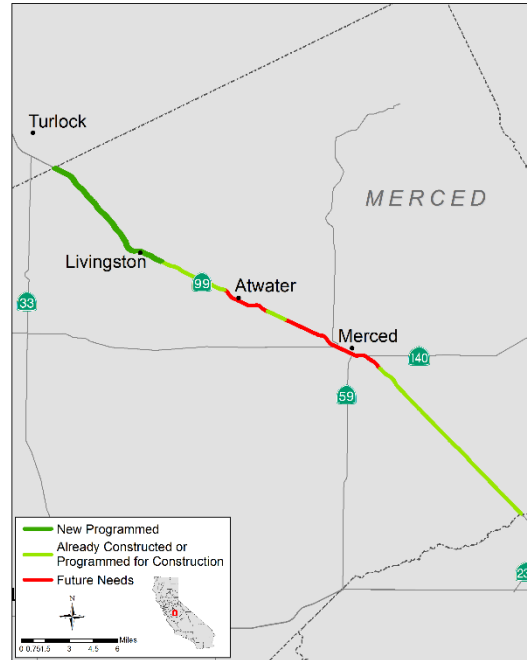
This segment of SR 99 in the corridor has high interregional value – 18 percent truck traffic and relatively high AADT.



MERCED 99

State Route 99 north and south of the project area is an existing six lane freeway. The vicinity of the project area has high interregional value – 25 percent truck traffic and a relatively high AADT.

The 2016 ITIP deleted construction funding for the Livingston 6-Lane Widening (Southbound) project. The 2018 ITIP proposal restores construction funding for the southbound project and also funds construction for the northbound project.



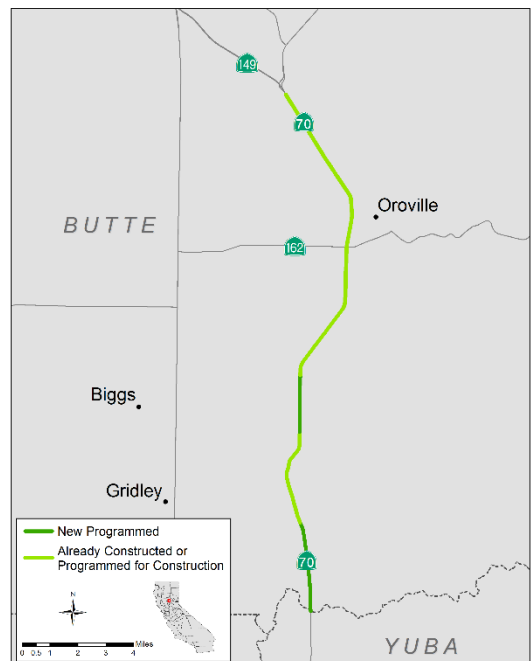
Sacramento – Oregon Corridor

The Sacramento Valley – Oregon Corridor links the Sacramento Valley to the North State and the Oregon border. This is an important connection between California and states to the north and ultimately provides an international connection to Canada. The corridor supports the movement of people and freight, including recreational travel, and provides important connection for emergency response and resiliency for the region. Much of the Sacramento Valley is utilized for agricultural purposes and is dependent on this corridor for exporting products and importing farming and ranching supplies.

BUTTE 70 PASSING LANES

State Route 70 is a north-south facility that needs to provide a consistent, high level of service for interregional movement and connectivity of people and goods to and through the urban and rural areas in the northern Central Valley of California. Furthermore, as demonstrated during the recent failure of the main spillway of the Oroville Dam, SR 70 also serves as a critical evacuation route in such situations. In the area under development, SR 70 is presently a two-lane conventional highway with few passing opportunities. Many uncontrolled driveways and side roads intersect the highway. Travel on the facility is at a high speed and accidents, when they occur, are often violent.

The ITIP originally included, with joint funding from Butte County, two widening segments of the overall corridor between the communities of Oroville in Butte County and Marysville in Yuba County. Segment 1 has been previously fully funded. The 2016 ITIP deleted pre-construction funding from Segment 2. As part of 2018 SHOPP, the Segment 1 will combined with a proposed SHOPP project which results in reduced needs of IIP funds for Segment 1. The 2018 ITIP proposes to restore Segment 2 and fund it for construction using IIP savings from Segment 1. The 2018 ITIP also proposes to program Segment 3 through construction.



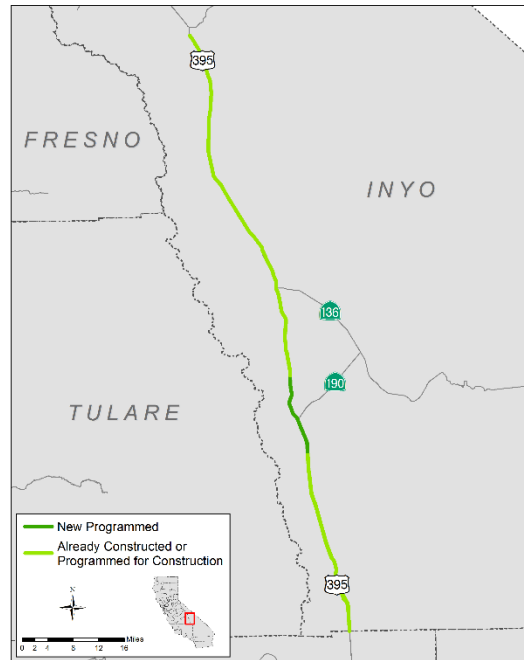
High Desert – Eastern Sierras – Northern Nevada Corridor

The High Desert – Eastern Sierra – Northern Nevada Corridor links the Los Angeles region to northern Nevada, including Lake Tahoe and Reno. It is an eastern California, north-south corridor and traverses the east side of the Sierra Nevada mountain range. The corridor serves local trips and interregional and interstate movement of people, goods, and recreational travel. It also provides lifeline accessibility for rural communities where there are no alternative routes to access goods and services or for detours in the event of a road closure.

OLANCHA AND CARTAGO EXPRESSWAY

The project has been developed in partnership with Mono, Kern, and Inyo counties which have been funding 60 percent of the project costs. During the 2016 ITIP, the construction funding was deleted. The 2018 ITIP proposes to restore construction funding. Mono and Inyo will restore their share of RIP funds. During the 2016 STIP, Inyo and Mono programmed additional shares to fully fund Route 14 - Freeman Gulch, Segment 1 in Kern County when Kern and Caltrans removed their RIP and IIP shares respectively due to the 2016 STIP funding shortfall. Caltrans is reprogramming their deleted shares in addition to their current share on Olancha and Cartago Expressway project. There is still a funding shortfall which is backfilled with regional STIP shares from Mono and Inyo counties.

The High Desert – Eastern Sierra – Northern Nevada Corridor is vital to the economy of the Eastern Sierra region. Goods movement along the corridor is significant as evidenced with 21.5 percent truck traffic. Traffic is a mix of slower recreational and commercial vehicles, local traffic, and faster passenger vehicles. Vehicles are traveling at higher speeds as they enter this section of highway from four-lane divided expressway on either side of the project location. All of these factors lead to queuing within the communities, driver frustration, and frequent unsafe passing maneuvers, resulting in a fatal accident rate that is 1.5 times the statewide average.



FREEMAN GULCH WIDENING; SEGMENTS 1 AND 2

These projects are along SR 14 which serves as principal access route into the Inyo and Mono County recreation areas from the Los Angeles basin. These projects will relieve congestion, provide significant safety benefits by separating the oncoming traffic with a divided median, and constructing passing lanes to breakup traffic queues. As described under Olancho Cartago project profile, Segment 1 is fully funded. The 2018 ITIP proposes to fund the design phase for Segment 2.



Southern California – Southern Nevada/Arizona Corridor

The Southern California–Southern Nevada/Arizona Corridor connects Southern California’s seaport gateways, and the massive logistics and manufacturing sectors that are based in the region to the rest of the country via three Interstate highways (10, 15, and 40) and parallel freight rail routes owned and operated by UPRR and BNSF. The region is the nation’s largest and most important freight gateway and corridor for international trade. Also, I-15 and I-40 link to the San Joaquin Valley via SR 58 and provide connectivity to the southern United States for the nation’s most productive agricultural region in the Central Valley.

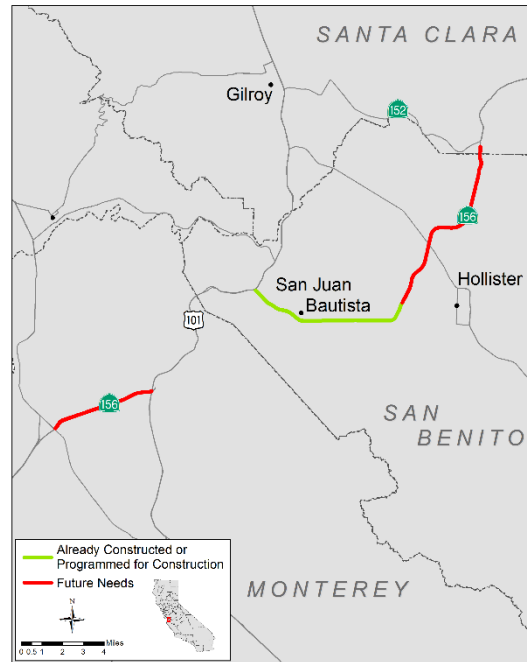
The Southern California – Southern Nevada/Arizona Corridor is new to the interregional program. Caltrans, with its District offices, will work with the regional partners to identify new projects on the Priority Interregional Facilities identified in the ITSP.

Central Coast – Central Valley East/West Connectors

The Central Coast – Central Valley East/West Connectors corridors encompasses two important corridor movements: SR 152 and SR 156, and SR 46, SR 41, and SR 58. These facilities provide connectivity from the Central Coast where a significant amount of agricultural products are grown, to the processing facilities in the San Joaquin Valley. Accessing the Central Coast is not only critical for agricultural production, but for tourism as well.

STATE ROUTE 156 WEST CORRIDOR STUDY

State Route 156 in Monterey County is the tourist and freight route connecting Monterey peninsula with Silicon Valley and Central Valley. High volumes of slow-moving truck volumes during the agriculture peak season result in traffic back-ups and collisions. This project will reduce congestion and improve safety by providing safe passing opportunities.



SAN BENITO ROUTE 156 IMPROVEMENT PROJECT

State Route 156 is an east-west interregional facility connecting the Monterey Peninsula to US 101 and SR 152. It serves agricultural truck travel out of the Castroville, Monterey Bay, Salinas Valley, Hollister area to the San Joaquin Valley. It is the only direct agricultural goods movement and recreational route south of the Bay Area connecting the coast and the San Joaquin Valley. State Route 156 also provides for recreational travel to the Monterey Bay Area from points north and south via US 101 and to other regions via I-5 and SR 99.

EXCELSIOR EXPRESSWAY – CLOSING GAP IN A 4-LANE EXPRESSWAY

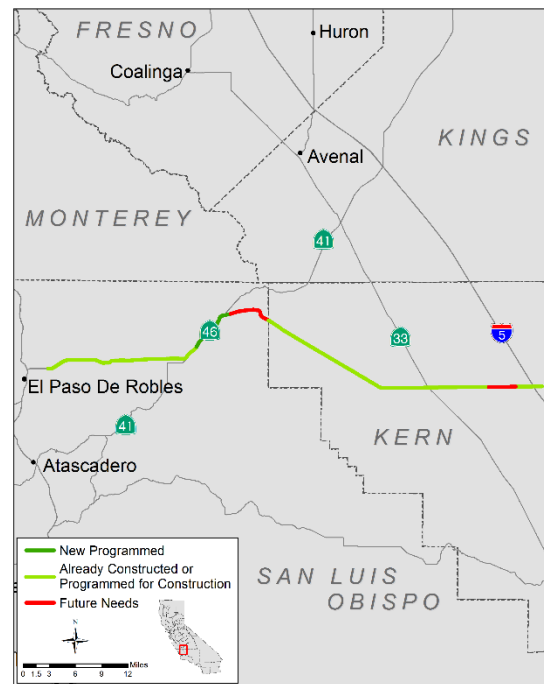
Once completed, this project will close a gap in the existing 4-lane expressway SR 41 facility between the City of Fresno and SR 198 in the City of Lemoore, the site of a US Naval Base. The project will improve the regional movement of freight and goods, and local farm-to-market travel. The project will also relieve congestion, separate oncoming traffic with a divided median, and breakup traffic queues by providing safe passing opportunities to pass around slow-moving agriculture traffic.

STATE ROUTE 46 CORRIDOR IMPROVEMENTS

State Route 46 is an east-west interregional, primarily rural, facility that provides a moderate level of service for truck, agricultural, passenger, and recreational travel from the Central Coast along US 101 at Paso Robles, to I-5 at Lost Hills with links to other regions via I-5. In recent years, considerable investments from Proposition 1B and STIP funds have helped to convert SR 46 in this area into a 4-lane expressway. Critical gaps still remain at the intersection of SR 46 & SR 41 and the climb through the Antelope Grade to the Kern County line.

The 2018 ITIP proposal makes significant investments in eliminating these gaps by fully funding the Route 41/46 WYE and funding the Antelope Grade project through R/W phase. The current rate of fatalities and injuries at the Route 41/46 intersection is three times the state average. Once completed, this project will improve safety by replacing the existing at-grade intersection with grade separated structures. The Antelope Grade project, when completed, will facilitate safe and efficient movement of freight and people by providing passing opportunities around the slow-moving freight and recreational traffic navigating up the Antelope Grade.

On the Kern county side of SR 46, it is anticipated that Caltrans will fund construction of Segment IV-B, in a future STIP cycle.



San Jose/San Francisco Bay Area – Sacramento– Northern Nevada Corridor

The San Jose/San Francisco Bay Area – Sacramento Valley – Northern Nevada Corridor is a major east-west corridor that connects the Bay Area to Reno, Nevada and is new to the interregional program. Interstate 80 (I-80) is a transcontinental highway route that begins in San Francisco and ends in New Jersey, and has been identified as a Tier 1 freight network facility in the California freight Mobility Plan and is proposed by Federal Highway Administration to be a designated component of the National Freight Network. State Route 49, from Auburn to Nevada City, and State Route 20, from Nevada City to I-80, serve as an alternative route to I-80 during road closures.

Caltrans continues to work with both the local District offices and the State's regional partners to identify new operations and capacity projects in this corridor.

COAST SUBDIVISION RAIL CORRIDOR IMPROVEMENTS

The project is located on the Union Pacific Railroad (UPRR) between Oakland and Newark. The proposed project will modernize the track and signal system for faster, safer and more reliable operations in this corridor segment. It will increase speed through the Coast and Niles Junction and

reduce delays for the Capitol Corridor, Coast Starlight and freight trains. Immediate benefits of this track upgrade project will be improved goods movement, reduced fuel usage and the resulting emissions, better passenger rail reliability, improved ridership, and safer operations for passenger and freight rail services. Safety improvements will also accrue at grade crossings. Longer term benefits are that this project starts the process of reducing conflicts between freight and passenger rail services in the East Bay portion of the San Francisco Bay Area in a manner consistent with Capitol Corridor Joint Powers Authority's (CCJPA) Vision Implementation Plan and the 2018 Draft State Rail Plan.

North Coast – Northern Nevada Corridor

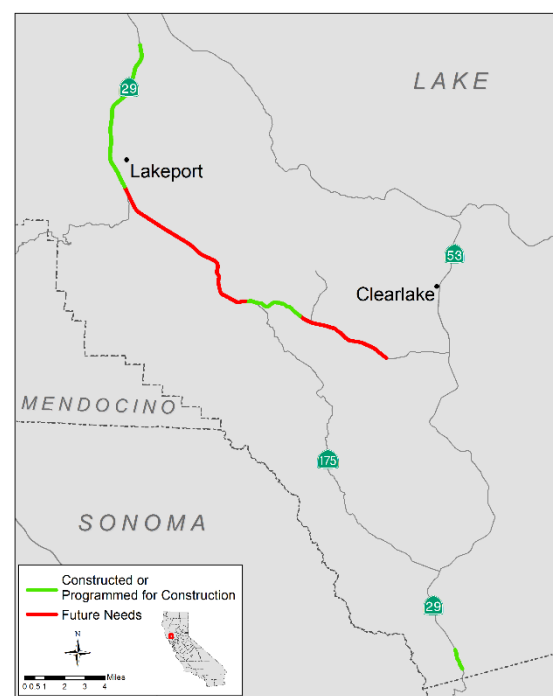
The North Coast–Northern Nevada Corridor consists of two separate east-west northern California highway corridors between the coast to the eastern part of California and Nevada. The first corridor is from Humboldt County to Lassen County and on to Reno and it includes segments of SR 299, 44, 36, and US 395. The second corridor is from Mendocino County to Nevada County and I-80 (portions of SR 20, SR 29, and SR 53). These routes provide access to communities throughout the region, supporting the regional economy and providing connection to emergency services and vital health and human services.

The two major interregional facilities travel through mostly rural areas connecting rural communities, urban areas, and tribal reservations. The interregional facilities provide the corridor with vital connections to the interstate system and the rest of the State, providing access to basic goods and services along with routine and emergency medical services. These routes support the local economy, including freight movement and recreational tourism, and are the major transportation corridors for response and recovery efforts in case of emergencies such as forest fires.

LAKE 29 EXPRESSWAY PROJECT

Segment 2C - The project will improve traffic safety by providing safe passing lanes which reduce the possibility of fatal head-on collisions. The project will provide improved bike and pedestrian facilities by constructing wider shoulders. The project will also help facilitate efficient movement of goods between US 101 and I-5. Over a 40 month period, there have been four fatalities within the project limits making this a high safety priority. Roughly half of the project is SHOPP safety funded, the remainder split closely evenly between Lake County RIP shares and interregional shares.

The environmental for other two Segments, 2A and 2B has already been completed. The 2018 ITIP proposes to fund design for both projects jointly with RIP shares from Lake County.



San Diego/Mexico – Inland Empire Corridor

The corridor forms the main link between Mexico and Southern California through two separate connections. Its primary purpose is to accommodate the flow of goods and people moving between the US and Mexico. The two connections serve interregional and intraregional trips, providing access to local, recreational, and freight facilities. The connections are not large in size compared to other interregional corridors within California, but they are important and unique because they are the largest direct international connections in the State.

Caltrans continues to work with both the local District offices and the State's regional partners to identify new operations and capacity projects in this corridor.

South Coast – Central Coast Corridor

The South Coast Corridor–Central Coast Corridor connects the Central Coast to Southern California, linking the heavily urbanized southern California with the more rural counties further north. The major travel patterns along the corridor include freight movement, recreational tourism, and local commuter traffic. The major interregional transportation facilities are US 101, I-5, and the Pacific Surfliner intercity passenger rail corridor. State Route 74 is an IRRS route that links I-5 to I-15 within the region of Southern California.

The majority of the corridor is within urbanized areas, with a limited rural segment in the northern portion in Santa Barbara County. The corridor accommodates goods movement via highway and railroad. The California State rail system includes the Pacific Surfliner Intercity Rail, commuter, and freight rail services, along with the infrastructure to operate them. All three systems frequently share the same infrastructure, which is generally owned by private railroads.

CENTRAL COAST LAYOVER FACILITY AND STATION EXPANSION – PACIFIC SURFLINER CORRIDOR

The existing single track layover facility is located directly across from the San Luis Obispo Amtrak station. The project will construct approximately 3,000 feet of new and/or rehabilitated layover track will improve intercity rail service. The Pacific Surfliner would be able to improve the ridership, revenue, and expand service of intercity rail passenger service through additional layover capacity. The project will facilitate the maintenance of equipment mid-route and at route terminus. It would allow additional passenger trains to hold overnight and allow a second more convenient morning departure from San Luis Obispo. It would also provide a facility to hold and service a train set used for the proposed Coast Daylight.

ROSCRANS/MARQUARDT GRADE-SEPARATION – PACIFIC SURFLINER CORRIDOR

The Rosecrans/Marquardt at-grade crossing is one of the most dangerous and congested crossings in the region. In addition to being part of a critical north-south route for intercity and commuter trains, this grade-crossing also serves a major east-west freight route that provides goods movements from the Ports of Los Angeles and Long Beach. This project will construct a grade-separation to improve

congestion and provide a much safer pedestrian environment. Furthermore, eliminating idling trucks and autos will improve the air quality in the communities surrounding the project location. This project is fully funded with various funding sources besides IIP.

RAYMER TO BERNSON DOUBLE TRACK PROJECT – PACIFIC SURFLINER CORRIDOR

The project will construct approximately 6.4 miles of mainline and four turnouts, construct two bridge structures, and relocate portions of the existing tracks. Upon completion, this project will result in improvements in on-line performance of intercity rail service in the corridor.

LAGUNA NIGUEL TO SAN JUAN CAPISTRANO PASSING SIDING – PACIFIC SURFLINER CORRIDOR

This single-track segment limits the reliability of overall train operations in the area and complicates the more intense commuter operations to the north, since many of the trains terminate at the Metrolink Station. The passing siding project would reduce existing congestion at the Metrolink Station, thereby providing more reliable corridor operations and fewer delays. This project will reduce greenhouse gas through reduced Vehicle Miles Traveled (VMT) emissions and increases the efficient movement of freight. The addition of sidings in this location will allow for increased train frequencies, improved operational reliability, increased capacity, and decreased train delays.

SAN ONOFRE TO PULGAS TRACK PHASE 2 – PACIFIC SURFLINER CORRIDOR

The project will construct 1.6 miles long second track to provide additional passing opportunities for passenger and freight trains. The scope of work also includes construction of two new bridge structures. Once completed, this project will improve passenger trains headways and on-time performance by providing additional operational flexibility for both passenger and freight trains.

SANTA BARBARA 101 - SOUTH COAST 101 HOV LANES

The purpose of this project is to reduce congestion and delays, provide capacity for future travel demand, improve travel time, and provide for HOV lane continuity on US 101 in the Santa Barbara and Carpinteria vicinity. In this area, US 101 serves as a critical link for interregional goods movement, and coastal access travel between the Los Angeles basin and the San Francisco Bay area. The ITIP funds a small part of this project in recognition of importance of maintaining interregional continuity through the Santa Barbara region.

Central Coast – San Jose/San Francisco Bay Area Corridor

The Central Coast–San Jose/San Francisco Bay Area Corridor connects the Central Coast to San Jose and San Francisco Bay region. US 101 is the major interregional transportation facility that traverses the entire corridor, with intercity rail services, including the under-construction high-speed-rail corridor covering part of the corridor in the northernmost portion. The Central Coast is a significant agricultural region.

US 101 handles interregional, regional, and local traffic. US 101 also serves the National Guard training installations at Camp Roberts and Fort Hunter Liggett and provides access to Vandenberg Air Force Base. The route is significant for goods movement and serves the agriculture and food processing and packaging industries that form the economic base for much of the Central Coast. In addition to connecting with the southern portion of the San Francisco Bay Area, US 101 connects the Salinas Valley agricultural production areas to the northern San Joaquin Valley via SR 156 and SR 152. The SR 41 and

SR 46 corridor connects the San Luis Obispo and Paso Robles area with the central San Joaquin Valley and the food processing and distribution facilities located along the SR 99 corridor.

The rail facilities identified in this corridor includes high-speed rail at the northernmost portion of the corridor connecting the San Joaquin Valley to the San Francisco Bay Area, intercity and commuter rail, and freight rail. All three systems frequently share the same infrastructure, which is generally owned by the railroads. A new passenger rail service, the Coast Daylight, is being developed to provide regular service between San Luis Obispo and the San Francisco Bay Area, with an onward connection with the Capitol Corridor.

SAN MATEO 101 – MANAGED LANES

This project will construct an Express/HOV lane in each direction from the end of the Santa Clara County Express Lane at Matadero Creek to north of Interstate 380. The ITIP proposes to fund the design phase jointly with local funding from San Mateo County Council of Area Governments (SM/CCAG). This portion of US 101 is the most congested corridor in the nine-county bay area. The congestion in this corridor is so severe that the recently passed SB 1 highlighted this corridor while making a case for congestion relief on California freeways passing through urbanized areas. This project will construct 22 miles of managed lanes in each direction. Once completed, this project will reduce congestion and provide more reliable travel times to the travelling public.

Future ITIP Programming Considerations

Based upon recently passed legislation, SB 1, which stabilizes the STIP funding going forward, it is anticipated that new projects will be programmed in the 2020 STIP cycle. These projects will be consistent with the STIP Guidelines, the 2015 ITSP and its core project selection criteria, and highlight how they meet GHG reduction targets laid out by AB 32, SB 391, and Executive Orders S-3-05 and B-30-15.

Caltrans will continue to work with its regional partners to ensure that all ITIP projects are consistent with their respective Regional Transportation Plans. In particular, any programmed capital improvement project will continue to be consistent with MPOs that are required to vet all transportation projects to ensure they are compliant with SB 375 and regions Sustainable Communities Strategy.

Consideration for future projects will include, but are not limited to:

- Consistency with the ITSP
- Consistency with the California Freight Mobility Plan
- Coordination with the California High Speed Rail Authority
- Projects ready for construction

Future rail projects will involve ongoing coordination between Caltrans and the CHSRA. The CHSRA is required to fully integrate its high-speed rail system with the “state’s existing intercity rail and bus network, consisting of interlinked conventional and high-speed rail lines and associated feeder buses” (Public Utilities Code 185030). The intercity network, in turn, is required to be “fully coordinated and connected with commuter rail lines and urban rail transit lines developed by local agencies, as well as other transit services, through the use of co-located station facilities whenever possible.”



To that end, the California State Transportation Agency (CalSTA) initiated a long range planning process in 2014 to integrate the State’s high-speed rail system, as described in the latest Business Plan, with California’s intercity rail and commuter rail systems. The expected outcome of this planning process will be a Network Integration Strategic Service Plan (NISSP) that builds consensus around a vision for passenger rail in the State.

The NISSP will identify a set of statewide infrastructure improvements targeted at integrating the State’s rail networks in a manner that optimizes performance and ridership across the entire system, while also providing connections to regional transit systems. Lastly, with the identification of several new corridors from the 2015 ITSP, Caltrans will work with its regional transportation partners to begin to identify multi-objective projects in the I-5, I-10, I-15, and I-80 corridors, for future STIP cycles.

ITIP ON-SYSTEM PARTNERING POLICY

The Department holds the view that STIP funds are meant to be used on the state highway system as long as state highway needs exist. In many areas of the state, STIP is the sole source for funding improvements to the state highway system. The Department also acknowledges that many regions have needs for rehabilitation and expansion of local streets and roads, and that dedicated non-STIP fund sources exist for those purposes. Some regions choose to prioritize local streets and roads above the state highway system when funding through the RTIP.

As noted earlier, the demand for the Department's ITIP funding greatly exceeds the capacity. Many regions express the desire for partnering on projects of regional and interregional value. When electing to program ITIP to a highway project in a county, the Department will consider how a region chooses to prioritize their RIP funds.

1996 STIP Projects – Updated Delivery Status and Budgets

Section 10 of the STIP Guidelines states that Caltrans, in its ITIP, shall report on the budgets of all ongoing grandfathered 1996 STIP projects. A Grandfathered project is one which was programmed in the 1996 STIP. Grandfathered funds are taken off the top prior to the division of new STIP funds

between the regional and interregional programs. Grandfathered funds can only be used for capital outlay support, and only for work delivering the scope as shown in the 1996 STIP. This report lists such information for both IIP and RIP funded projects.

In accordance with Caltrans policy, all budgets for grandfathered work is communicated to Caltrans headquarters and is maintained in the CTIPs database. Changes and updates are reviewed and approved through the Project Change Request (PCR), Caltrans's change control process. Table 12 on the following page details the budget, expenditure report, and status for all ongoing grandfathered 1996 STIP projects.

Below is a brief discussion on projects with cost increases since last reported in the 2016 STIP.

[Willits Bypass \(PPNO 0125F\)](#)

The Willits Bypass project includes the main bypass contract and several contracts to address project mitigation. In the 2016 Grandfathered STIP update, Caltrans reported a \$76.4 million cost increase. The support cost estimate, as originally prepared, underestimated the needed resources to address the environmental mitigation requirements. In addition, other unanticipated costs were incurred to address deficiencies and alteration to the contract documents and to fully comply with subsequent US Army Corps of Engineer permit requirements.

The main bypass project was completed in December 2016 and the four mitigation projects are scheduled for completion in December 2020. Since last reported in 2016, support costs have increased by an additional \$2,894,000, from \$155,408,000 to \$158,302,000, mainly due to additional utility relocation work and appraisal and acquisition costs for additional parcels needed on one of the mitigation projects.

[Casitas Pass & Linden Avenue Interchanges \(PPNO 0482\)](#)

The Casitas Pass & Linden Avenue Interchanges project improves operations by reconstruction of the interchange, reconfiguring ramps and replacing a bridge. Since last reported in 2016, support costs have increased by \$3,567,000, from \$30,542,000 to \$34,109,000. The cost increases were due to environmental and permit issues. A supplemental EIR was required, along with additional coordination with the Federal Emergency Management Agency (FEMA) for floodplain mapping, and additional requirements for coastal permits.

[Baldwin Park – Sound walls \(PPNO 0309S\)](#)

The Baldwin Park sound walls project is part of a larger high occupancy lane project on Route 10 between Puente Avenue and Citrus Street. Since last reported in 2016, support costs have increased by \$1,055,000, from \$4,590,000 to \$5,645,000. Differing site conditions between survey data and field data led to design modifications to alignment of the sound walls. Also, sub-surface geological variations required modifications to the foundations. Project completion is scheduled for November 2018.


Table 12: 1996 Grandfathered STIP Project List

STIP Grandfathered Support Project List (\$'s x 1000)

					GF STIP Budget (2012 Initial	GF STIP Budget (2016 Report) ¹	Budget Update 2018 ¹	GF STIP Expenditures ²	
DIST	CO	RTE	PPNO	PROJECT	TOTAL	TOTAL	TOTAL	TOTAL	Notes
01	MEN	101	0125F	Willits Bypass (Includes PPNOs 0125X, 0125Y, 0125W, 0125Z)	\$79,000	\$155,408	\$159,159	\$132,431	Parent project completed December 2016. Remaining mitigation projects scheduled for completion December 2020. See notes on previous page.
05	SB	101	0482	Casitas Pass & Linden Ave interchanges	\$23,932	\$30,542	\$34,109	\$25,298	Project completion scheduled for December 2021. See notes on previous page.
07	LA	10	0309S	Baldwin Park - Soundwalls	\$4,590	\$4,590	\$5,645	\$2,836	Project completion scheduled for November 2018. See notes on previous page.
07	LA	5		I-5 South Corridor(5 phases) (PPNOs 4153, 2808, 4154, 4155, 4156)	\$57,769	\$57,769	\$57,769	\$57,769	No change, support budget capped per agreement.
07	LA	5	2808A	Orange County to Rte 605 - Carmenita Interchange	\$30,845	\$30,845	\$30,845	\$29,732	No change, support budget capped per agreement.
07	LA	710	0219M	Route 10 to Route 210 - New 6 lane fwy (R/W Support Only)	\$330,000	\$330,000	\$330,000	\$65,664	On-going R/W Support costs on Route 710.
08	RIV	215	0122C	Route 60/91/215 Interchange: Follow-up Landscaping (#2)	\$1,350	\$1,586	\$1,599	\$1,493	Project completed June 2016 with minor support budget adjustment.
08	RIV	215	0121J	60/91/215 Interchange: Follow-up Landscaping (#3)	\$978	\$978	\$978	\$946	Project completed May 2016.
08	RIV	215	0121V	Route 60/91/215 Interchange: Follow-up Landscaping (#4 & #5) (PPNOs 121S and 121R combined into PPNO	\$1,520	\$1,520	\$1,520	\$905	Project completion scheduled for March 2018.

¹ GF Budget estimate to complete support

² Actual Support expenditures to date

 Budget revisions since last reported in 2016 ITIP

Appendix A – Project Programming Requests

Co	RTE	PPNO	Project	Page
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Highway Projects				
Rail Projects				

PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised July 2017)

General Instructions

Amendment (Existing Project) Y/N					Date:	09/26/17	
District	EA	Project ID		PPNO	MPO ID		Alt Proj. ID
01	36600	0100000127		0072			
County	Route/Corridor	PM Bk	PM Ahd	Project Sponsor/Lead Agency			
HUM	101	79.8	85.8	Humboldt County Association of Governments			
				MPO		Element	
				Non-MPO		CO	
Project Manager/Contact		Phone		E-mail Address			
JEFF PIMENTEL		707-445-6440		jeffrey.pimentel@dot.ca.gov			
Project Title							
Eureka/Arcata Corridor Improvement							
Location (Project Limits), Description (Scope of Work)							
In Eureka and Arcata, from Eureka Slough Bridge to Route 101/255 separation. Upgrade 4 lane facility (Alternative Y 4).							
Component							
PA&ED		Caltrans					
PS&E		Caltrans					
Right of Way		Caltrans					
Construction		Caltrans					
Legislative Districts							
Assembly:	1		Senate:	2		Congressional:	1
Project Benefits							
Purpose and Need							
This US 101 corridor improvement project proposes long term safety improvements to seven at-grade intersections and will reduce operational conflicts and delays at these intersections. Improvements are necessary to decrease collisions, to minimize confusion related to merge and turn movements and to reduce wait times for turn movements. The proposed interchange at Indianola Cutoff will facilitate closing median crossings to provide a safe, reliable and modern transportation facility, consistent with State and Regional Transportation							
Category		Outputs/Outcomes			Unit	Total	
State Highway Road Construction		New bridges			each	1	
State Highway Road Construction		MBGR			Feet	3000	
State Highway Road Construction		new roadway			lane miles	8700	
State Highway Road Construction		traffic signal			each	1	
ADA Improvements Yes		Bike/Ped Improvements Yes		Reversible Lane analysis		No	
Includes Sustainable Communities Strategy Goals		No		Reduces Greenhouse Gas Emissions		No	
Project Milestone					Existing	Proposed	
Project Study Report Approved							
Begin Environmental (PA&ED) Phase						07/01/01	
Circulate Draft Environmental Document			Document Type	EIS		06/21/07	
Draft Project Report						06/21/07	
End Environmental Phase (PA&ED Milestone)					05/02/2016	01/10/17	
Begin Design (PS&E) Phase					06/01/2016	01/11/17	
End Design Phase (Ready to List for Advertisement Milestone)					05/01/2018	08/01/20	
Begin Right of Way Phase					06/01/2016	09/15/17	
End Right of Way Phase (Right of Way Certification Milestone)					03/01/2018	09/15/18	
Begin Construction Phase (Contract Award Milestone)					09/01/2018	03/17/21	
End Construction Phase (Construction Contract Acceptance Milestone)					08/01/2020	12/01/23	
Begin Closeout Phase					09/02/2020	12/01/24	
End Closeout Phase (Closeout Report)					09/01/2021	09/01/27	

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PROJECT PROGRAMMING REQUEST

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Additional Information

Additional Outputs/Outcomes: State Highway Road Construction, sidewalk, feet, 1600; State Highway Road Construction, curb ramps, each, 4; State Highway Road Construction, Cable Median Barrier, feet, 3000.

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PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised July 2017)

Date: 09/26/17

District	County	Route	EA	Project ID	PPNO	Alt Proj. ID
01	HUM, ,	101, ,	36600	0100000127	0072	
Project Title: Eureka/Arcata Corridor Improvement						

Existing Total Project Cost (\$1,000s)									Implementing Agency
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	
E&P (PA&ED)	3,063							3,063	Caltrans
PS&E	2,656							2,656	Caltrans
R/W SUP (CT)	399							399	Caltrans
CON SUP (CT)				2,100				2,100	Caltrans
R/W	2,660							2,660	Caltrans
CON				25,900				25,900	Caltrans
TOTAL	8,778			28,000				36,778	
Proposed Total Project Cost (\$1,000s)									Notes
E&P (PA&ED)	3,063							3,063	
PS&E	4,989							4,989	
R/W SUP (CT)	585							585	
CON SUP (CT)				4,052				4,052	
R/W	2,660							2,660	
CON				34,114				34,114	
TOTAL	11,297			38,166				49,463	

Fund No. 1:	RIP - National Hwy System (NH)								Program Code
	Existing Funding (\$1,000s)								20.XX.075.600
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	Funding Agency
E&P (PA&ED)									Humboldt County Association of G
PS&E									
R/W SUP (CT)	399							399	
CON SUP (CT)				2,100				2,100	
R/W	2,660							2,660	
CON				10,200				10,200	
TOTAL	3,059			12,300				15,359	
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									
PS&E	350							350	
R/W SUP (CT)	427							427	
CON SUP (CT)				2,393				2,393	
R/W	2,660							2,660	
CON				11,432				11,432	
TOTAL	3,437			13,825				17,262	

Fund No. 2:	RIP - State Cash (ST-CASH)								Program Code
	Existing Funding (\$1,000s)								20.XX.075.600
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	Funding Agency
E&P (PA&ED)	2,613							2,613	Humboldt County Association of G
PS&E	2,496							2,496	
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL	5,109							5,109	
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)	2,613							2,613	
PS&E	2,496							2,496	
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL	5,109							5,109	

Fund No. 3:		Demo - Demonstration-State TEA21 (DEMOS21)							Program Code
		Existing Funding (\$1,000s)							20.30.010.680
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	Funding Agency
E&P (PA&ED)	450							450	
PS&E	160							160	
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL	610							610	
		Proposed Funding (\$1,000s)							Notes
E&P (PA&ED)	450							450	
PS&E	160							160	
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL	610							610	

Fund No. 4:		IIP - National Hwy System (NH)							Program Code
		Existing Funding (\$1,000s)							20.XX.025.700
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	Funding Agency
E&P (PA&ED)									Caltrans
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON				15,700				15,700	
TOTAL				15,700				15,700	
		Proposed Funding (\$1,000s)							Notes
E&P (PA&ED)									
PS&E	1,983							1,983	
R/W SUP (CT)	158							158	
CON SUP (CT)				1,659				1,659	
R/W									
CON				22,682				22,682	
TOTAL	2,141			24,341				26,482	

Fund No. 5:									Program Code
		Existing Funding (\$1,000s)							
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	Funding Agency
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
		Proposed Funding (\$1,000s)							Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									

PROJECT PROGRAMMING REQUEST

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Date: 09/26/17

District	County	Route	EA	Project ID	PPNO	Alt Proj.
01	HUM	101	36600	0100000127	0072	

SECTION 1 - All Projects**Project Background****Programming Change Requested**

Requesting additional capital and support funding

Reason for Proposed Change

Capital cost increases: \$2,222 escalation due to a STIP delay from FY 18/19 to 20/21, \$1,376 structures cost increase due to requirements to meet Coastal Commission Consistency Certification conditions as well as increased material costs for concrete, \$3,491 increased asphalt cost due to construction staging as well as increased material costs for asphalt, \$1,125 increased capital escalation per updated 4.2% escalation rate, standard escalation of 3.5% was not included between FY 16/17 and 18/19. Support cost increase is due to the following: redesign of structure abutments due to Coastal Commission Consistency Certification conditions related to visual mitigation, including involvement by design, structures and geotech; increased coordination for visual mitigation, Sea Level Rise adaptability, Humboldt Bay Trails and Wetland Mitigation.

If proposed change will delay one or more components, clearly explain 1) reason the delay, 2) cost increase related to the delay, and 3) how cost increase will be funded

Other Significant Information**SECTION 3 - All Projects****Approvals**

I hereby certify that the above information is complete and accurate and all approvals have been obtained for the processing of this amendment request.*

Name (Print or Type)	Signature	Title	Date

Attachments

- 1) Concurrence from Implementing Agency and/or Regional Transportation Planning Agency
- 2) Project Location Map

PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised July 2017)

General Instructions

Amendment (Existing Project) Y/N					Date:	09/26/17
District	EA	Project ID	PPNO	MPO ID	Alt Proj. ID	
01	36601	0114000065	2389			
County	Route/Corridor	PM Bk	PM Ahd	Project Sponsor/Lead Agency		
HUM	255	6	7.6	Caltrans		
				MPO	Element	
				Non-MPO	CO	
Project Manager/Contact		Phone		E-mail Address		
JEFF PIMENTEL		707-445-6440		jeffrey.pimentel@dot.ca.gov		
Project Title						
Eureka/Arcata Restoration Project for Mitigation - 3 Parcels						
Location (Project Limits), Description (Scope of Work)						
In the vicinity of Eureka & Arcata along SR 255. Construct a wetland restoration project including three parcels as off site mitigation for parent project PPNO 0072, including wetland restoration consisting of freshwater wetland expansion, muted tidal restoration of salt marsh habitat, or a full-tidal restoration of salt marsh habitat.						
Component						
PA&ED		Caltrans				
PS&E		Caltrans				
Right of Way		Caltrans				
Construction		Caltrans				
Legislative Districts						
Assembly:		Senate:		Congressional:		
Project Benefits						
Purpose and Need						
This restoration project will serve as mitigation for the parent project, EA 36600, the US 101 Eureka to Arcata Corridor Improvement Project.:						
Parcel 1 - The 78-acre Demello parcel is located west of the City of Arcata, at the end of Lanphere Road (Assessor's Parcel Number (APN) 506-029-114). The parcel was selected in part, because of its location adjacent to the United States Fish and Wildlife Service						
Category		Outputs/Outcomes			Unit	Total
Mitigation		Wetland Mitigation			acres	30.6
ADA Improvements No		Bike/Ped Improvements No		Reversible Lane analysis No		
Includes Sustainable Communities Strategy Goals Yes				Reduces Greenhouse Gas Emissions No		
Project Milestone					Existing	Proposed
Project Study Report Approved						
Begin Environmental (PA&ED) Phase					10/01/2014	
Circulate Draft Environmental Document			Document Type		03/01/2016	04/01/18
Draft Project Report					04/01/2016	04/01/18
End Environmental Phase (PA&ED Milestone)					06/01/2016	11/01/18
Begin Design (PS&E) Phase					07/01/2016	11/02/18
End Design Phase (Ready to List for Advertisement Milestone)					01/01/2018	01/20/20
Begin Right of Way Phase					07/01/2016	12/01/18
End Right of Way Phase (Right of Way Certification Milestone)					10/01/2017	01/05/20
Begin Construction Phase (Contract Award Milestone)					11/01/2018	06/06/20
End Construction Phase (Construction Contract Acceptance Milestone)					01/01/2020	12/01/21
Begin Closeout Phase					02/01/2020	12/01/22
End Closeout Phase (Closeout Report)					02/01/2021	09/01/25

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PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised July 2017)

Date: 09/26/17

District	County	Route	EA	Project ID	PPNO	Alt Proj. ID
01	HUM, ,	255, ,	36601	0114000065	2389	
Project Title: Eureka/Arcta Restoration Project for Mitigation - 3 Parcels						

Existing Total Project Cost (\$1,000s)									Implementing Agency
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	
E&P (PA&ED)	190							190	Caltrans
PS&E	975							975	Caltrans
R/W SUP (CT)	25							25	Caltrans
CON SUP (CT)			700					700	Caltrans
R/W									Caltrans
CON			2,300					2,300	Caltrans
TOTAL	1,190		3,000					4,190	
Proposed Total Project Cost (\$1,000s)									Notes
E&P (PA&ED)	950							950	
PS&E	2,100							2,100	
R/W SUP (CT)	320							320	
CON SUP (CT)			1,900					1,900	
R/W	2,042							2,042	
CON			10,007					10,007	
TOTAL	5,412		11,907					17,319	

Fund No. 1:	RIP - National Hwy System (NH)								Program Code
Existing Funding (\$1,000s)									20.XX.075.600
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	Funding Agency
E&P (PA&ED)	190							190	Humboldt County Association of G
PS&E	975							975	
R/W SUP (CT)	25							25	
CON SUP (CT)			700					700	
R/W									
CON			2,300					2,300	
TOTAL	1,190		3,000					4,190	
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)	304							304	
PS&E	1,144							1,144	
R/W SUP (CT)	69							69	
CON SUP (CT)			880					880	
R/W	306							306	
CON			3,456					3,456	
TOTAL	1,823		4,336					6,159	

Fund No. 2:	IIP - National Hwy System (NH)								Program Code
Existing Funding (\$1,000s)									
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	Funding Agency
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)	646							646	
PS&E	956							956	
R/W SUP (CT)	251							251	
CON SUP (CT)			1,020					1,020	
R/W	1,736							1,736	
CON			6,551					6,551	
TOTAL	3,589		7,571					11,160	

PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised July 2017)

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Date: 09/26/17

District	County	Route	EA	Project ID	PPNO	Alt Proj.
01	HUM	255	36601	0114000065	2389	

SECTION 1 - All Projects**Project Background****Programming Change Requested**

Requesting additional capital and support funding

Reason for Proposed Change

At the time of project programming the scope of the wetland mitigation was unknown. Since programming the project a conceptual mitigation design has been completed with updated support and capital cost estimates.

If proposed change will delay one or more components, clearly explain 1) reason the delay, 2) cost increase related to the delay, and 3) how cost increase will be funded

Other Significant Information**SECTION 3 - All Projects****Approvals**

I hereby certify that the above information is complete and accurate and all approvals have been obtained for the processing of this amendment request.*

Name (Print or Type)	Signature	Title	Date

Attachments

- 1) Concurrence from Implementing Agency and/or Regional Transportation Planning Agency
- 2) Project Location Map

PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised July 2017)

General Instructions

Amendment (Existing Project) Y/N					Date:	10/3/17
District	EA	Project ID	PPNO	MPO ID	Alt Proj. ID	
01	29841	0118000078	3122			
County	Route/Corridor	PM Bk	PM Ahd	Project Sponsor/Lead Agency		
LAK	29	23.6	26.9	Caltrans		
				MPO	Element	
				Non-MPO		
Project Manager/Contact		Phone		E-mail Address		
Jaime Matteoli		707-441-2097		jaime.matteoli@dot.ca.gov		
Project Title						
Segment 2A of the Lake 29 Expressway						
Location (Project Limits), Description (Scope of Work)						
In Lake County near Kelseyville from ... <add location here>. Construct Segment 2A, an approximately 3.0 mile portion of the 8-mile long, 4-lane Expressway Project.						
Component						
PA&ED		Caltrans				
PS&E		Caltrans				
Right of Way		Caltrans				
Construction		Caltrans				
Legislative Districts						
Assembly:	1	Senate:	2	Congressional:	1	
Project Benefits						
Purpose and Need						
Route 29 is part of a system defined as the Route 20/29/53 Principal Arterial Corridor ("Corridor"), which extends around the south shore of Clear Lake. The elements of the Corridor are National Highway system routes, and the Corridor is classified as a Focus Route in the Interregional Road System. Upgrading the Corridor for future capacity increases, as well as for delivery of goods and services has long been a goal for Caltrans and the RTPA. Segment 2C is 3.3 miles long, located between the communities of Lower Lake and Kelseyville.						
Category		Outputs/Outcomes		Unit	Total	
State Highway Road Construction		New roadway lane-miles		Miles	5.09	
ADA Improvements Y/N		Bike/Ped Improvements Y/N		Reversible Lane analysis Y/N		
Includes Sustainable Communities Strategy Goals Y/N		Reduces Greenhouse Gas Emissions Y/N				
Project Milestone				Existing	Proposed	
Project Study Report Approved						
Begin Environmental (PA&ED) Phase						
Circulate Draft Environmental Document				Document Type		
Draft Project Report						
End Environmental Phase (PA&ED Milestone)				11/30/16		
Begin Design (PS&E) Phase					07/01/18	
End Design Phase (Ready to List for Advertisement Milestone)					01/01/20	
Begin Right of Way Phase						
End Right of Way Phase (Right of Way Certification Milestone)						
Begin Construction Phase (Contract Award Milestone)						
End Construction Phase (Construction Contract Acceptance Milestone)						
Begin Closeout Phase						
End Closeout Phase (Closeout Report)						

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PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised July 2017)

Date: 10/3/17

District	County	Route	EA	Project ID	PPNO	TCRP No.
01	LAK	29	29841	0118000078	3122	
Project Title: Segment 2A of the Lake 29 Expressway						

Existing Total Project Cost (\$1,000s)									Implementing Agency
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	
E&P (PA&ED)									Caltrans
PS&E									Caltrans
R/W SUP (CT)									Caltrans
CON SUP (CT)									Caltrans
R/W									Caltrans
CON									Caltrans
TOTAL									
Proposed Total Project Cost (\$1,000s)									Notes
E&P (PA&ED)									
PS&E		6,000						6,000	
R/W SUP (CT)							2,000	2,000	
CON SUP (CT)							9,000	9,000	
R/W							12,000	12,000	
CON							65,000	65,000	
TOTAL		6,000					88,000	94,000	

Fund No. 1:	RIP - National Hwy System (NH)								Program Code
	Existing Funding (\$1,000s)								20.XX.075.600
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	Funding Agency
E&P (PA&ED)									Lake County/City Area Planning Co
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									
PS&E		900						900	
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL		900						900	

Fund No. 2:	IIP - National Hwy System (NH)								Program Code
	Existing Funding (\$1,000s)								20.XX.025.700
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	Funding Agency
E&P (PA&ED)									Caltrans
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									
PS&E		5,100						5,100	
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL		5,100						5,100	

PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised July 2017)

Date: 10/3/17

District	County	Route	EA	Project ID	PPNO	TCRP No.
01	LAK	29	29841	0118000078	3122	
Project Title: Segment 2A of the Lake 29 Expressway						

Fund No. 3: Future Need - Future Funds (NO-FUND)									Program Code
Existing Funding (\$1,000s)									FUTURE
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	Funding Agency
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)							2,000	2,000	
CON SUP (CT)							9,000	9,000	
R/W							12,000	12,000	
CON							65,000	65,000	
TOTAL							88,000	88,000	

Fund No. 4:									Program Code
Existing Funding (\$1,000s)									Funding Agency
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	Funding Agency
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									

Fund No. 5:									Program Code
Existing Funding (\$1,000s)									Funding Agency
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	Funding Agency
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									

PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised July 2017)

Complete this page for amendments only**Date:** 10/3/17

District	County	Route	EA	Project ID	PPNO	TCRP No.
01	LAK	29	29841	0118000078	3122	

SECTION 1 - All Projects**Project Background**

The parent project of this proposed EA plans to convert 8-miles of conventional highway to a 4-lane Expressway. The project is divided into three segments in order of construction from north to south: Segment 2C, Segment 2B, and Segment 2A. All three of these segments reached PA&ED in 2016, but only Segment 2C is funded through construction. This document requests funding PS&E for Segment 2A.

Programming Change Requested**Reason for Proposed Change**

If proposed change will delay one or more components, clearly explain 1) reason the delay, 2) cost increase related to the delay, and 3) how cost increase will be funded

Other Significant Information**SECTION 2 - For TCRP Projects Only**

Alternative Project Request (Please follow Instructions at <http://www.dot.ca.gov/tcrp/LETTERguidelines>)

Letter of No Prejudice (LONP) (Please follow Guidelines at <http://www.dot.ca.gov/tcrp/docs/042706.pdf>)

SECTION 3 - All Projects**Approvals**

I hereby certify that the above information is complete and accurate and all approvals have been obtained for the processing of this amendment request.*

Name (Print or Type)	Signature	Title	Date

Attachments

- 1) Concurrence from Implementing Agency and/or Regional Transportation Planning Agency
- 2) Project Location Map

PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised July 2017)

General Instructions

Amendment (Existing Project) Y/N					Date:	10/3/17	
District	EA	Project ID		PPNO	MPO ID		Alt Proj. ID
01	29831	0118000079		3121			
County	Route/Corridor	PM Bk	PM Ahd	Project Sponsor/Lead Agency			
LAK	29	26.1	29.1	Caltrans			
				MPO		Element	
				Non-MPO			
Project Manager/Contact		Phone		E-mail Address			
Jaime Matteoli		707-441-2097		jaime.matteoli@dot.ca.gov			
Project Title							
Segment 2B of the Lake 29 Expressway							
Location (Project Limits), Description (Scope of Work)							
In Lake County near Kelseyville from ... <add location here>. Construct Segment 2B, an approximately 3.0 mile portion of the 8-mile long, 4-lane Expressway Project.							
Component		Implementing Agency					
PA&ED		Caltrans					
PS&E		Caltrans					
Right of Way		Caltrans					
Construction		Caltrans					
Legislative Districts							
Assembly:	1		Senate:	2		Congressional:	1
Project Benefits							
Purpose and Need							
Route 29 is part of a system defined as the Route 20/29/53 Principal Arterial Corridor ("Corridor"), which extends around the south shore of Clear Lake. The elements of the Corridor are National Highway system routes, and the Corridor is classified as a Focus Route in the Interregional Road System. Upgrading the Corridor for future capacity increases, as well as for delivery of goods and services has long been a goal for Caltrans and the RTPA. Segment 2B is 3.0 miles long, located between the communities of Lower Lake and Kelseyville.							
Category		Outputs/Outcomes			Unit	Total	
State Highway Road Construction		New roadway lane-miles			Miles	5.38	
ADA Improvements Y/N		Bike/Ped Improvements Y/N			Reversible Lane analysis Y/N		
Includes Sustainable Communities Strategy Goals Y/N				Reduces Greenhouse Gas Emissions Y/N			
Project Milestone					Existing	Proposed	
Project Study Report Approved							
Begin Environmental (PA&ED) Phase							
Circulate Draft Environmental Document				Document Type			
Draft Project Report							
End Environmental Phase (PA&ED Milestone)					11/30/16		
Begin Design (PS&E) Phase						07/01/18	
End Design Phase (Ready to List for Advertisement Milestone)						07/01/20	
Begin Right of Way Phase							
End Right of Way Phase (Right of Way Certification Milestone)							
Begin Construction Phase (Contract Award Milestone)							
End Construction Phase (Construction Contract Acceptance Milestone)							
Begin Closeout Phase							
End Closeout Phase (Closeout Report)							

ADA Notice

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PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised July 2017)

Date: 10/3/17

District	County	Route	EA	Project ID	PPNO	TCRP No.
01	LAK	29	29831	0118000079	3121	
Project Title: Segment 2B of the Lake 29 Expressway						

Existing Total Project Cost (\$1,000s)									Implementing Agency
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	
E&P (PA&ED)									Caltrans
PS&E									Caltrans
R/W SUP (CT)									Caltrans
CON SUP (CT)									Caltrans
R/W									Caltrans
CON									Caltrans
TOTAL									
Proposed Total Project Cost (\$1,000s)									Notes
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	
E&P (PA&ED)									
PS&E		6,000						6,000	
R/W SUP (CT)							2,000	2,000	
CON SUP (CT)							9,000	9,000	
R/W							12,000	12,000	
CON							65,000	65,000	
TOTAL		6,000					88,000	94,000	

Fund No. 1:	RIP - National Hwy System (NH)								Program Code
	Existing Funding (\$1,000s)								20.XX.075.600
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	Funding Agency
E&P (PA&ED)									Lake County/City Area Planning Co
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding (\$1,000s)									Notes
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	
E&P (PA&ED)									using the 85/15 IIP/RIP split used on the parent project.
PS&E		900						900	
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL		900						900	

Fund No. 2:	IIP - National Hwy System (NH)								Program Code
	Existing Funding (\$1,000s)								20.XX.025.700
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	Funding Agency
E&P (PA&ED)									Caltrans
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding (\$1,000s)									Notes
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	
E&P (PA&ED)									
PS&E		5,100						5,100	
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL		5,100						5,100	

PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised July 2017)

Date: 10/3/17

District	County	Route	EA	Project ID	PPNO	TCRP No.
01	LAK	29	29831	0118000079	3121	
Project Title: Segment 2B of the Lake 29 Expressway						

Fund No. 3: Future Need - Future Funds (NO-FUND)									Program Code
Existing Funding (\$1,000s)									FUTURE
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	Funding Agency
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)							2,000	2,000	
CON SUP (CT)							9,000	9,000	
R/W							12,000	12,000	
CON							65,000	65,000	
TOTAL							88,000	88,000	

Fund No. 4:									Program Code
Existing Funding (\$1,000s)									Funding Agency
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	Funding Agency
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									

Fund No. 5:									Program Code
Existing Funding (\$1,000s)									Funding Agency
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	Funding Agency
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									

PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised July 2017)

Complete this page for amendments only

Date: 10/3/17

District	County	Route	EA	Project ID	PPNO	TCRP No.
01	LAK	29	29831	0118000079	3121	

SECTION 1 - All Projects**Project Background**

The parent project of this proposed EA plans to convert 8-miles of conventional highway to a 4-lane Expressway. The project is divided into three segments in order of construction from north to south: Segment 2C, Segment 2B, and Segment 2A. All three of these segments reached PA&ED in 2016, but only Segment 2C is currently funded through construction. This document requests funding PS&E for Segment 2B.

Programming Change Requested

n/a

Reason for Proposed Change

n/a

If proposed change will delay one or more components, clearly explain 1) reason the delay, 2) cost increase related to the delay, and 3) how cost increase will be funded

n/a

Other Significant Information**SECTION 2 - For TCRP Projects Only**Alternative Project Request (Please follow Instructions at <http://www.dot.ca.gov/tcrp/LETTERguidelines>)Letter of No Prejudice (LONP) (Please follow Guidelines at <http://www.dot.ca.gov/tcrp/docs/042706.pdf>)**SECTION 3 - All Projects****Approvals**

I hereby certify that the above information is complete and accurate and all approvals have been obtained for the processing of this amendment request.*

Name (Print or Type)	Signature	Title	Date

Attachments

- 1) Concurrence from Implementing Agency and/or Regional Transportation Planning Agency
- 2) Project Location Map

PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised July 2017)

General Instructions

Amendment (Existing Project) Y/N					Date:	07/28/17
District	EA	Project ID	PPNO	MPO ID	Alt Proj. ID	
01	29821	0114000044	3100			
County	Route/Corridor	PM Bk	PM Ahd	Project Sponsor/Lead Agency		
LAK	29	28.5	31.6	Caltrans		
				MPO	Element	
				Non-MPO	CO	
Project Manager/Contact		Phone		E-mail Address		
Jaime Matteoli		707-441-2097		jaime.matteoli@dot.ca.gov		
Project Title						
Segment 2C of the Lake-29 Expressway Project						
Location (Project Limits), Description (Scope of Work)						
In Lake County near Kelseyville from 0.6 mile north of the Junction of SR 29/281 to 0.6 mile north of the Junction of SR 29/175. Construct Segment 2-C, an approximately 3.1 mile portion of the 8-mile long, 4-lane Expressway Project.						
Component						
PA&ED		Caltrans				
PS&E		Caltrans				
Right of Way		Caltrans				
Construction		Caltrans				
Legislative Districts						
Assembly:	1	Senate:	2	Congressional:	1	
Project Benefits						
Purpose and Need						
Route 29 is part of a system defined as the Route 20/29/53 Principal Arterial Corridor ("Corridor"), which extends around the south shore of Clear Lake. The elements of the Corridor are National Highway system routes, and the Corridor is classified as a Focus Route in the Interregional Road System. Upgrading the Corridor for future capacity increases, as well as for delivery of goods and services has long been a goal for Caltrans and the RTPA. Segment 2C is 3.1 miles long, located between the communities of Lower Lake and Kelseyville.						
Category		Outputs/Outcomes			Unit	Total
State Highway Road Construction		New roadway lane-miles			Miles	3.8
ADA Improvements No		Bike/Ped Improvements Yes			Reversible Lane analysis	No
Includes Sustainable Communities Strategy Goals Yes		Reduces Greenhouse Gas Emissions No				
Project Milestone					Existing	Proposed
Project Study Report Approved						
Begin Environmental (PA&ED) Phase						
Circulate Draft Environmental Document			Document Type	EIR/FONSI		
Draft Project Report						
End Environmental Phase (PA&ED Milestone)					03/01/2015	11/30/16
Begin Design (PS&E) Phase						
End Design Phase (Ready to List for Advertisement Milestone)					03/01/2017	01/15/19
Begin Right of Way Phase						
End Right of Way Phase (Right of Way Certification Milestone)					02/01/2017	12/15/18
Begin Construction Phase (Contract Award Milestone)						
End Construction Phase (Construction Contract Acceptance Milestone)					12/01/2019	12/01/22
Begin Closeout Phase						
End Closeout Phase (Closeout Report)					01/01/2023	09/01/26

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PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised July 2017)

Date: 07/28/17

District	County	Route	EA	Project ID	PPNO	TCRP No.
01	LAK, ,	29, ,	29821	0114000044	3100	
Project Title: Segment 2C of the Lake-29 Expressway Project						

Existing Total Project Cost (\$1,000s)									Implementing Agency
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	
E&P (PA&ED)	500							500	Caltrans
PS&E	4,000							4,000	Caltrans
R/W SUP (CT)	1,000							1,000	Caltrans
CON SUP (CT)	2,000	2,000						4,000	Caltrans
R/W	5,000							5,000	Caltrans
CON	34,000	22,027						56,027	Caltrans
TOTAL	46,500	24,027						70,527	
Proposed Total Project Cost (\$1,000s)									Notes
E&P (PA&ED)	4,000							4,000	
PS&E	6,138							6,138	
R/W SUP (CT)	2,220							2,220	
CON SUP (CT)		9,137						9,137	
R/W	13,318							13,318	
CON		61,200						61,200	
TOTAL	25,676	70,337						96,013	

Fund No. 1:	RIP - National Hwy System (NH)								Program Code
	Existing Funding (\$1,000s)								20.XX.075.600
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	Funding Agency
E&P (PA&ED)									Lake County/City Area Planning Co
PS&E	750							750	
R/W SUP (CT)	150							150	
CON SUP (CT)		1,000						1,000	
R/W	2,000							2,000	
CON		10,867						10,867	
TOTAL	2,900	11,867						14,767	
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									based the increase on a 85/15 IIP/RIP ratio
PS&E	750							750	
R/W SUP (CT)	150							150	
CON SUP (CT)		1,000						1,000	
R/W	2,231							2,231	
CON		10,956						10,956	
TOTAL	3,131	11,956						15,087	

Fund No. 2:	IIP - National Hwy System (NH)								Program Code
	Existing Funding (\$1,000s)								20.XX.025.700
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	Funding Agency
E&P (PA&ED)									Caltrans
PS&E	750							750	
R/W SUP (CT)	150							150	
CON SUP (CT)		1,000						1,000	
R/W									
CON		11,160						11,160	
TOTAL	900	12,160						13,060	
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									based the increase on a 85/15 IIP/RIP ratio
PS&E	750							750	
R/W SUP (CT)	150							150	
CON SUP (CT)		1,000						1,000	
R/W	1,310							1,310	
CON		11,666						11,666	
TOTAL	2,210	12,666						14,876	

Fund No. 3:		Other State - National Hwy System (NH)							Program Code
		Existing Funding (\$1,000s)							20.XX.800.200
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	Funding Agency
E&P (PA&ED)	500							500	Caltrans
PS&E	2,500							2,500	
R/W SUP (CT)	700							700	
CON SUP (CT)	2,000							2,000	
R/W	3,000							3,000	
CON	34,000							34,000	
TOTAL	42,700							42,700	
		Proposed Funding (\$1,000s)							Notes
E&P (PA&ED)	4,000							4,000	
PS&E	4,638							4,638	
R/W SUP (CT)	1,920							1,920	
CON SUP (CT)		7,137						7,137	
R/W	9,777							9,777	
CON		38,578						38,578	
TOTAL	20,335	45,715						66,050	

Fund No. 4:									Program Code
		Existing Funding (\$1,000s)							
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	Funding Agency
E&P (PA&ED)									These changes have been made via an April 2017 PCR.
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
		Proposed Funding (\$1,000s)							Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									

Fund No. 5:									Program Code
		Existing Funding (\$1,000s)							
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	Funding Agency
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
		Proposed Funding (\$1,000s)							Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									

PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised July 2017)

Complete this page for amendments only**Date:** 07/28/17

District	County	Route	EA	Project ID	PPNO	TCRP No.
01	LAK	29	29821	0114000044	3100	

SECTION 1 - All Projects**Project Background**

This STIP project is partnered with a SHOPP 010 safety project to jointly fund this 3.1 mile 4-lane expressway project. The STIP parent project was initially programmed in the 1998 STIP as EA 01-2981U for support only. This STIP project planned to convert 8-miles of conventional highway to a 4-lane Expressway. Since its conception, the project went through numerous design iterations and had not been fully funded through construction until 2014. In 2014, the District determined that based on collision history, a safety project was needed in a 3.1 mile segment within the 8-mile project limits. This 3.1-mile segment was then programmed and fully funded through construction using both STIP and SHOPP funds. The project reached PA&ED in November 2016. An April 2017 SHOPP PCR moved the SHOPP delivery year to 18/19 and increased funding for PS&E, R/W Support, Construction Support, R/W Capital, and Construction Capital. The porportion of the cost

Programming Change Requested

Increase Right of Way Capital by \$1.54M, split 85/15 between IIP and RIP.
 Increase Construction Capital by \$595k, split 85/15 between IIP and RIP.

Reason for Proposed Change**Delay of Fiscal Year**

In May 2016, the STIP construction funding was delayed from fiscal year 17/18 to 18/19. An April 2017 SHOPP PCR moved the SHOPP funding to 18/19 also. The SHOPP PCR also approved funding 90% of the cost increases discussed below. The porportion of the cost increases provided by the SHOPP was determined after segregating the costs of SHOPP eligible work.

CONSTRUCTION CAPITAL

Capital costs have increased in part because of escalating one additional year because of the delay. This escalation

If proposed change will delay one or more components, clearly explain 1) reason the delay, 2) cost increase related to the delay, and 3) how cost increase will be funded

n/a. In 2016, the funds for this project were delayed one fiscaly year as a result of the statewide funding shortage. The delivery year was moved from 17/18 to 18/19. The project remains on schedule to be delivered in 18/19.

Other Significant Information**SECTION 2 - For TCRP Projects Only**

Alternative Project Request (Please follow Instructions at <http://www.dot.ca.gov/tcrp/LETTERguidelines>)
 Letter of No Prejudice (LONP) (Please follow Guidelines at <http://www.dot.ca.gov/tcrp/docs/042706.pdf>)

SECTION 3 - All Projects**Approvals**

I hereby certify that the above information is complete and accurate and all approvals have been obtained for the processing of this amendment request.*

Name (Print or Type)	Signature	Title	Date

Attachments

- 1) Concurrence from Implementing Agency and/or Regional Transportation Planning Agency
- 2) Project Location Map

PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised July 2017)

General Instructions

Amendment (Existing Project) Y/N					Date:	08/01/17	
District	EA	Project ID	PPNO	MPO ID	Alt Proj. ID		
03	3F280	0312000155	9801				
County	Route/Corridor	PM Bk	PM Ahd	Project Sponsor/Lead Agency			
BUT	70	8.8	11.8	Butte County Association of Governments			
				MPO	Element		
				BCAG	CO		
Project Manager/Contact		Phone		E-mail Address			
Cameron Knudson		(530)740-4587		cameron.knudson@dot.ca.gov			
Project Title							
SR70 Passing Lanes (Segment 1)							
Location (Project Limits), Description (Scope of Work)							
On State Route 70, from 0.1 mile south of Palermo Road, to just north of Ophir Road/Pacific Heights intersection. Roadway widening.							
Component							
PA&ED		Butte County Association of Governments					
PS&E		Caltrans					
Right of Way		Caltrans					
Construction		Caltrans					
Legislative Districts							
Assembly:	3	Senate:	4	Congressional:	1		
Project Benefits							
Purpose and Need							
The pupose of this project is to address safety concerns, improve highway segments with higher than average accident rates, and provide continuous passing lane opportunities along this segment of State Route 70.							
Category		Outputs/Outcomes			Unit	Total	
State Highway Road Construction		Passing Lane miles constructed			Miles	6	
State Highway Road Construction		Operational Improvements			Miles	3	
ADA Improvements No		Bike/Ped Improvements Yes			Reversible Lane analysis No		
Includes Sustainable Communities Strategy Goals Yes					Reduces Greenhouse Gas Emissions Yes		
Project Milestone					Existing	Proposed	
Project Study Report Approved							
Begin Environmental (PA&ED) Phase					01/15/2014		
Circulate Draft Environmental Document			Document Type		06/16/2016	11/01/17	
Draft Project Report					06/16/2016	11/01/17	
End Environmental Phase (PA&ED Milestone)					02/10/2017	07/18/18	
Begin Design (PS&E) Phase					02/10/2017	07/18/18	
End Design Phase (Ready to List for Advertisement Milestone)					07/01/2018	01/02/20	
Begin Right of Way Phase					02/10/2017	07/18/18	
End Right of Way Phase (Right of Way Certification Milestone)					06/15/2018	12/01/19	
Begin Construction Phase (Contract Award Milestone)					01/15/2019	06/01/20	
End Construction Phase (Construction Contract Acceptance Milestone)					12/31/2020	12/01/22	
Begin Closeout Phase					12/31/2020	12/01/23	
End Closeout Phase (Closeout Report)					12/31/2022	12/01/25	

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PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised July 2017)

Date: 08/01/17

District	County	Route	EA	Project ID	PPNO	TCRP No.
03	BUT, ,	70, ,	3F280	0312000155	9801	
Project Title: SR70 Passing Lanes (Segment 1)						

Existing Total Project Cost (\$1,000s)									Implementing Agency
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	
E&P (PA&ED)	1,500							1,500	Butte County Association of
PS&E	2,000							2,000	Caltrans
R/W SUP (CT)	700							700	Caltrans
CON SUP (CT)			2,400					2,400	Caltrans
R/W	1,100							1,100	Caltrans
CON			20,000					20,000	Caltrans
TOTAL	5,300		22,400					27,700	
Proposed Total Project Cost (\$1,000s)									Notes
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	
E&P (PA&ED)	1,500							1,500	
PS&E		3,100						3,100	
R/W SUP (CT)		3,800						3,800	
CON SUP (CT)			4,700					4,700	
R/W		5,400						5,400	
CON			31,400					31,400	
TOTAL	1,500	12,300	36,100					49,900	

Fund No. 1:	RIP - National Hwy System (NH)								Program Code
	Existing Funding (\$1,000s)								20.XX.075.600
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	Funding Agency
E&P (PA&ED)									Butte County Association of Govern
PS&E	1,000							1,000	
R/W SUP (CT)	350							350	
CON SUP (CT)			1,200					1,200	
R/W	550							550	
CON			10,000					10,000	
TOTAL	1,900		11,200					13,100	
Proposed Funding (\$1,000s)									Notes
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	
E&P (PA&ED)									Reducing segment 1 STIP and moving to segment 2 \$5,900
PS&E		450						450	
R/W SUP (CT)		550						550	
CON SUP (CT)			700					700	
R/W		800						800	
CON			4,700					4,700	
TOTAL		1,800	5,400					7,200	

Fund No. 2:	IIP - National Hwy System (NH)								Program Code
	Existing Funding (\$1,000s)								20.XX.025.700
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	Funding Agency
E&P (PA&ED)									Caltrans
PS&E	1,000							1,000	
R/W SUP (CT)	350							350	
CON SUP (CT)			1,200					1,200	
R/W	550							550	
CON			10,000					10,000	
TOTAL	1,900		11,200					13,100	
Proposed Funding (\$1,000s)									Notes
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	
E&P (PA&ED)									Reducing segment 1 STIP and moving to segment 2 \$5,900
PS&E		450						450	
R/W SUP (CT)		550						550	
CON SUP (CT)			700					700	
R/W		800						800	
CON			4,700					4,700	
TOTAL		1,800	5,400					7,200	

Fund No. 3:		Demo - Demonstration-State TEA21 (DEMOS21)							Program Code
		Existing Funding (\$1,000s)							20.30.010.680
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	Funding Agency
E&P (PA&ED)	1,500							1,500	
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL	1,500							1,500	
		Proposed Funding (\$1,000s)							Notes
E&P (PA&ED)	1,500							1,500	
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL	1,500							1,500	

Fund No. 4:		Other State Funds - SHOPP							Program Code
		Existing Funding (\$1,000s)							Funding Agency
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
		Proposed Funding (\$1,000s)							Notes
E&P (PA&ED)									
PS&E		2,200						2,200	
R/W SUP (CT)		2,700						2,700	
CON SUP (CT)			3,300					3,300	
R/W		3,800						3,800	
CON			22,000					22,000	
TOTAL		8,700	25,300					34,000	

Fund No. 5:									Program Code
		Existing Funding (\$1,000s)							Funding Agency
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
		Proposed Funding (\$1,000s)							Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									

PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised July 2017)

Complete this page for amendments only**Date:** 08/01/17

District	County	Route	EA	Project ID	PPNO	TCRP No.
03	BUT	70	3F280	0312000155	9801	

SECTION 1 - All Projects**Project Background**

The purpose for the projects along this corridor is to improve the safety of the highway that has higher than average accident rates and provide continuous passing opportunities. Also, the projects will provide additional capacity that will support and improve planned economic development in Butte County. This project is necessary because there are higher than average accident rates and higher accident densities that have been observed along this corridor. A majority of the accidents can be attributed to lack of passing lanes. Anticipated population growth and development along the 70 corridor will increase traffic levels while further degrading the operations and safety along this route.

Programming Change Requested

The requested change is to move the programming years to line up with SHOPP safety project. The total dollar amount was also reduced due to the change in scope.

Reason for Proposed Change

The reason for the change is because of a safety project identified in the project location. It was determined that a cost savings would occur if the projects were developed concurrently to reduce impacts to the traveling public and to produce one cohesive project. Building these projects together reduces the cost to the SHOPP and STIP portions and also eliminates the need to address environmental and R/W impacts multiple times.

If proposed change will delay one or more components, clearly explain 1) reason the delay, 2) cost increase related to the delay, and 3) how cost increase will be funded

Other Significant Information**SECTION 2 - For TCRP Projects Only**

Alternative Project Request (Please follow Instructions at <http://www.dot.ca.gov/tcrp/LETTERguidelines>)
Letter of No Prejudice (LONP) (Please follow Guidelines at <http://www.dot.ca.gov/tcrp/docs/042706.pdf>)

SECTION 3 - All Projects**Approvals**

I hereby certify that the above information is complete and accurate and all approvals have been obtained for the processing of this amendment request.*

Name (Print or Type)	Signature	Title	Date

Attachments

- 1) Concurrence from Implementing Agency and/or Regional Transportation Planning Agency
- 2) Project Location Map

PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised July 2017)

General Instructions

Amendment (Existing Project) Y/N					Date:	08/01/17	
District	EA	Project ID		PPNO	MPO ID		Alt Proj. ID
03	3F281	0314000057		9801A			
County	Route/Corridor	PM Bk	PM Ahd	Project Sponsor/Lead Agency			
BUT	70	5.6	8.8	Butte County Association of Governments			
				MPO		Element	
				BCAG		CO	
Project Manager/Contact		Phone		E-mail Address			
Andy Newsum		(530)879-2468		anewsum@bcag.org			
Project Title							
SR70 Passing Lanes (Segment 2)							
Location (Project Limits), Description (Scope of Work)							
On State Route 70, from Cox Lane to 0.1 mile south of Palermo Road. Roadway widening.							
Component							
PA&ED		Implementing Agency					
		Butte County Association of Governments					
PS&E		Caltrans					
Right of Way		Caltrans					
Construction		Caltrans					
Legislative Districts							
Assembly:	3	Senate:	4	Congressional:	1		
Project Benefits							
Purpose and Need							
The purpose of this project is to address safety concerns, improve highway segments with higher than average accident rates, and provide continuous passing lane opportunities along this segment of State Route 70.							
Category		Outputs/Outcomes			Unit	Total	
State Highway Road Construction		Passing Lane miles constructed			Miles	6	
State Highway Road Construction		Operational Improvements			Miles	3	
ADA Improvements No		Bike/Ped Improvements No			Reversible Lane analysis No		
Includes Sustainable Communities Strategy Goals Yes				Reduces Greenhouse Gas Emissions Yes			
Project Milestone					Existing	Proposed	
Project Study Report Approved							
Begin Environmental (PA&ED) Phase					07/01/2014		
Circulate Draft Environmental Document				Document Type	08/01/2015	11/01/17	
Draft Project Report					09/01/2015	11/01/17	
End Environmental Phase (PA&ED Milestone)					11/15/2015	07/18/18	
Begin Design (PS&E) Phase					11/15/2015	07/18/18	
End Design Phase (Ready to List for Advertisement Milestone)					04/15/2018	01/02/20	
Begin Right of Way Phase					11/15/2015	07/18/18	
End Right of Way Phase (Right of Way Certification Milestone)					05/01/2018	12/01/19	
Begin Construction Phase (Contract Award Milestone)					06/01/2018	06/01/20	
End Construction Phase (Construction Contract Acceptance Milestone)					11/01/2019	12/01/22	
Begin Closeout Phase					11/01/2019	12/01/23	
End Closeout Phase (Closeout Report)					11/01/2021	12/01/25	

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PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised July 2017)

Date: 08/01/17

District	County	Route	EA	Project ID	PPNO	TCRP No.
03	BUT, ,	70, ,	3F281	0314000057	9801A	
Project Title: SR70 Passing Lanes (Segment 2)						

Existing Total Project Cost (\$1,000s)									Implementing Agency
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	
E&P (PA&ED)	825							825	Butte County Association of
PS&E									Caltrans
R/W SUP (CT)									Caltrans
CON SUP (CT)									Caltrans
R/W									Caltrans
CON					24,600			24,600	Caltrans
TOTAL	825				24,600			25,425	
Proposed Total Project Cost (\$1,000s)									Notes
E&P (PA&ED)	825							825	
PS&E		2,770						2,770	
R/W SUP (CT)		3,300						3,300	
CON SUP (CT)				4,210				4,210	
R/W		4,800						4,800	
CON				27,790				27,790	
TOTAL	825	10,870		32,000				43,695	

Fund No. 1:	Future Need - Future Funds (NO-FUND)								Program Code
Existing Funding (\$1,000s)									FUTURE
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	Funding Agency
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON					24,600			24,600	
TOTAL					24,600			24,600	
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									

Fund No. 2:	Demo - Demonstration-State TEA21 (DEMOS21)								Program Code
Existing Funding (\$1,000s)									20.30.010.680
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	Funding Agency
E&P (PA&ED)	825							825	
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL	825							825	
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)	825							825	
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL	825							825	

Fund No. 3:	Other State Funds SHOPP								Program Code
Existing Funding (\$1,000s)									
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	Funding Agency
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									
PS&E		1,970						1,970	
R/W SUP (CT)		2,300						2,300	
CON SUP (CT)				3,010				3,010	
R/W		3,000						3,000	
CON				19,390				19,390	
TOTAL		7,270		22,400				29,670	

Fund No. 4:	RIP								Program Code
Existing Funding (\$1,000s)									
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	Funding Agency
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									Moving \$5,900 from segment 1
PS&E		400						400	
R/W SUP (CT)		500						500	
CON SUP (CT)				600				600	
R/W		900						900	
CON				4,200				4,200	
TOTAL		1,800		4,800				6,600	

Fund No. 5:	IIP								Program Code
Existing Funding (\$1,000s)									
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	Funding Agency
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									Moving \$5,900 from segment 1
PS&E		400						400	
R/W SUP (CT)		500						500	
CON SUP (CT)				600				600	
R/W		900						900	
CON				4,200				4,200	
TOTAL		1,800		4,800				6,600	

PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised July 2017)

Complete this page for amendments only

Date: 08/01/17

District	County	Route	EA	Project ID	PPNO	TCRP No.
03	BUT	70	3F281	0314000057	9801A	

SECTION 1 - All Projects**Project Background**

The purpose for the projects along this corridor is to improve the safety of the highway that has higher than average accident rates and provide continuous passing opportunities. Also, the projects will provide additional capacity that will support and improve planned economic development in Butte County. This project is necessary to address the higher than average accident rates and higher accident densities that have been observed along this corridor. A majority of the accidents can be attributed to lack of passing lanes. Anticipated population growth and development along the 70 corridor will increase traffic levels while further degrading the operations and safety along this route.

Programming Change Requested

The requested change is to move the programming years to line up with SHOPP safety project. The total dollar amount was also reduced due to the change in scope.

Reason for Proposed Change

The reason for the change is because of a safety project identified in the project location. It was determined that a cost savings would occur if the projects were developed concurrently to reduce impacts to the traveling public and to produce one cohesive project. Building these projects together reduces the cost to the SHOPP and STIP portions and also eliminates the need to address environmental and R/W impacts multiple times.

If proposed change will delay one or more components, clearly explain 1) reason the delay, 2) cost increase related to the delay, and 3) how cost increase will be funded

Other Significant Information**SECTION 2 - For TCRP Projects Only**

Alternative Project Request (Please follow Instructions at <http://www.dot.ca.gov/tcrp/LETTERguidelines>)
Letter of No Prejudice (LONP) (Please follow Guidelines at <http://www.dot.ca.gov/tcrp/docs/042706.pdf>)

SECTION 3 - All Projects**Approvals**

I hereby certify that the above information is complete and accurate and all approvals have been obtained for the processing of this amendment request.*

Name (Print or Type)	Signature	Title	Date

Attachments

- 1) Concurrence from Implementing Agency and/or Regional Transportation Planning Agency
- 2) Project Location Map

PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised July 2017)

General Instructions

Amendment (Existing Project) Y/N					Date:	10/3/17	
District	EA	Project ID		PPNO	MPO ID		Alt Proj. ID
03	3F282	0318000039		9801B			
County	Route/Corridor	PM Bk	PM Ahd	Project Sponsor/Lead Agency			
YUB	70	25.5	25.8	Butte County Ass of GOV			
BUT	70	0.0	3.6	MPO		Element	
				BCAG		Capital Outlay	
Project Manager/Contact		Phone		E-mail Address			
Cameron Knudson							
Project Title							
SR 70 Passing Lanes (Segment 3)							
Location (Project Limits), Description (Scope of Work)							
On Route 70 from .4 miles South of East Gridley Rd to .3 mile South of Butte/Yuba County line.							
Component							
PA&ED		BCAG					
PS&E		Caltrans					
Right of Way		Caltrans					
Construction		Caltrans					
Legislative Districts							
Assembly:	3	Senate:	4	Congressional:	1		
Project Benefits							
Purpose and Need							
The purpose of this project is to address safety concerns, improve highway segments with higher than average accident rates, and provide continuous passing lane opportunities along this segment of State Route 70.							
Category		Outputs/Outcomes			Unit	Total	
State Highway Road Construction		Passing Lane miles constructed			Miles	6	
State Highway Road Construction		Operational Improvements			Miles	3	
ADA Improvements No		Bike/Ped Improvements Yes			Reversible Lane analysis No		
Includes Sustainable Communities Strategy Goals Yes				Reduces Greenhouse Gas Emissions Yes			
Project Milestone					Existing	Proposed	
Project Study Report Approved							
Begin Environmental (PA&ED) Phase						12/01/17	
Circulate Draft Environmental Document				Document Type		05/01/19	
Draft Project Report						07/01/19	
End Environmental Phase (PA&ED Milestone)						07/01/19	
Begin Design (PS&E) Phase						07/01/19	
End Design Phase (Ready to List for Advertisement Milestone)						10/15/21	
Begin Right of Way Phase						07/01/19	
End Right of Way Phase (Right of Way Certification Milestone)						09/15/21	
Begin Construction Phase (Contract Award Milestone)						04/15/22	
End Construction Phase (Construction Contract Acceptance Milestone)						12/15/24	
Begin Closeout Phase						12/15/25	
End Closeout Phase (Closeout Report)						09/15/29	

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PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised July 2017)

Date: 10/3/17

Additional Information

Improved shoulder widths will provide more room for bicyclists and pedestrians to more safely travel the roadway.

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PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised July 2017)

Date: 10/3/17

District	County	Route	EA	Project ID	PPNO	TCRP No.
03	YUB, BUT	70, 70	3F282	0318000039	9801B	
Project Title: SR 70 Passing Lanes (Segment 3)						

Existing Total Project Cost (\$1,000s)									Implementing Agency
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	
E&P (PA&ED)									BCAG
PS&E									Caltrans
R/W SUP (CT)									Caltrans
CON SUP (CT)									Caltrans
R/W									Caltrans
CON									Caltrans
TOTAL									
Proposed Total Project Cost (\$1,000s)									Notes
E&P (PA&ED)		3,000						3,000	
PS&E			5,000					5,000	
R/W SUP (CT)			1,800	4,200				6,000	
CON SUP (CT)				2,200	5,300			7,500	
R/W			1,300	3,200				4,500	
CON				15,000	35,000			50,000	
TOTAL		3,000	8,100	24,600	40,300			76,000	

Fund No. 1:	Other State Funds								Program Code
Existing Funding (\$1,000s)									
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	Funding Agency
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									
PS&E			3,500					3,500	
R/W SUP (CT)				4,200				4,200	
CON SUP (CT)					5,300			5,300	
R/W				3,200				3,200	
CON					35,000			35,000	
TOTAL			3,500	7,400	40,300			51,200	

Fund No. 2:	Demo								Program Code
Existing Funding (\$1,000s)									
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	Funding Agency
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)		3,000						3,000	
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL		3,000						3,000	

PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised July 2017)

Date: 10/3/17

District	County	Route	EA	Project ID	PPNO	TCRP No.
03	YUB, BUT	70, 70	3F282	0318000039	9801B	
Project Title: SR 70 Passing Lanes (Segment 3)						

Fund No. 3:		RIP							Program Code
		Existing Funding (\$1,000s)							
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	Funding Agency
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
		Proposed Funding (\$1,000s)							Notes
E&P (PA&ED)									
PS&E			750					750	
R/W SUP (CT)			900					900	
CON SUP (CT)				1,100				1,100	
R/W			650					650	
CON				7,500				7,500	
TOTAL			2,300	8,600				10,900	

Fund No. 4:		IIP							Program Code
		Existing Funding (\$1,000s)							
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	Funding Agency
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
		Proposed Funding (\$1,000s)							Notes
E&P (PA&ED)									
PS&E			750					750	
R/W SUP (CT)			900					900	
CON SUP (CT)				1,100				1,100	
R/W			650					650	
CON				7,500				7,500	
TOTAL			2,300	8,600				10,900	

Fund No. 5:									Program Code
		Existing Funding (\$1,000s)							
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	Funding Agency
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
		Proposed Funding (\$1,000s)							Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									

PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised July 2017)

Complete this page for amendments only**Date:** 10/3/17

District	County	Route	EA	Project ID	PPNO	TCRP No.
03	YUB BUT	70 70	3F282	0318000039	9801B	

SECTION 1 - All Projects**Project Background****Programming Change Requested****Reason for Proposed Change**

If proposed change will delay one or more components, clearly explain 1) reason the delay, 2) cost increase related to the delay, and 3) how cost increase will be funded

Other Significant Information**SECTION 2 - For TCRP Projects Only**

Alternative Project Request (Please follow Instructions at <http://www.dot.ca.gov/tcrp/LETTERguidelines>)

Letter of No Prejudice (LONP) (Please follow Guidelines at <http://www.dot.ca.gov/tcrp/docs/042706.pdf>)

SECTION 3 - All Projects**Approvals**

I hereby certify that the above information is complete and accurate and all approvals have been obtained for the processing of this amendment request.*

Name (Print or Type)	Signature	Title	Date

Attachments

- 1) Concurrence from Implementing Agency and/or Regional Transportation Planning Agency
- 2) Project Location Map

PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised July 2017)

General Instructions

Amendment (Existing Project) No					Date:	10/3/17	
District	EA	Project ID		PPNO	MPO ID		Alt Proj. ID
04	1J560	0413000206		0658D			
County	Route/Corridor	PM Bk	PM Ahd	Project Sponsor/Lead Agency			
SCL	101	50.6	52.55	SMCTA			
SM	101	0.0	20.8	MPO		Element	
Project Manager/Contact		Phone		E-mail Address			
Nidal Tuqan		510-286-5542		nidal.tuqan@dot.ca.gov			
Project Title							
SM 101 - Managed Lane Project							
Location (Project Limits), Description (Scope of Work)							
US 101 within San Mateo County is currently an 8-lane facility with auxiliary lanes between most interchanges. The southern segment from the Santa Clara County line to Whipple Avenue in Redwood City consists of 1 HOV lane and 3 general purpose lanes in each direction. From Whipple Avenue to the San Francisco County line, US 101 consists of 4 general purpose lanes in each direction. During peak hours, generally all lanes are congested resulting in a need for an operational improvement throughout the corridor.							
Component		Implementing Agency					
PA&ED		Caltrans					
PS&E		Caltrans					
Right of Way		Caltrans					
Construction		Caltrans					
Legislative Districts							
Assembly:		Senate:		Congressional:			
Project Benefits							
The benefit of the proposed project is to provide a continuous managed lane in each direction on US 101 from the terminus of the Santa Clara County Express Lanes to I-380.							
Purpose and Need							
<ul style="list-style-type: none"> • Reduce congestion in the corridor; • Encourage carpooling and transit use; • Provide managed lanes for travel time reliability; • Minimize operational degradation of general purpose lanes; • Increase person throughput; and • Apply technology and/or design features to help manage traffic. 							
Category		Outputs/Outcomes			Unit	Total	
State Highway Road Construction		HOV/HOT lane-miles constructed			Miles	22.8	
ADA Improvements No		Bike/Ped Improvements No			Reversible Lane analysis No		
Includes Sustainable Communities Strategy Goals No				Reduces Greenhouse Gas Emissions No			
Project Milestone					Existing	Proposed	
Project Study Report Approved					06/03/16		
Begin Environmental (PA&ED) Phase					06/04/16		
Circulate Draft Environmental Document				Document Type	EIR		
Draft Project Report						11/09/17	
End Environmental Phase (PA&ED Milestone)						2/29/18	
Begin Design (PS&E) Phase						03/01/18	
End Design Phase (Ready to List for Advertisement Milestone)						05/01/19	
Begin Right of Way Phase						03/01/18	
End Right of Way Phase (Right of Way Certification Milestone)						05/01/19	
Begin Construction Phase (Contract Award Milestone)						05/15/09	
End Construction Phase (Construction Contract Acceptance Milestone)						06/28/21	
Begin Closeout Phase						06/29/21	
End Closeout Phase (Closeout Report)						09/23/22	

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PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised July 2017)

Date: 10/3/17

Additional Information

This project is supported by local and regional transportation agencies, such as SMCTA, C-CAG, MTC, and VTA. In addition, major employers within or adjacent to the corridor are in support of this project such as Facebook, Stanford University, and Google, since their employees get caught in the daily congestion along this corridor.

Furthermore, the Local and State politicians are in support to move forward with this project and find a solution to the traffic congestion along this route within San Mateo County, since this route is very vital to the economy of the Bay area.

Also, the Governor Office, secretary of Transportation, Caltrans Director and the HQ management team are monitoring the progress of this project, advocating for its acceleration as well Bay Area local agencies have wide support to move forward and if possible to expedite the delivery of the different milestones.

In addition, the project team held a public scoping meeting last year, to engage the surrounding communities and Cities on the corridor within the project limits, In addition, within the last few months the team have been reaching out to the Cities and getting their feedback. Also, the project team is planning additional public outreach meeting within the next 2 months, to update the public on the work progress since the last year scoping meeting.

At this time, it appears this project have the wide support of all stakeholders with no known strong opposition to the project.

The project has submitted its' nomination for CMGC contracting method, the project team was requested by Management to deliver all milestones with 5 years from start of PA&ED to opening lanes for public use.

Therefore, the original schedule was revised, in order to expedite the delivery from the original 8 years to the 5 years.

Based on the expedited schedule, both PS&E preparation and ROW activities will have to overlap with the PA&ED phase, which means will start these activities as soon as the preferred alternative is identified and selected, rather than wait for the final PA&ED. Furthermore, as soon as the PS&E and ROW cleared for certain section of the project limits, the strategy will be to deliver smaller construction packages that will allow the Contractor to start construction in phases, in order to expedite the construction schedule and thus meet the overall project schedule.

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PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised July 2017)

Date: 10/3/17

District	County	Route	EA	Project ID	PPNO	TCRP No.
04	SCL, SM	101, 101	1J560	0413000206	0658D	
Project Title: SM 101 - Managed Lane Project						

Existing Total Project Cost (\$1,000s)									Implementing Agency
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	
E&P (PA&ED)									Caltrans
PS&E									Caltrans
R/W SUP (CT)									Caltrans
CON SUP (CT)									Caltrans
R/W									Caltrans
CON									Caltrans
TOTAL									
Proposed Total Project Cost (\$1,000s)									Notes
E&P (PA&ED)	21,000							21,000	
PS&E		38,000						38,000	
R/W SUP (CT)		2,000						2,000	
CON SUP (CT)		38,000						38,000	
R/W		16,000						16,000	
CON		401,000						401,000	
TOTAL	21,000	495,000						516,000	

Fund No. 1:	Local Funds - Measure SMCTA / CCAG								Program Code
Existing Funding (\$1,000s)									Local Funds
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	Funding Agency
E&P (PA&ED)									SMCTA
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)	11,500							11,500	
PS&E		20,000						20,000	
R/W SUP (CT)									
CON SUP (CT)									
R/W		16,000						16,000	
CON		19,000						19,000	
TOTAL	11,500	55,000						66,500	

Fund No. 2:	Federal Earmark								Program Code
Existing Funding (\$1,000s)									Federal
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	Funding Agency
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)	9,500							9,500	
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL	9,500							9,500	

PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised July 2017)

Date: 10/3/17

District	County	Route	EA	Project ID	PPNO	TCRP No.
04	SCL, SM	101, 101	1J560	0413000206	0658D	
Project Title: SM 101 - Managed Lane Project						

Fund No. 3:	STIP - IIP								Program Code
Existing Funding (\$1,000s)									20.XX.025.700
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	Funding Agency
E&P (PA&ED)									Caltrans
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									
PS&E		18,000						18,000	
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL		18,000						18,000	

Fund No. 4:	Unfunded Needs								Program Code
Existing Funding (\$1,000s)									
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	Funding Agency
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)		2,000						2,000	
CON SUP (CT)		38,000						38,000	
R/W									
CON		382,000						382,000	
TOTAL		422,000						422,000	

Fund No. 5:									Program Code
Existing Funding (\$1,000s)									
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	Funding Agency
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									

PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised July 2017)

Complete this page for amendments only

Date: 10/3/17

District	County	Route	EA	Project ID	PPNO	TCRP No.
04	SCL SM	101 101	1J560	0413000206	0658D	

SECTION 1 - All Projects**Project Background****Programming Change Requested****Reason for Proposed Change**

If proposed change will delay one or more components, clearly explain 1) reason the delay, 2) cost increase related to the delay, and 3) how cost increase will be funded

Other Significant Information**SECTION 2 - For TCRP Projects Only**

Alternative Project Request (Please follow Instructions at <http://www.dot.ca.gov/tcrp/LETTERguidelines>)

Letter of No Prejudice (LONP) (Please follow Guidelines at <http://www.dot.ca.gov/tcrp/docs/042706.pdf>)

SECTION 3 - All Projects**Approvals**

I hereby certify that the above information is complete and accurate and all approvals have been obtained for the processing of this amendment request.*

Name (Print or Type)	Signature	Title	Date

Attachments

- 1) Concurrence from Implementing Agency and/or Regional Transportation Planning Agency
- 2) Project Location Map

PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised July 2017)

General Instructions

Amendment (Existing Project) Y/N					Date:	10/03/17	
District	EA	Project ID		PPNO	MPO ID		Alt Proj. ID
05	31600	0500000497		0057C	1235		
County	Route/Corridor	PM Bk	PM Ahd	Project Sponsor/Lead Agency			
MON	156	R1.3	T5.2	Caltrans			
MON	101	94.6	96.8	MPO		Element	
				AMBAG		CO	
Project Manager/Contact		Phone		E-mail Address			
David Silberberger		(805)549-3798		david.silberberger@dot.ca.gov			
Project Title							
Route 156 West Corridor							
Location (Project Limits), Description (Scope of Work)							
In and near Prunedale and Castroville, from 0.6 mile west of Castroville Boulevard to the Route 101/156 separation. Widen to 4 lane divided expressway.							
Component							
PA&ED		Caltrans					
PS&E		Caltrans					
Right of Way		Caltrans					
Construction		Caltrans					
Legislative Districts							
Assembly:	27,28	Senate:	12,15	Congressional:	17		
Project Benefits							
Purpose and Need							
Highway 156 is the tourist gateway between San Jose, the Central Valley, and the Monterey Peninsula. Tourism and goods movement trucking are the principle uses, surrounded by agricultural and mixed land uses. High traffic volumes, including a high percentage of truck traffic (8.5%), cause limited passing opportunities, traffic back-ups, and collisions. The project will increase capacity and reduce congestion, and will improve safety by reducing the frequency of collision-causing conflicts. It will also strengthen the corridor's role as a							
Category		Outputs/Outcomes			Unit	Total	
ADA Improvements Y/N		Bike/Ped Improvements Y/N			Reversible Lane analysis Y/N		
Includes Sustainable Communities Strategy Goals Y/N					Reduces Greenhouse Gas Emissions Y/N		
Project Milestone					Existing	Proposed	
Project Study Report Approved							
Begin Environmental (PA&ED) Phase					07/01/2005		
Circulate Draft Environmental Document				Document Type	EIR/EIS	06/23/2009	
Draft Project Report					06/23/2009		
End Environmental Phase (PA&ED Milestone)					05/07/2012		
Begin Design (PS&E) Phase					05/07/2012		
End Design Phase (Ready to List for Advertisement Milestone)					01/03/2017		
Begin Right of Way Phase					09/03/2012		
End Right of Way Phase (Right of Way Certification Milestone)					07/06/2016		
Begin Construction Phase (Contract Award Milestone)					07/10/2017		
End Construction Phase (Construction Contract Acceptance Milestone)					10/07/2022		
Begin Closeout Phase					02/22/2023		
End Closeout Phase (Closeout Report)					02/22/2024		

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PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised July 2017)

Date: 10/03/17

District	County	Route	EA	Project ID	PPNO	Alt Proj. ID
05	MON, MON,	156, 101,	31600	0500000497	0057C	
Project Title: Route 156 West Corridor						

Existing Total Project Cost (\$1,000s)									Implementing Agency
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	
E&P (PA&ED)	13,294							13,294	Caltrans
PS&E			19,800					19,800	Caltrans
R/W SUP (CT)									Caltrans
CON SUP (CT)					8,000			8,000	Caltrans
R/W									Caltrans
CON					52,000			52,000	Caltrans
TOTAL	13,294		19,800		60,000			93,094	
Proposed Total Project Cost (\$1,000s)									Notes
E&P (PA&ED)	13,294							13,294	
PS&E			19,800					19,800	
R/W SUP (CT)									
CON SUP (CT)					8,000			8,000	
R/W									
CON					52,000			52,000	
TOTAL	13,294		19,800		60,000			93,094	

Fund No. 1:	IIP - State Cash (ST-CASH)								Program Code
	Existing Funding (\$1,000s)								20.XX.025.700
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	Funding Agency
E&P (PA&ED)	7,700							7,700	Caltrans
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL	7,700							7,700	
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)	7,700							7,700	
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL	7,700							7,700	

Fund No. 2:	Federal Disc. - Interstate Maintenance (IM)								Program Code
	Existing Funding (\$1,000s)								20.XX.400.300
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	Funding Agency
E&P (PA&ED)	431							431	Federal Highway Administration (FHWA)
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL	431							431	
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)	431							431	
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL	431							431	

Fund No. 3:	Demo - High Priority Projects Program (DEMO-ST)								Program Code
Existing Funding (\$1,000s)									20.30.010.680
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	Funding Agency
E&P (PA&ED)	3,563							3,563	Monterey County
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL	3,563							3,563	
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)	3,563							3,563	
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL	3,563							3,563	

Fund No. 4:	Future Need - Future Funds (NO-FUND)								Program Code
Existing Funding (\$1,000s)									FUTURE
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	Funding Agency
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)					8,000			8,000	
R/W									
CON					52,000			52,000	
TOTAL					60,000			60,000	
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)					8,000			8,000	
R/W									
CON					52,000			52,000	
TOTAL					60,000			60,000	

Fund No. 5:	RIP - National Hwy System (NH)								Program Code
Existing Funding (\$1,000s)									20.XX.075.600
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	Funding Agency
E&P (PA&ED)	1,600							1,600	Transportation Agency For Monterey
PS&E			19,800					19,800	
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL	1,600		19,800					21,400	
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)	1,600							1,600	
PS&E			19,800					19,800	
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL	1,600		19,800					21,400	

PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised July 2017)

Complete this page for amendments only

Date: 10/03/17

District	County	Route	EA	Project ID	PPNO	Alt Proj.
05	MON MON	156 101	31600	0500000497	0057C	

SECTION 1 - All Projects**Project Background**

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Programming Change Requested

--

Reason for Proposed Change

--

If proposed change will delay one or more components, clearly explain 1) reason the delay, 2) cost increase related to the delay, and 3) how cost increase will be funded

--

Other Significant Information

--

SECTION 3 - All Projects**Approvals**

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Name (Print or Type)	Signature	Title	Date

Attachments

- 1) Concurrence from Implementing Agency and/or Regional Transportation Planning Agency
- 2) Project Location Map

PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised July 2017)

General Instructions

Amendment (Existing Project) No					Date:	12/11/17	
District	EA	Project ID		PPNO	MPO ID		Alt Proj. ID
05	34490	0500000505		0297	4060		
County	Route/Corridor	PM Bk	PM Ahd	Project Sponsor/Lead Agency			
SBT	156	3	R8.2	Caltrans			
				MPO		Element	
				AMBAG		CO	
Project Manager/Contact		Phone		E-mail Address			
Brandy Rider		(805) 549-3620		brandy.rider@dot.ca.gov			
Project Title							
San Benito Route 156 Improvement Project							
Location (Project Limits), Description (Scope of Work)							
In San Juan Bautista, from The Alameda to 0.2 mile east of Fourth Street. Widen to 4 lanes.							
Component							
PA&ED		Caltrans					
PS&E		Caltrans					
Right of Way		Caltrans					
Construction		Caltrans					
Legislative Districts							
Assembly:	28	Senate:	12	Congressional:	17		
Project Benefits							
See Project Info page 2							
Purpose and Need							
Implementing this project will reduce existing congestion, provide for future traffic needs, and improve safety and route continuity. Increased capacity and creating dedicated facilities for interregional and local circulation through the new SR 156 expressway and frontage road will increase travel choices for area residents.							
Category		Outputs/Outcomes			Unit	Total	
State Highway Road Construction		At-Grade Crossings eliminated			each	42	
Local streets and roads		Bicycle lane/ sidewalk miles			each	10.4	
Local streets and roads		Local road lane-miles rehabilitated			each	10.4	
State Highway Road Construction		Intersections Modified			each	4	
State Highway Road Construction		Mixed Flow lane-miles constructed			Miles	20.8	
State Highway Road Construction		New bridges			each	2	
ADA Improvements Yes		Bike/Ped Improvements Yes			Reversible Lane analysis No		
Includes Sustainable Communities Strategy Goals Yes				Reduces Greenhouse Gas Emissions Yes			
Project Milestone					Existing	Proposed	
Project Study Report Approved							
Begin Environmental (PA&ED) Phase					07/01/1998		
Circulate Draft Environmental Document				Document Type	EIR	08/13/2007	
Draft Project Report					08/13/2007		
End Environmental Phase (PA&ED Milestone)					10/10/2008		
Begin Design (PS&E) Phase					10/10/2008		
End Design Phase (Ready to List for Advertisement Milestone)					05/02/2017	05/05/19	
Begin Right of Way Phase					11/01/2013		
End Right of Way Phase (Right of Way Certification Milestone)					04/14/2017	03/01/19	
Begin Construction Phase (Contract Award Milestone)					09/13/2017	10/15/19	
End Construction Phase (Construction Contract Acceptance Milestone)					10/11/2019	12/31/21	
Begin Closeout Phase					03/05/2020	10/19/22	
End Closeout Phase (Closeout Report)					11/20/2020	11/05/24	

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PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised July 2017)

Date: 12/11/17

Additional Information

The project proposes to convert five miles of a two-lane conventional highway to a four-lane divided expressway while retaining the existing State Route (SR) 156 as a two-lane frontage road. This project is one component of a long-term corridor-wide vision to improve interregional freight mobility and provide multi-modal transportation choices to improve the quality of life for the communities adjacent to the SR 156 corridor.

The significance of this route to goods movement in California, and the importance of the SR 156 Improvement project of maintaining mobility, is reflected in State, regional, and local plans. Specifically, the Caltrans Interregional Transportation Strategic Plan 2015 (ITSP) identifies SR 156 as a state Major Interregional Facility and Strategic Interregional Corridor providing connectivity between three major regions: Central Coast, and the Silicon and San Joaquin valleys. SR 156 is also identified as a Tier 3 freight network facility and is essential to the regional, state and national economies. The AMBAG Metropolitan Transportation Plan and Sustainable Communities Strategy, Monterey Bay 2035 Moving Forward (2014) features the San Benito Route 156 Improvement Project as the primary interregional route in the region. In partnership with SBTCOG and Caltrans, AMBAG recently completed the US 101 Central Coast Corridor Freight Strategies (2016) plan, which identifies truck volumes on SR 156 at the US 101 junction to be one of the highest along the Central Coast, and is highly impacted in the summer months during peak harvest seasons and tourism events.

In 2013, the location with the highest number of trucks in the region was in San Benito County at the junction of US 101 and SR 156 East (22,000 average daily trucks or 22 percent). As the most active east-west truck route in the region, SR 156 is an important link in the interstate and national food supply chain. The majority of freight movement, 77 percent, is shipped via truck. Agricultural products from the Central Coast are moved by truck on SR 156 to San Joaquin Valley for final processing and shipment throughout California, the nation and beyond. Trucks also rely on SR 156 for final distribution and delivery to communities, retail shopping, distribution centers, and intermodal facilities. Connecting highways provide high levels of service to facilitate farm-to-market and farm-to-factory movements. Total shipments between the two regions for all goods equal over 13 million tons estimated at \$7 billion dollars annually. In 2012, the Central Coast regional freight flows totals were 128.7 million tons, valued at \$101.9 billion, and is projected to double by 2040 to \$208.9 million tons valued at \$249.9 billion.

The outcomes of the project would include improving mobility, reliability and efficiency for freight, auto and transit users on SR 156. By 2040, AADT is projected to increase from 21,000 to 37,000 in the corridor. The project would reduce congestion delay by 1,902 hours daily. The cost savings in delay for users is estimated at \$172 million over 20 years. In 2012, the regional freight flows were valued at \$101.9 billion for both inbound and outbound products into the Central Coast region. That number is projected to double in the next 20 years. The existing corridor has 50 at-grade intersections and driveways creating conflict points and impeding mobility. The project would consolidate 42 (84 percent) at-grade intersections/driveways improving the corridor's safety and operations. It would also promote active transportation options in the form of improved access and connections to city downtown areas via the frontage road while providing safer bicycle access separated from the high volumes and speeds of an expressway system. Pedestrian access would also improve with ADA curb ramp modifications in the City of San Juan Bautista at the Alameda serving as the city's gateway.

The existing transportation infrastructure includes assets in need of upgrade or rehabilitation, such as ITS, pavement, bridges and culverts. The existing corridor is subject to periodic flooding. Improvements to the drainage system include expansion of existing bridges and/or culverts, construction of new bridges and/or culverts, and raising the profile of the highway. Pavement within the corridor will be replaced with reinforced-concrete, which would expand the life-cycle of the facility 40 years beyond construction. ITS components, such as signals, would also be upgraded within the corridor.

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PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised July 2017)

Date: 12/11/17

District	County	Route	EA	Project ID	PPNO	TCRP No.
05	SBT, ,	156, ,	34490	0500000505	0297	
Project Title: San Benito Route 156 Improvement Project						

Existing Total Project Cost (\$1,000s)									Implementing Agency
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	
E&P (PA&ED)	3,936							3,936	Caltrans
PS&E	5,450							5,450	Caltrans
R/W SUP (CT)	1,550							1,550	Caltrans
CON SUP (CT)			3,420					3,420	Caltrans
R/W	21,808							21,808	Caltrans
CON	9,639		35,461					45,100	Caltrans
TOTAL	42,383		38,881					81,264	
Proposed Total Project Cost (\$1,000s)									Notes
E&P (PA&ED)	3,936							3,936	
PS&E	8,410							8,410	
R/W SUP (CT)	2,720							2,720	
CON SUP (CT)			11,000					11,000	
R/W	22,488							22,488	
CON			57,339					57,339	
TOTAL	37,554		68,339					105,893	

Fund No. 1:	RIP - National Hwy System (NH)								Program Code
	Existing Funding (\$1,000s)								20.XX.075.600
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	Funding Agency
E&P (PA&ED)									Council of San Benito County Gover
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON			9,639					9,639	
TOTAL			9,639					9,639	
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									SBtCOG RTIP submittal; Increase RTIP by \$5,061k to \$14,700k from \$9,639k.
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON			14,700					14,700	
TOTAL			14,700					14,700	

Fund No. 2:	IIP - National Hwy System (NH)								Program Code
	Existing Funding (\$1,000s)								20.XX.025.700
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	Funding Agency
E&P (PA&ED)									Caltrans
PS&E									
R/W SUP (CT)									
CON SUP (CT)			3,420					3,420	
R/W									
CON			25,822					25,822	
TOTAL			29,242					29,242	
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									CON Support increased from \$3,420k to \$11,000k; an increase of \$7,580k. Con Cap increased from \$25,822 to \$33,000; an increase of \$7,178k.
PS&E									
R/W SUP (CT)									
CON SUP (CT)			11,000					11,000	
R/W									
CON			33,000					33,000	
TOTAL			44,000					44,000	

Fund No. 3:		IIP - State Cash (ST-CASH)							Program Code
		Existing Funding (\$1,000s)							20.XX.025.700
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	Funding Agency
E&P (PA&ED)	3,936							3,936	Caltrans R/W Capital increased from \$21,808 to \$22,488. This is an increase of \$680
PS&E	5,450							5,450	
R/W SUP (CT)	1,550							1,550	
CON SUP (CT)									
R/W	21,808							21,808	
CON									
TOTAL	32,744							32,744	
		Proposed Funding (\$1,000s)							Notes
E&P (PA&ED)	3,936							3,936	PS&E increased from \$5,450k to \$8,410k; an increase of \$2,960k. R/W Supt increased from \$1,550k to \$2,720k; an increase of \$1,170k. RW Cap increased from
PS&E	8,410							8,410	
R/W SUP (CT)	2,720							2,720	
CON SUP (CT)									
R/W	22,488							22,488	
CON									
TOTAL	37,554							37,554	

Fund No. 4:		Local Funds - Traffic Impact Fees (TRA FEE)							Program Code
		Existing Funding (\$1,000s)							LOCAL FUNDS
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	Funding Agency
E&P (PA&ED)									San Benito County
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON	9,639							9,639	
TOTAL	9,639							9,639	
		Proposed Funding (\$1,000s)							Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON			9,639					9,639	
TOTAL			9,639					9,639	

Fund No. 5:									Program Code
		Existing Funding (\$1,000s)							
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	Funding Agency
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
		Proposed Funding (\$1,000s)							Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									

PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised July 2017)

Complete this page for amendments only**Date:** 12/11/17

District	County	Route	EA	Project ID	PPNO	TCRP No.
05	SBT	156	34490	0500000505	0297	

SECTION 1 - All Projects**Project Background**

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Programming Change Requested

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Reason for Proposed Change

--

If proposed change will delay one or more components, clearly explain 1) reason the delay, 2) cost increase related to the delay, and 3) how cost increase will be funded

--

Other Significant Information

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SECTION 2 - For TCRP Projects Only

Alternative Project Request (Please follow Instructions at <http://www.dot.ca.gov/tcrp/LETTERguidelines>)
 Letter of No Prejudice (LONP) (Please follow Guidelines at <http://www.dot.ca.gov/tcrp/docs/042706.pdf>)

SECTION 3 - All Projects**Approvals**

I hereby certify that the above information is complete and accurate and all approvals have been obtained for the processing of this amendment request.*

Name (Print or Type)	Signature	Title	Date

Attachments

- 1) Concurrence from Implementing Agency and/or Regional Transportation Planning Agency
- 2) Project Location Map

PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised July 2017)

General Instructions

Amendment (Existing Project) No					Date:	10/3/17
District	EA	Project ID	PPNO	MPO ID	Alt Proj. ID	
05	3307A	0514000027	0226J			
County	Route/Corridor	PM Bk	PM Ahd	Project Sponsor/Lead Agency		
SLO	46	49.7	54.6	Caltrans		
				MPO	Element	
				SLOCOG	CO	
Project Manager/Contact		Phone		E-mail Address		
David Rasmussen		(805) 549-3677		david.rasmussen@dot.ca.gov		
Project Title						
Cholame						
Location (Project Limits), Description (Scope of Work)						
Near Shandon, from 0.2 miles west of Shandon Safety Roadside Rest Area to 0.5 mile east of Jack Ranch Cafe. Convert to a 4 lane expressway.						
Component	Implementing Agency					
PA&ED	Caltrans					
PS&E	Caltrans					
Right of Way	Caltrans					
Construction	Caltrans					
Legislative Districts						
Assembly:	33	Senate:	15	Congressional:	24	
Project Benefits						
<ul style="list-style-type: none"> • Provide healthier, cleaner air improved with resiliency to climate change as well as reduced congestion and greenhouse gas emissions in the eastern part of the county, which is currently designated as non-attainment for state and federal ambient air quality standards. • Improve mobility and system efficiency for emergency responders. 						
Purpose and Need						
Heavy trucks and RV's comprise a very high percentage of the total traffic on this portion of Route 46. These vehicles typically experience a reduction in running speed of 31 km/h. There are limited passing opportunities on this segment, which contributes to driver frustration and passing miscalculations. Traffic volumes are expected to grow at a rate that is correspondingly higher than local population growth projections. Growth in traffic volumes here will instead reflect the State of California growth rate overall, and traffic						
Category	Outputs/Outcomes			Unit	Total	
State Highway Road Construction	New roadway lane-miles			Miles	9.8	
ADA Improvements	No	Bike/Ped Improvements	Yes	Reversible Lane analysis	No	
Includes Sustainable Communities Strategy Goals		Yes	Reduces Greenhouse Gas Emissions		Yes	
Project Milestone				Existing	Proposed	
Project Study Report Approved						
Begin Environmental (PA&ED) Phase						
Circulate Draft Environmental Document			Document Type	EIR/FONSI		
Draft Project Report						
End Environmental Phase (PA&ED Milestone)				05/09/2006		
Begin Design (PS&E) Phase				08/01/2014	02/03/15	
End Design Phase (Ready to List for Advertisement Milestone)				07/01/2018	02/01/20	
Begin Right of Way Phase				02/01/2015	07/01/15	
End Right of Way Phase (Right of Way Certification Milestone)				04/01/2018	12/01/19	
Begin Construction Phase (Contract Award Milestone)				01/01/2019	08/01/20	
End Construction Phase (Construction Contract Acceptance Milestone)				04/01/2021	04/28/23	
Begin Closeout Phase				04/01/2022	05/01/24	
End Closeout Phase (Closeout Report)				04/01/2023	01/26/27	

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PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised July 2017)

Date: 10/3/17

District	County	Route	EA	Project ID	PPNO	TCRP No.
05	SLO, ,	46, ,	3307A	0514000027	0226J	
Project Title: Cholame						

Existing Total Project Cost (\$1,000s)									Implementing Agency
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	
E&P (PA&ED)									Caltrans
PS&E	8,400							8,400	Caltrans
R/W SUP (CT)	2,400							2,400	Caltrans
CON SUP (CT)				9,200				9,200	Caltrans
R/W	22,000							22,000	Caltrans
CON				46,000				46,000	Caltrans
TOTAL	32,800			55,200				88,000	
Proposed Total Project Cost (\$1,000s)									Notes
E&P (PA&ED)									All components have been updated to latest costs for the 2018 STIP cycle.
PS&E	13,900							13,900	
R/W SUP (CT)	2,700							2,700	
CON SUP (CT)				11,221				11,221	
R/W	14,000							14,000	
CON				61,200				61,200	
TOTAL	30,600			72,421				103,021	

Fund No. 1:	IIP - National Hwy System (NH)								Program Code
	Existing Funding (\$1,000s)								20.XX.025.700
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	Funding Agency
E&P (PA&ED)									Caltrans
PS&E	8,400							8,400	
R/W SUP (CT)	2,400							2,400	
CON SUP (CT)				9,200				9,200	
R/W	22,000							22,000	
CON				46,000				46,000	
TOTAL	32,800			55,200				88,000	
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									Increase PSE \$5,500k; increase RW Supt \$300k; RW Cap decreased \$8,000k. Increase Const Supt \$2,021k; increase Const Cap \$15,200k.
PS&E	13,900							13,900	
R/W SUP (CT)	2,700							2,700	
CON SUP (CT)				11,221				11,221	
R/W	14,000							14,000	
CON				61,200				61,200	
TOTAL	30,600			72,421				103,021	

Fund No. 2:									Program Code
	Existing Funding (\$1,000s)								
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	Funding Agency
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									

PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised July 2017)

Complete this page for amendments only

Date: 10/3/17

District	County	Route	EA	Project ID	PPNO	TCRP No.
05	SLO	46	3307A	0514000027	0226J	

SECTION 1 - All Projects**Project Background****Programming Change Requested****Reason for Proposed Change**

If proposed change will delay one or more components, clearly explain 1) reason the delay, 2) cost increase related to the delay, and 3) how cost increase will be funded

Other Significant Information**SECTION 2 - For TCRP Projects Only**

Alternative Project Request (Please follow Instructions at <http://www.dot.ca.gov/tcrp/LETTERguidelines>)

Letter of No Prejudice (LONP) (Please follow Guidelines at <http://www.dot.ca.gov/tcrp/docs/042706.pdf>)

SECTION 3 - All Projects**Approvals**

I hereby certify that the above information is complete and accurate and all approvals have been obtained for the processing of this amendment request.*

Name (Print or Type)	Signature	Title	Date

Attachments

- 1) Concurrence from Implementing Agency and/or Regional Transportation Planning Agency
- 2) Project Location Map

PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised July 2017)

General Instructions

Amendment (Existing Project) No					Date:	11/21/17	
District	EA	Project ID		PPNO	MPO ID		Alt Proj. ID
05	3307C	0514000028		0226K			
County	Route/Corridor	PM Bk	PM Ahd	Project Sponsor/Lead Agency			
SLO	46	54.1	57.8	Caltrans			
				MPO		Element	
				SLOCOG		CO	
Project Manager/Contact		Phone		E-mail Address			
David Rasmussen		(805) 549-3677		david.rasmussen@dot.ca.gov			
Project Title							
Route 46/41 Wye							
Location (Project Limits), Description (Scope of Work)							
Near Cholame, from 0.7 miles west of Davis Road to 0.5 miles west of Antelope Road. Convert to a 4 lane expressway.							
Component		Implementing Agency					
PA&ED							
PS&E		Caltrans					
Right of Way		Caltrans					
Construction		Caltrans					
Legislative Districts							
Assembly:	33	Senate:	15	Congressional:	24		
Project Benefits							
Reduces fatalities and injuries at this interesection, a location exceeding the statewide collision average by nearly three times, by replacing the at-grade interesection with a grade separation. Improves safety potential by replacing a two-lane undivided highway with a two-lane divided highway on SR 46.							
Purpose and Need							
Heavy trucks and RV's comprise a very high percentage of the total traffic on this portion of Route 46. These vehicles typically experience a reduction in running speed of 31 km/h. There are limited passing opportunities on this segment, which contributes to driver frustration and passing miscalculations. Traffic volumes are expected to grow at a rate that is correspondingly higher than local population growth projections. Growth in traffic volumes here will instead reflect the State of California growth rate overall, and traffic							
Category		Outputs/Outcomes			Unit	Total	
State Highway Road Construction		New roadway lane-miles			Miles	7.4	
ADA Improvements No		Bike/Ped Improvements Yes			Reversible Lane analysis No		
Includes Sustainable Communities Strategy Goals Yes				Reduces Greenhouse Gas Emissions Yes			
Project Milestone					Existing	Proposed	
Project Study Report Approved							
Begin Environmental (PA&ED) Phase							
Circulate Draft Environmental Document				Document Type	EIR/FONSI		
Draft Project Report							
End Environmental Phase (PA&ED Milestone)					05/09/2006		
Begin Design (PS&E) Phase					08/01/2018	08/01/18	
End Design Phase (Ready to List for Advertisement Milestone)					07/01/2023	06/29/22	
Begin Right of Way Phase					02/01/2019	08/01/18	
End Right of Way Phase (Right of Way Certification Milestone)					04/01/2023	04/25/22	
Begin Construction Phase (Contract Award Milestone)					01/01/2024	12/30/22	
End Construction Phase (Construction Contract Acceptance Milestone)					04/01/2026	08/01/25	
Begin Closeout Phase					04/01/2027	08/03/26	
End Closeout Phase (Closeout Report)					04/01/2028	08/01/27	

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PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised July 2017)

Date: 11/21/17

Additional Information

- Provides healthier, cleaner air improved with resiliency to climate change as well as reduced congestion and greenhouse gas emissions in the eastern part of the county, which is currently designated as non-attainment for state and federal ambient air quality standards.
- Improves mobility and system efficiency for emergency responders.
- Eliminates existing high-volume, left-turn, at-grade conflict and improve safety while reducing congestion and greenhouse gas emissions.
- Improve system safety and operations for travel and heavy goods movement efficiencies.
- Maintains consistency with the long-range planning goals for this location.
- Implements the Sustainable Community Strategy by installing the most cost-effective and efficient improvements facilitating mobility with an improved intersection and reduced congestion.
- Improves quality of life for all Californians with safer and more efficient travel and multi-modal accessibility for motorists, rail passengers, transit riders, carpoolers, commuters, truck drivers, and emergency responders.
- Improves water quality by incorporating permanent storm water treatment BMPs for 100 percent of all impervious surfaces.
- Supports a projected 2.5 percent annual traffic growth with: improved safety, reduced congestion and travel time, and a more sustainable, healthier environment with reduced greenhouse gas emissions.
- Removes the existing roadbed from the most environmentally-sensitive area will allow wetland restoration and eliminate the weir effect of the roadbed.
- Improves environmental and hydraulic connectivity for the lowest point in the valley.
- Improves large blocks of habitat as well as corridor movements for the San Joaquin Kit fox and other upland plant species.
- Improves travel time reliability, reduces peak period travel and delay for all modes, and improves integration and operation of the transportation system.
- Facilitates connectivity for national defense and ensures the efficient movement of troops and equipment for the only west coast Commercial Spaceport, Vandenberg Air Force Base, as well as four additional military bases along the coast. (Highway 46 is an Identified National Defense Route).
- Supports on-going efforts to finalize implementation of the essential four-lane expressway corridor to Interstate 5—a most significant boost to the local, state and national economies.
- Optimizes the highway's safety, mobility, efficiency, sustainability while promoting a most prosperous economy locally, statewide and nationally.
- Highway 46 is the most viable and active east-west corridor connecting the regions of the Central Coast to the San Joaquin Valley and, ultimately, the nation via connections with Interstate 5 and two Class 1 rail lines.
- Supports the annual movement of \$7 billion of goods shipments between the regions, accounting for 575,000 jobs in the region.
- Trucks rely on SR 46 for final distribution and delivery to communities, retail shopping distribution centers and intermodal facilities. Trucks with 3 or more axles make up greater than 20% of Hwy 46 ADT. Total annual shipments between the two regions for all goods are estimated at more than 13 million tons.
- Highway 46 serves as one of the primary farm-to-market east-west corridors. It is also a vital link between coastal areas, the inland part of California, and the rest of the nation for goods movement and tourism.

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PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised July 2017)

Date: 11/21/17

District	County	Route	EA	Project ID	PPNO	TCRP No.
05	SLO, ,	46, ,	3307C	0514000028	0226K	
Project Title: Route 46/41 Wye						

Existing Total Project Cost (\$1,000s)									Implementing Agency
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	
E&P (PA&ED)									
PS&E									Caltrans
R/W SUP (CT)									Caltrans
CON SUP (CT)					9,500			9,500	Caltrans
R/W									Caltrans
CON					62,000			62,000	Caltrans
TOTAL					71,500			71,500	
Proposed Total Project Cost (\$1,000s)									Notes
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	
E&P (PA&ED)									All components have been updated for the 2018 STIP cycle.
PS&E		13,200						13,200	
R/W SUP (CT)		2,400						2,400	
CON SUP (CT)					13,400			13,400	
R/W		9,400						9,400	
CON					97,800			97,800	
TOTAL		25,000			111,200			136,200	

Fund No. 1:	Interregional Improvement Program (ITIP)								Program Code
	Existing Funding (\$1,000s)								20.xx.025.700
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	Funding Agency
E&P (PA&ED)									This construction component reflects an updated estimate
PS&E									
R/W SUP (CT)									
CON SUP (CT)					9,500			9,500	
R/W									
CON					62,000			62,000	
TOTAL					71,500			71,500	
Proposed Funding (\$1,000s)									Notes
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	
E&P (PA&ED)									Requesting programming for PS&E \$13,200k; RW Sup \$2,400k; & RW Cap \$9,400k. Also, Cons Supt \$13,400k & Cap \$95,300k in FY 21/22
PS&E		13,200						13,200	
R/W SUP (CT)		2,400						2,400	
CON SUP (CT)					13,400			13,400	
R/W		9,400						9,400	
CON					95,300			95,300	
TOTAL		25,000			108,700			133,700	

Fund No. 2:	Regional Improvement Program (RTIP)								Program Code
	Existing Funding (\$1,000s)								20.xx.075.600
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	Funding Agency
E&P (PA&ED)									SLOCOG
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding (\$1,000s)									Notes
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	
E&P (PA&ED)									SLOCOG programming \$2.5 million Construction Capital in FY 21/22
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON					2,500			2,500	
TOTAL					2,500			2,500	

PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised July 2017)

Complete this page for amendments only**Date:** 11/21/17

District	County	Route	EA	Project ID	PPNO	TCRP No.
05	SLO	46	3307C	0514000028	0226K	

SECTION 1 - All Projects**Project Background****Programming Change Requested****Reason for Proposed Change**

If proposed change will delay one or more components, clearly explain 1) reason the delay, 2) cost increase related to the delay, and 3) how cost increase will be funded

Other Significant Information**SECTION 2 - For TCRP Projects Only**

Alternative Project Request (Please follow Instructions at <http://www.dot.ca.gov/tcrp/LETTERguidelines>)
 Letter of No Prejudice (LONP) (Please follow Guidelines at <http://www.dot.ca.gov/tcrp/docs/042706.pdf>)

SECTION 3 - All Projects**Approvals**

I hereby certify that the above information is complete and accurate and all approvals have been obtained for the processing of this amendment request.*

Name (Print or Type)	Signature	Title	Date

Attachments

- 1) Concurrence from Implementing Agency and/or Regional Transportation Planning Agency
- 2) Project Location Map

PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised July 2017)

General Instructions

Amendment (Existing Project) Y/N					Date:	10/3/17
District	EA	Project ID		PPNO	MPO ID	Alt Proj. ID
05	3307E			0226L		
County	Route/Corridor	PM Bk	PM Ahd	Project Sponsor/Lead Agency		
SLO	46	55.1	60.9	Caltrans		
				MPO	Element	
				SLOCOG	Capital Outlay	
Project Manager/Contact		Phone		E-mail Address		
David Rasmussen		805-549-3677		david.rasmussen@dot.ca.gov		
Project Title						
Route 46 Antelope Grade						
Location (Project Limits), Description (Scope of Work)						
On State Route 46, in San Luis Obispo County near Cholame from east of State Route 46/41 Intersection east to Kern County Line. Convert to 4 lane expressway.						
Component						
PA&ED		Implementing Agency				
PS&E		Caltrans				
Right of Way		Caltrans				
Construction		Caltrans				
Legislative Districts						
Assembly:	33	Senate:	15	Congressional:	24	
Project Benefits						
Reduce congestion and greenhouse gas emissions, while providing healthier and cleaner air with resiliency to climate change in the eastern part of the County which is currently designated as non-attainment for State and Federal ambient air quality standards. Improve mobility and system efficiency for emergency responders.						
Purpose and Need						
Heavy trucks and RV's comprise a very high percentage of the total traffic on the portion of Route 46. These vehicles typically experience a reduction in running speed of 31 km/h. There are limited passing opportunities on this segment, which contributes to driver frustration and passing miscalculations. Traffic volumes are expected to grow at a rate that is correspondingly higher than local population growth predictions. Growth in traffic volumes here will instead reflect the State of California growth rate overall, and traffic volumes on Route 46 will climb proportionally. Route 46 will continue to serve as a vital conduit for traffic to and from the San Joaquin Valley region and beyond to the Central Coast. This project will improve congestion, enhance safety and provide passing opportunities, reduce driver frustration, improve the facilitation of goods movement, improve recreational travel and major east/west route from the San Joaquin Valley and Interstate 5 to the Central Coast on Hwy 101. Additionally, District 6 has programmed Route 46 widening along the Kern County side of the corridor.						
Category		Outputs/Outcomes			Unit	Total
State Highway Road Construction		New roadway lane-miles			Miles	11.6
ADA Improvements No		Bike/Ped Improvements Yes			Reversible Lane analysis	No
Includes Sustainable Communities Strategy Goals Yes				Reduces Greenhouse Gas Emissions Yes		
Project Milestone					Existing	Proposed
Project Study Report Approved						
Begin Environmental (PA&ED) Phase						
Circulate Draft Environmental Document				Document Type	EIR/FONSI	
Draft Project Report						
End Environmental Phase (PA&ED Milestone)					06/29/05	
Begin Design (PS&E) Phase						08/01/18
End Design Phase (Ready to List for Advertisement Milestone)						06/25/22
Begin Right of Way Phase						08/01/18
End Right of Way Phase (Right of Way Certification Milestone)						04/25/22
Begin Construction Phase (Contract Award Milestone)						11/20/22
End Construction Phase (Construction Contract Acceptance Milestone)						05/01/25
Begin Closeout Phase						05/01/25
End Closeout Phase (Closeout Report)						11/01/27

PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised July 2017)

Date: 10/3/17

District	County	Route	EA	Project ID	PPNO	TCRP No.
05	SLO	46	3307E		0226L	
Project Title: Route 46 Antelope Grade						

Existing Total Project Cost (\$1,000s)									Implementing Agency
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	
E&P (PA&ED)									
PS&E									Caltrans
R/W SUP (CT)									Caltrans
CON SUP (CT)									Caltrans
R/W									Caltrans
CON									Caltrans
TOTAL									
Proposed Total Project Cost (\$1,000s)									Notes
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	
E&P (PA&ED)									
PS&E		10,300						10,300	
R/W SUP (CT)		2,170						2,170	
CON SUP (CT)					11,900			11,900	
R/W		3,024						3,024	
CON					70,100			70,100	
TOTAL		15,494			82,000			97,494	

Fund No. 1:	Future Need - Future Funds								Program Code
Existing Funding (\$1,000s)									Future
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	Funding Agency
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)					11,900			11,900	
R/W									
CON					70,100			70,100	
TOTAL					82,000			82,000	

Fund No. 2:	Interregional Improvement Program								Program Code
Existing Funding (\$1,000s)									20.xx.025.700
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	Funding Agency
E&P (PA&ED)									Caltrans
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									Requesting programming for PS&E \$10,300k, RW sup \$2,170k, and RW cap \$3,024k.
PS&E		10,300						10,300	
R/W SUP (CT)		2,170						2,170	
CON SUP (CT)									
R/W		3,024						3,024	
CON									
TOTAL		15,494						15,494	

PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised July 2017)

Complete this page for amendments only

Date: 10/3/17

District	County	Route	EA	Project ID	PPNO	TCRP No.
05	SLO	46	3307E		0226L	

SECTION 1 - All Projects**Project Background****Programming Change Requested****Reason for Proposed Change**

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Other Significant Information**SECTION 2 - For TCRP Projects Only**

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Letter of No Prejudice (LONP) (Please follow Guidelines at <http://www.dot.ca.gov/tcrp/docs/042706.pdf>)

SECTION 3 - All Projects**Approvals**

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- 1) Concurrence from Implementing Agency and/or Regional Transportation Planning Agency
- 2) Project Location Map

PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised July 2017)

General Instructions

Amendment (Existing Project) No					Date:	12/12/17	
District	EA	Project ID		PPNO	MPO ID		Alt Proj. ID
05	0N700	0500000225		7101			
County	Route/Corridor	PM Bk	PM Ahd	Project Sponsor/Lead Agency			
SB	101	1.4	12.3	Santa Barbara County Assoc. of Governments			
				MPO		Element	
				SBCAG		CO	
Project Manager/Contact		Phone		E-mail Address			
David Emerson		(805) 549-3437		david.emerson@dot.ca.gov			
Project Title							
South Coast 101 HOV Lanes (For 2018 STIP and SB1 Funding Consideration)							
Location (Project Limits), Description (Scope of Work)							
In and near Carpinteria and the City of Santa Barbara, from 0.2 miles south of Bailard Avenue to Sycamore Creek. Construct HOV lanes. □							
Component							
PA&ED		Caltrans					
PS&E		Caltrans					
Right of Way		Caltrans					
Construction		Caltrans					
Legislative Districts							
Assembly:	35	Senate:	19	Congressional:	23		
Project Benefits							
Over 13,500 passenger hours of delay reduction daily. Reduced travel time and improved trip reliability for buses, interregional travelers, and high occupancy users. Improved goods movement, interregional travel, and coastal access, between the Los Angeles basin and the San Francisco Bay Area. A coordinated rehabilitation strategy within the same limits will install long-life (40+ year) pavement on all lanes, reducing future maintenance and construction needs in the corridor.							
Purpose and Need							
Reduce congestion and delays, provide capacity for future travel demand, improve travel time, provide for HOV lane continuity (in southern Santa Barbara County, per the 2008 RTP). Route 101 within the project limits currently operates with LOS F congested flow conditions for two to four hours daily. In this area, Route 101 serves as a critical link for interregional goods movement, coastal access, and travel between the Los Angeles basin and the San Francisco Bay area. When I-5 closes over the Grapevine, this section of Route 101 becomes the only viable alternative for north-south connectivity. Without improvement, congestion is projected to increase to over 10 hours/day by 2040.							
Category		Outputs/Outcomes			Unit	Total	
State Highway Road Construction		HOV/HOT lane-miles constructed			Miles	19.2	
State Highway Road Construction		Interchanges modified / Improved			Each	2	
State Highway Road Construction		Bridges modified / reconstructed			Each	19	
State Highway Road Construction		Sound wall miles constructed			Miles	4.3	
ADA Improvements Yes		Bike/Ped Improvements Yes			Reversible Lane analysis Yes		
Includes Sustainable Communities Strategy Goals Yes				Reduces Greenhouse Gas Emissions Yes			
Project Milestone					Existing	Proposed	
Project Study Report Approved							
Begin Environmental (PA&ED) Phase					12/19/2007		
Circulate Draft Environmental Document				Document Type	EIR/FONSI	03/23/2012	
Draft Project Report					03/23/2012		
End Environmental Phase (PA&ED Milestone)					09/26/2014	08/26/14	
Begin Design (PS&E) Phase					09/26/2014	09/26/14	
End Design Phase (Ready to List for Advertisement Milestone) - 1st phase					12/03/2018	03/01/19	
Begin Right of Way Phase					11/01/2015	05/01/16	
End Right of Way Phase (Right of Way Certification Milestone) - 1st phase					04/19/2018	02/01/19	
Begin Construction Phase (Contract Award Milestone)					07/03/2019	09/01/19	
End Construction Phase (Construction Contract Acceptance Milestone) - 1st phase					07/06/2023	09/01/23	
Begin Closeout Phase					03/01/2024	05/01/24	
End Closeout Phase (Closeout Report) - 1st phase					05/01/2024	11/01/25	

ADA Notice

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PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised July 2017)

Date: 12/12/17

Additional Information

This information is provided as supporting information for programming recommendations associated with:

1. The 2018 STIP cycle,
2. SB1 cycle 1 Trade Corridors, and
3. SB1 cycle 1 Congested Corridors.

This PPR provides escalated programming values for the entire HOV project with pre-construction support and right of way capital costs shown in the year of need for the each segment. Construction support and capital costs have also been distributed into anticipated segment-specific delivery years. The parent project will be broken into children projects for delivery through a Project Change Request (PCR) in the 17/18 fiscal year. Five delivery segments (4A - 4E) are anticipated. This PPR reflects a funding approach which fully funds Phases 4A - 4C through construction. Construction component funding for Phases 4D and 4E are expected to be funded with a mix of SB1 Cycle 2 and Measure A funding.

Finally, as noted on page 1, this project is being coordinated with a SHOPP funded rehabilitation project within the same limits. This will provide for concurrent construction of HOV and rehabilitation elements. SHOPP funded costs are accounted for and funded through a separate EA (05-1C820_). This will result in cost savings for both projects, a 40-year long-life pavement strategy on all lanes, and reduced impacts to the traveling public.

Caltrans District 5 staff have coordinated with SBCAG on the recommended local share requests for Congested Corridor and Trade Corridor funding. No notes are shown for funding line 9 since the comment field is password protected.

Attached are:

1. A map graphic identifying anticipated construction segments with target delivery years, and
2. A graphic showing coordinated HOV and Rehab phasing.

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PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised July 2017)

Date: 12/12/17

District	County	Route	EA	Project ID	PPNO	TCRP No.
05	SB, ,	101, ,	0N700	0500000225	7101	
Project Title: South Coast 101 HOV Lanes (For 2018 STIP and SB1 Funding Consideration)						

Existing Total Project Cost (\$1,000s)									Implementing Agency
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	
E&P (PA&ED)	11,450							11,450	Caltrans
PS&E	32,073							32,073	Caltrans
R/W SUP (CT)	550	2,490						3,040	Caltrans
CON SUP (CT)			10,000		41,170			51,170	Caltrans
R/W	1,500	22,467						23,967	Caltrans
CON			87,542		267,225			354,767	Caltrans
TOTAL	45,573	24,957	97,542		308,395			476,467	
Proposed Total Project Cost (\$1,000s)									Notes
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	
E&P (PA&ED)	11,450							11,450	Anticipated 2018 STIP programmed. Project will be constructed in phases spanning several fiscal years, from 2019-2027. The estimated construction capital cost for Phase 1 is \$45.07 million.
PS&E	10,535	5,910	10,750	13,860				41,055	
R/W SUP (CT)	550	430	1,090	900				2,970	
CON SUP (CT)			12,020	28,840			26,880	67,740	
R/W	1,500	8,930	9,460	9,330				29,220	
CON			45,070	68,680	66,560		136,810	317,120	
TOTAL	24,035	15,270	78,390	121,610	66,560		163,690	469,555	

Fund No. 1:	RIP - National Hwy System (NH)								Program Code
Existing Funding (\$1,000s)									20.XX.075.600
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	Funding Agency
E&P (PA&ED)									Santa Barbara County Assoc. of G
PS&E	10,535							10,535	
R/W SUP (CT)	550							550	
CON SUP (CT)									
R/W	1,500							1,500	
CON			2,037					2,037	
TOTAL	12,585		2,037					14,622	
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									Adds \$5.750 million in PS&E, \$1.09 million in RW Support, \$0.607 million in RW Cap, and \$12.270 million in Construction Support (in the 19/20 and 20/21 FYs).
PS&E	10,535		5,750					16,285	
R/W SUP (CT)	550		1,090					1,640	
CON SUP (CT)			3,620	8,650				12,270	
R/W	1,500		607					2,107	
CON									
TOTAL	12,585		11,067	8,650				32,302	

Fund No. 2:	RIP - State Cash (ST-CASH)								Program Code
Existing Funding (\$1,000s)									20.XX.075.600
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	Funding Agency
E&P (PA&ED)	9,450							9,450	Santa Barbara County Assoc. of G
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL	9,450							9,450	
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)	9,450							9,450	
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL	9,450							9,450	

Fund No. 3:	Local Funds - Local Measure (MEA)								Program Code
Existing Funding (\$1,000s)									LOCAL FUNDS
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	Funding Agency
E&P (PA&ED)									Santa Barbara County
PS&E	21,538							21,538	
R/W SUP (CT)		2,490						2,490	
CON SUP (CT)			10,000					10,000	
R/W		22,467						22,467	
CON			83,505					83,505	
TOTAL	21,538	24,957	93,505					140,000	
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									Project will be constructed in phases spanning several fiscal years, from 2019-2026. Anticipated local measure funding changes are noted here.
PS&E		5,910		13,860				19,770	
R/W SUP (CT)		430		900				1,330	
CON SUP (CT)									
R/W		8,930		9,330				18,260	
CON			13,550	40,540			46,550	100,640	
TOTAL		15,270	13,550	64,630			46,550	140,000	

Fund No. 4:	Future Need - Future Funds (NO-FUND)								Program Code
Existing Funding (\$1,000s)									FUTURE
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	Funding Agency
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)					41,170			41,170	
R/W									
CON					267,225			267,225	
TOTAL					308,395			308,395	
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									This PPR reflects an unfunded need associated with Phases 4D and 4E only. All other phases are shown to be fully funded through construction.
PS&E									
R/W SUP (CT)									
CON SUP (CT)							26,880	26,880	
R/W									
CON							90,260	90,260	
TOTAL							117,140	117,140	

Fund No. 5:	IIP - National Hwy System (NH)								Program Code
Existing Funding (\$1,000s)									20.XX.025.700
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	Funding Agency
E&P (PA&ED)	2,000							2,000	Caltrans
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON			2,000					2,000	
TOTAL	2,000		2,000					4,000	
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)	2,000							2,000	This restores the amount (\$3.0 million) lost in the 2016 STIP into PS&E. The previously programmed \$2.0 million is also shifted into PS&E.
PS&E			5,000					5,000	
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL	2,000		5,000					7,000	

Fund No. 6:	RIP - National Hwy System (NH)								Program Code
Existing Funding (\$1,000s)									20.xx.075.600
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	Funding Agency
E&P (PA&ED)									San Joaquin Council of Government
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									Reinstatement in the 2018 STIP of previously programmed SJCOG RTIP funds. Shown here in 19/20 FY.
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W			8,853					8,853	
CON									
TOTAL			8,853					8,853	

Fund No. 7:	Trade Corridors - State Share								Program Code
Existing Funding (\$1,000s)									
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	Funding Agency
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									

Fund No. 8:	Trade Corridors - Local Share								Program Code
Existing Funding (\$1,000s)									
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	Funding Agency
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									Proposal for Trade Corridors Program (Local Share).
PS&E									
R/W SUP (CT)									
CON SUP (CT)			8,400					8,400	
R/W									
CON			6,600					6,600	
TOTAL			15,000					15,000	

Fund No. 9: Congested Corridors - State Share									Program Code
Existing Funding (\$1,000s)									
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	Funding Agency
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)				20,190				20,190	
R/W									
CON					66,560			66,560	
TOTAL				20,190	66,560			86,750	

Fund No. 10: Congested Corridors - Local Share									Program Code
Existing Funding (\$1,000s)									
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	Funding Agency
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									HOV proposal for Congested Corridors Program (Local Share). If Trade Corridors (Local Share) were not available, the request here would increase by \$15.0 million.
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON			24,920	28,140				53,060	
TOTAL			24,920	28,140				53,060	

Fund No. 11:									Program Code
Existing Funding (\$1,000s)									
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	Funding Agency
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									

PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised July 2017)

Complete this page for amendments only**Date:** 12/12/17

District	County	Route	EA	Project ID	PPNO	TCRP No.
05	SB	101	0N700	0500000225	7101	

SECTION 1 - All Projects**Project Background****Programming Change Requested****Reason for Proposed Change**

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SECTION 3 - All Projects**Approvals**

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Name (Print or Type)	Signature	Title	Date

Attachments

- 1) Concurrence from Implementing Agency and/or Regional Transportation Planning Agency
- 2) Project Location Map

PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised July 2017)

General Instructions

Amendment (Existing Project) Y/N					Date:	8/23/17	
District	EA	Project ID		PPNO	MPO ID		Alt Proj. ID
06	0S370	0614000130		6705			
County	Route/Corridor	PM Bk	PM Ahd	Project Sponsor/Lead Agency			
FRE	41	0	7.1	Caltrans			
				MPO		Element	
				COFCG		CO	
Project Manager/Contact		Phone		E-mail Address			
Chris Gardner		(559)243-3444		chris.gardner@dot.ca.gov			
Project Title							
Excelsior Expressway							
Location (Project Limits), Description (Scope of Work)							
Near the city of Fresno, from the Kings County line to Elkhorn Avenue. Widen from 2-lane to 4-lane expressway.							
Component							
PA&ED		Caltrans					
PS&E		Caltrans					
Right of Way		Caltrans					
Construction		Caltrans					
Legislative Districts							
Assembly:	32	Senate:	14	Congressional:	21		
Project Benefits							
This project would eliminate the last two-lane segment of Route 41 between the City of Fresno and Route 198 in the City of Lemoore, a distance of over thirty miles. The project will also improve the regional movement of freight and goods, and local farm to market travel. The project would relieve congestion, separate oncoming traffic with a divided median, and breakup traffic queues by providing major passing opportunities. Route 41 is an Interregional High Emphasis Focus Route corridor essential to the economic development of the San Joaquin Valley. It is consistent with the Transportation Concept Report, the Interregional Transportation Strategic Plan, and the Fresno County Regional Transportation Plan.							
Purpose and Need							
Purpose: Reduce congestion, Improve Safety, provide route continuity with the four-lane roads north and south of the project segment. Need: Caltrans has identified traffic queues, accident rates above average for similar facilities, and a lack of passing opportunities as issues in the operation of this segment.							
Category		Outputs/Outcomes			Unit	Total	
State Highway Road Construction		Mixed Flow lane-miles constructed			Miles	24	
ADA Improvements Yes		Bike/Ped Improvements No			Reversible Lane analysis No		
Includes Sustainable Communities Strategy Goals Y/N				Reduces Greenhouse Gas Emissions Y/N			
Project Milestone					Existing	Proposed	
Project Study Report Approved							
Begin Environmental (PA&ED) Phase							
Circulate Draft Environmental Document				Document Type	ND/FONSI		
Draft Project Report							
End Environmental Phase (PA&ED Milestone)					06/14/2005		
Begin Design (PS&E) Phase					03/01/2014	07/01/18	
End Design Phase (Ready to List for Advertisement Milestone)					05/01/2017	03/01/21	
Begin Right of Way Phase					04/01/2014	07/01/18	
End Right of Way Phase (Right of Way Certification Milestone)					04/01/2017	02/01/21	
Begin Construction Phase (Contract Award Milestone)					12/01/2017	09/01/21	
End Construction Phase (Construction Contract Acceptance Milestone)					10/15/2019	07/01/24	
Begin Closeout Phase					07/15/2020	07/01/24	
End Closeout Phase (Closeout Report)					12/15/2021	07/01/26	

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PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised July 2017)

Date: 8/23/17

District	County	Route	EA	Project ID	PPNO	TCRP No.
06	FRE, ,	41, ,	0S370	0614000130	6705	
Project Title: Excelsior Expressway						

Existing Total Project Cost (\$1,000s)									Implementing Agency
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	
E&P (PA&ED)	1,885							1,885	Caltrans
PS&E	2,415							2,415	Caltrans
R/W SUP (CT)	370							370	Caltrans
CON SUP (CT)					3,600			3,600	Caltrans
R/W	772							772	Caltrans
CON					37,000			37,000	Caltrans
TOTAL	5,442				40,600			46,042	
Proposed Total Project Cost (\$1,000s)									Notes
E&P (PA&ED)									
PS&E		3,000						3,000	
R/W SUP (CT)		1,500						1,500	
CON SUP (CT)							7,500	7,500	
R/W		5,500						5,500	
CON							45,000	45,000	
TOTAL		10,000					52,500	62,500	

Fund No. 1:	Future Need - Future Funds (NO-FUND)								Program Code
Existing Funding (\$1,000s)									FUTURE
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	Funding Agency
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)					3,600			3,600	
R/W									
CON					37,000			37,000	
TOTAL					40,600			40,600	
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									This is the future funding requirement to make the new project whole.
PS&E									
R/W SUP (CT)									
CON SUP (CT)							7,500	7,500	
R/W									
CON							45,000	45,000	
TOTAL							52,500	52,500	

Fund No. 2:	ITIP Expenditures under PPNO 1350								Program Code
Existing Funding (\$1,000s)									ITIP
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	Funding Agency
E&P (PA&ED)	1,885							1,885	Caltrans
PS&E	2,415							2,415	
R/W SUP (CT)	370							370	
CON SUP (CT)									
R/W	772							772	
CON									
TOTAL	5,442							5,442	
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									This project was previously known as County Line Expressway, with previous expenditures under PPNO 1350, EA 44240
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									

Fund No. 3:	2018 ITIP								Program Code
Existing Funding (\$1,000s)									20.XX.025.700
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	Funding Agency
E&P (PA&ED)									Caltrans
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									This is the additional funding requirement to make the project shovel ready.
PS&E		3,000						3,000	
R/W SUP (CT)		1,500						1,500	
CON SUP (CT)									
R/W		3,500						3,500	
CON									
TOTAL		8,000						8,000	

Fund No. 4:	FRESNO COG RIP								Program Code
Existing Funding (\$1,000s)									20.20.075.600
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	Funding Agency
E&P (PA&ED)									Fresno COG
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W		2,000						2,000	
CON									
TOTAL		2,000						2,000	

Fund No. 5:									Program Code
Existing Funding (\$1,000s)									
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	Funding Agency
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									

PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised July 2017)

Complete this page for amendments only**Date:** 8/23/17

District	County	Route	EA	Project ID	PPNO	TCRP No.
06	FRE	41	0S370	0614000130	6705	

SECTION 1 - All Projects**Project Background****Programming Change Requested****Reason for Proposed Change**

If proposed change will delay one or more components, clearly explain 1) reason the delay, 2) cost increase related to the delay, and 3) how cost increase will be funded

Other Significant Information**SECTION 2 - For TCRP Projects Only**

Alternative Project Request (Please follow Instructions at <http://www.dot.ca.gov/tcrp/LETTERguidelines>)

Letter of No Prejudice (LONP) (Please follow Guidelines at <http://www.dot.ca.gov/tcrp/docs/042706.pdf>)

SECTION 3 - All Projects**Approvals**

I hereby certify that the above information is complete and accurate and all approvals have been obtained for the processing of this amendment request.*

Name (Print or Type)	Signature	Title	Date

Attachments

- 1) Concurrence from Implementing Agency and/or Regional Transportation Planning Agency
- 2) Project Location Map

PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised July 2017)

General Instructions

Amendment (Existing Project) Yes					Date:	9/28/17	
District	EA	Project ID		PPNO	MPO ID		Alt Proj. ID
06	45712	0612000197		8042B			
County	Route/Corridor	PM Bk	PM Ahd	Project Sponsor/Lead Agency			
KER	14	53	58.3	Caltrans			
				MPO		Element	
				KCOG		CO	
Project Manager/Contact		Phone		E-mail Address			
Dennee Alcala		(760) 872-0767		dennee_alcala@dot.ca.gov			
Project Title							
Freeman Gulch Widening - Segment 2							
Location (Project Limits), Description (Scope of Work)							
Near Ridgecrest, from 4.8 miles south of Route 178 west to 0.5 mile north of Route 178 west. Convert from 2-lane conventional highway to 4-lane expressway.							
Component							
Implementing Agency							
PA&ED							
PS&E Caltrans							
Right of Way Caltrans							
Construction Caltrans							
Legislative Districts							
Assembly:	34	Senate:	16	Congressional:	23		
Project Benefits							
This project will improve safety by providing safe passing lanes. The project will improve bike and pedestrian facilities by constructing wider shoulders. The project will facilitate efficient movement of goods through the High Desert - Eastern Sierra - Northern Nevada Strategic Interregional Corridor.							
Purpose and Need							
The highway constitutes the principle access into the Inyo and Mono County recreation areas. The project would relieve congestion, separate oncoming traffic with a divided median, and breakup traffic queues by providing major passing opportunities. This project is the second of the three segments that will close the final 2-lane "gap" on Route 14 between Mojave and the junction with Route 395. Route 14 is a Priority Interregional Highway and is essential to the economy of the Eastern Sierra region. The project is consistent with the Transportation Concept Report, the Interregional Transportation Strategic Plan, and the Kern County Regional Transportation Plan. <input type="checkbox"/>							
Category		Outputs/Outcomes			Unit	Total	
State Highway Road Construction		New roadway lane-miles			Miles	6.2	
State Highway Road Construction		Pedestrian/Bicycle Facilities miles constructed			Miles	6.2	
ADA Improvements No		Bike/Ped Improvements Yes			Reversible Lane analysis No		
Includes Sustainable Communities Strategy Goals Yes				Reduces Greenhouse Gas Emissions No			
Project Milestone					Existing	Proposed	
Project Study Report Approved							
Begin Environmental (PA&ED) Phase					10/29/07		
Circulate Draft Environmental Document				Document Type			
Draft Project Report							
End Environmental Phase (PA&ED Milestone)						10/29/07	
Begin Design (PS&E) Phase						07/01/21	
End Design Phase (Ready to List for Advertisement Milestone)						06/15/24	
Begin Right of Way Phase						07/01/21	
End Right of Way Phase (Right of Way Certification Milestone)						05/01/24	
Begin Construction Phase (Contract Award Milestone)						01/01/25	
End Construction Phase (Construction Contract Acceptance Milestone)						07/01/26	
Begin Closeout Phase						03/01/27	
End Closeout Phase (Closeout Report)						12/01/33	

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PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised July 2017)

Date: 9/28/17

District	County	Route	EA	Project ID	PPNO	TCRP No.
06	KER, ,	14, ,	45712	0612000197	8042B	
Project Title: Freeman Gulch Widening - Segment 2						

Existing Total Project Cost (\$1,000s)									Implementing Agency
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	
E&P (PA&ED)									
PS&E	1,199				2,051			3,250	Caltrans
R/W SUP (CT)					2,100			2,100	Caltrans
CON SUP (CT)					3,900			3,900	Caltrans
R/W					5,510			5,510	Caltrans
CON					32,927			32,927	Caltrans
TOTAL	1,199				46,488			47,687	
Proposed Total Project Cost (\$1,000s)									Notes
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	
E&P (PA&ED)									
PS&E	4,900							4,900	
R/W SUP (CT)							1,500	1,500	
CON SUP (CT)							5,500	5,500	
R/W							17,700	17,700	
CON							67,600	67,600	
TOTAL	4,900						92,300	97,200	

Fund No. 1:	RIP - National Hwy System (NH)								Program Code
	Existing Funding (\$1,000s)								20.XX.075.600
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	Funding Agency
E&P (PA&ED)									Inyo County Local Transportation C
PS&E	360							360	
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL	360							360	
Proposed Funding (\$1,000s)									Notes
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	
E&P (PA&ED)									
PS&E	360							360	
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL	360							360	

Fund No. 2:	RIP - National Hwy System (NH)								Program Code
	Existing Funding (\$1,000s)								20.XX.075.600
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	Funding Agency
E&P (PA&ED)									Mono County Local Transportation
PS&E	360							360	
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL	360							360	
Proposed Funding (\$1,000s)									Notes
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	
E&P (PA&ED)									
PS&E	620							620	
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL	620							620	

Fund No. 3:	IIP - National Hwy System (NH)								Program Code
Existing Funding (\$1,000s)									20.XX.025.700
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	Funding Agency
E&P (PA&ED)									Caltrans
PS&E	479							479	
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL	479							479	
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									
PS&E	1,960							1,960	
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL	1,960							1,960	

Fund No. 4:	Future Need - Future Funds (NO-FUND)								Program Code
Existing Funding (\$1,000s)									FUTURE
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	Funding Agency
E&P (PA&ED)									
PS&E					2,051			2,051	
R/W SUP (CT)					2,100			2,100	
CON SUP (CT)					3,900			3,900	
R/W					5,510			5,510	
CON					32,927			32,927	
TOTAL					46,488			46,488	
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)							1,500	1,500	
CON SUP (CT)							5,500	5,500	
R/W							17,700	17,700	
CON							67,600	67,600	
TOTAL							92,300	92,300	

Fund No. 5:	RIP - National Hwy System (NH)								Program Code
Existing Funding (\$1,000s)									20.XX.075.600
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	Funding Agency
E&P (PA&ED)									Kern Council of Governments
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									
PS&E	1,960							1,960	
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL	1,960							1,960	

PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised September 2013)

General Instructions

<input checked="" type="checkbox"/> Amendment (Existing Project)					Date:	10/9/17
District	EA	Project ID	PPNO	MPO ID	TCRP No.	
06	44254	0612000175	3386C		113	
County	Route/Corridor	PM Bk	PM Ahd	Project Sponsor/Lead Agency		
KER	46	31.5	33.2	Caltrans		
				MPO	Element	
				KCOG	CO	
Project Manager/Contact		Phone		E-mail Address		
Neil Bretz		(559) 243-3465		neil.bretz@dot.ca.gov		
Project Title						
Route 46 Widening - Segment 4A						
Location, Project Limits, Description, Scope of Work						
In and near Lost Hills, from Lost Hills Road to 0.9 mile east of I-5. Widen from 2 to 4 lanes.						
<input type="checkbox"/> Includes ADA Improvements <input type="checkbox"/> Includes Bike/Ped Improvements						
Component	Implementing Agency					
PA&ED	Caltrans					
PS&E	Caltrans					
Right of Way	Caltrans					
Construction	Caltrans					
Purpose and Need						
The purpose of this project is to improve traffic operations, improve traffic safety, and correct any deficiencies in the existing roadway in order to meet all current design standards for a four-lane conventional highway.						
Project Benefits						
<input type="checkbox"/> Supports Sustainable Communities Strategy (SCS) Goals <input type="checkbox"/> Reduces Greenhouse Gas Emissions						
Project Milestone					Existing	Proposed
Project Study Report Approved						
Begin Environmental (PA&ED) Phase					/ /	
Circulate Draft Environmental Document Document Type ND/FONSI					/ /	
Draft Project Report					/ /	
End Environmental Phase (PA&ED Milestone)					/ /	
Begin Design (PS&E) Phase					08/15/11	
End Design Phase (Ready to List for Advertisement Milestone)					02/15/16	05/01/17
Begin Right of Way Phase					10/20/13	
End Right of Way Phase (Right of Way Certification Milestone)					01/15/16	05/01/17
Begin Construction Phase (Contract Award Milestone)					08/15/16	12/01/17
End Construction Phase (Construction Contract Acceptance Milestone)					08/15/18	08/15/20
Begin Closeout Phase					/ /	
End Closeout Phase (Closeout Report)					/ /	

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PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised September 2013)

Date: 10/9/17

District	County	Route	EA	Project ID	PPNO	TCRP No.
06	KER, ,	46, ,	44254	0612000175	3386C	113
Project Title: Route 46 Widening - Segment 4A						

Existing Total Project Cost (\$1,000s)									Implementing Agency
Component	Prior	16/17	17/18	18/19	19/20	20/21	21/22+	Total	
E&P (PA&ED)									Caltrans
PS&E	4,030	400						4,430	Caltrans
R/W SUP (CT)	1,500							1,500	Caltrans
CON SUP (CT)		3,950						3,950	Caltrans
R/W	9,130							9,130	Caltrans
CON		24,003						24,003	Caltrans
TOTAL	14,660	28,353						43,013	
Proposed Total Project Cost (\$1,000s)									Notes
E&P (PA&ED)									
PS&E	4,030	400						4,430	
R/W SUP (CT)	1,500							1,500	
CON SUP (CT)		5,560						5,560	
R/W	8,230	1,062						9,292	
CON		27,500						27,500	
TOTAL	13,760	34,522						48,282	

Fund No. 1:	RIP - National Hwy System (NH)								Program Code
	Existing Funding (\$1,000s)								20.XX.075.600
Component	Prior	16/17	17/18	18/19	19/20	20/21	21/22+	Total	Funding Agency
E&P (PA&ED)									Kern Council of Governments
PS&E	980							980	
R/W SUP (CT)	300							300	
CON SUP (CT)		600						600	
R/W	900							900	
CON		3,500						3,500	
TOTAL	2,180	4,100						6,280	
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									
PS&E	980							980	
R/W SUP (CT)	300							300	
CON SUP (CT)									
R/W	900							900	
CON		3,942						3,942	
TOTAL	2,180	3,942						6,122	

Fund No. 2:	IIP - National Hwy System (NH)								Program Code
	Existing Funding (\$1,000s)								20.XX.025.700
Component	Prior	16/17	17/18	18/19	19/20	20/21	21/22+	Total	Funding Agency
E&P (PA&ED)									Caltrans
PS&E		400						400	
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL		400						400	
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									
PS&E		400						400	
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL		400						400	

PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised September 2013)

Date: 10/9/17

District	County	Route	EA	Project ID	PPNO	TCRP No.
06	KER, ,	46, ,	44254	0612000175	3386C	113
Project Title: Route 46 Widening - Segment 4A						

Fund No. 3: TCRP (Committed) - Traffic Congestion Relief Fund (TCRF)									Program Code
Existing Funding (\$1,000s)									20.XX.710.870
Component	Prior	16/17	17/18	18/19	19/20	20/21	21/22+	Total	Funding Agency
E&P (PA&ED)									Caltrans
PS&E									
R/W SUP (CT)									
CON SUP (CT)		190						190	
R/W	138							138	
CON		1,301						1,301	
TOTAL	138	1,491						1,629	
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)		3,960						3,960	
R/W	138	1,062						1,200	
CON		18,899						18,899	
TOTAL	138	23,921						24,059	

Fund No. 4: Demo - Demonstration-State TEA21 (DEMOS21)									Program Code
Existing Funding (\$1,000s)									20.30.010.680
Component	Prior	16/17	17/18	18/19	19/20	20/21	21/22+	Total	Funding Agency
E&P (PA&ED)									
PS&E	3,050							3,050	
R/W SUP (CT)	1,200							1,200	
CON SUP (CT)		3,160						3,160	
R/W	8,092							8,092	
CON		19,202						19,202	
TOTAL	12,342	22,362						34,704	
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									
PS&E	3,050							3,050	
R/W SUP (CT)	1,200							1,200	
CON SUP (CT)		1,600						1,600	
R/W	7,192							7,192	
CON		4,659						4,659	
TOTAL	11,442	6,259						17,701	

Fund No. 5:									Program Code
Existing Funding (\$1,000s)									Funding Agency
Component	Prior	16/17	17/18	18/19	19/20	20/21	21/22+	Total	Funding Agency
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									

PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised September 2013)

Complete this page for amendments only

Date: 10/9/17

District	County	Route	EA	Project ID	PPNO	TCRP No.
06	KER	46	44254	0612000175	3386C	113

SECTION 1 - All Projects**Project Background****Programming Change Requested****Reason for Proposed Change**

If proposed change will delay one or more components, clearly explain 1) reason the delay, 2) cost increase related to the delay, and 3) how cost increase will be funded

Other Significant Information**SECTION 2 - For TCRP Projects Only**

- ☐ Alternative Project Request (Please follow Instructions at <http://www.dot.ca.gov/tcrp/LETTERguidelines>)
- ☐ Letter of No Prejudice (LONP) (Please follow Guidelines at <http://www.dot.ca.gov/tcrp/docs/042706.pdf>)

SECTION 3 - All Projects**Approvals**

I hereby certify that the above information is complete and accurate and all approvals have been obtained for the processing of this amendment request.*

Name (Print or Type)	Signature	Title	Date

Attachments

- 1) Concurrence from Implementing Agency and/or Regional Transportation Planning Agency
- 2) Project Location Map

PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised July 2017)

General Instructions

Amendment (Existing Project) Yes					Date:	09/06/17	
District	EA	Project ID	PPNO	MPO ID	Alt Proj. ID		
06	0H220	0612000158	6297				
County	Route/Corridor	PM Bk	PM Ahd	Project Sponsor/Lead Agency			
MAD	99	1.7	R7.5	Caltrans			
				MPO	Element		
				Madera	CO		
Project Manager/Contact		Phone		E-mail Address			
Anand Kapoor		(559)243-3588		anand.kapoor@dot.ca.gov			
Project Title							
South Madera 6 Lane							
Location (Project Limits), Description (Scope of Work)							
Near the city of Madera, from 0.7 mile north of Avenue 7 to Avenue 12. Widen from 4 to 6 lanes.							
Component							
PA&ED		Caltrans					
PS&E		Caltrans					
Right of Way		Caltrans					
Construction		Caltrans					
Legislative Districts							
Assembly:	5	Senate:	12	Congressional:	16		
Project Benefits							
The improvement would reduce traffic congestion and improve traffic safety.							
Purpose and Need							
Widening of this section of SR 99 is needed to improve safety, reduce congestion, increase connectivity of the highway system, and preserve acceptable facility operation. The purpose of this project would be to increase capacity to reduce congestion, increase connectivity of the highway system, and preserve acceptable facility operation of Route 99.							
Category		Outputs/Outcomes			Unit	Total	
State Highway Road Construction		Mixed Flow lane-miles constructed			Miles	11.6	
ADA Improvements No		Bike/Ped Improvements No			Reversible Lane analysis No		
Includes Sustainable Communities Strategy Goals No				Reduces Greenhouse Gas Emissions Yes			
Project Milestone					Existing	Proposed	
Project Study Report Approved					03/11/08		
Begin Environmental (PA&ED) Phase					07/01/2015	10/01/18	
Circulate Draft Environmental Document				Document Type	ND/FONSI	07/01/2017	10/01/20
Draft Project Report					07/01/2017	10/01/20	
End Environmental Phase (PA&ED Milestone)					01/03/2018	01/03/21	
Begin Design (PS&E) Phase					01/03/2018	10/01/21	
End Design Phase (Ready to List for Advertisement Milestone)					01/01/2020	10/01/23	
Begin Right of Way Phase					01/03/2018	10/01/21	
End Right of Way Phase (Right of Way Certification Milestone)					07/01/2019	09/01/23	
Begin Construction Phase (Contract Award Milestone)					01/03/2021	05/01/24	
End Construction Phase (Construction Contract Acceptance Milestone)					02/01/2024	07/01/26	
Begin Closeout Phase					02/01/2024	07/01/26	
End Closeout Phase (Closeout Report)					07/01/2026	07/01/29	

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PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised July 2017)

Date: 09/06/17

District	County	Route	EA	Project ID	PPNO	TCRP No.
06	MAD	99, ,	0H220	0612000158	6297	
Project Title: South Madera 6 Lane						

Existing Total Project Cost (\$1,000s)									Implementing Agency
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	
E&P (PA&ED)	413							413	Caltrans
PS&E					5,000			5,000	Caltrans
R/W SUP (CT)									Caltrans
CON SUP (CT)					7,000			7,000	Caltrans
R/W									Caltrans
CON					60,000			60,000	Caltrans
TOTAL	413				72,000			72,413	
Proposed Total Project Cost (\$1,000s)									Notes
E&P (PA&ED)	413	3,000						3,413	
PS&E					9,000			9,000	
R/W SUP (CT)							4,000	4,000	
CON SUP (CT)							12,500	12,500	
R/W							12,000	12,000	
CON							147,000	147,000	
TOTAL	413	3,000			9,000		175,500	187,913	

Fund No. 1:	IIP - National Hwy System (NH)								Program Code
	Existing Funding (\$1,000s)								20.XX.025.700
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	Funding Agency
E&P (PA&ED)	413							413	Caltrans
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL	413							413	
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)	413	3,000						3,413	
PS&E					9,000			9,000	
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL	413	3,000			9,000			12,413	

Fund No. 2:	Future Need - Future Funds (NO-FUND)								Program Code
	Existing Funding (\$1,000s)								FUTURE
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	Funding Agency
E&P (PA&ED)									
PS&E					5,000			5,000	
R/W SUP (CT)									
CON SUP (CT)					7,000			7,000	
R/W									
CON					60,000			60,000	
TOTAL					72,000			72,000	
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									Showing PSR escalated numbers. If median widening is the preferred alternative in PA&ED, then PS&E, RW and Construction costs will be significantly less
PS&E									
R/W SUP (CT)							4,000	4,000	
CON SUP (CT)							12,500	12,500	
R/W							12,000	12,000	
CON							147,000	147,000	
TOTAL							175,500	175,500	

PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised July 2017)

Complete this page for amendments only

Date: 09/06/17

District	County	Route	EA	Project ID	PPNO	TCRP No.
06	MAD	99	0H220	0612000158	6297	

SECTION 1 - All Projects**Project Background****Programming Change Requested****Reason for Proposed Change**

If proposed change will delay one or more components, clearly explain 1) reason the delay, 2) cost increase related to the delay, and 3) how cost increase will be funded

Other Significant Information**SECTION 2 - For TCRP Projects Only**

Alternative Project Request (Please follow Instructions at <http://www.dot.ca.gov/tcrp/LETTERguidelines>)

Letter of No Prejudice (LONP) (Please follow Guidelines at <http://www.dot.ca.gov/tcrp/docs/042706.pdf>)

SECTION 3 - All Projects**Approvals**

I hereby certify that the above information is complete and accurate and all approvals have been obtained for the processing of this amendment request.*

Name (Print or Type)	Signature	Title	Date

Attachments

- 1) Concurrence from Implementing Agency and/or Regional Transportation Planning Agency
- 2) Project Location Map

PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised July 2017)

General Instructions

Amendment (Existing Project) Yes					Date:	08/09/17	
District	EA	Project ID		PPNO	MPO ID	Alt Proj. ID	
06	36025			6400E	TCAG		
County	Route/Corridor	PM Bk	PM Ahd	Project Sponsor/Lead Agency			
TUL	99	30.6	35.2	Caltrans			
				MPO	Element		
				TCAG	CO		
Project Manager/Contact		Phone		E-mail Address			
Jim Bane		(559)243-3469		jim.bane@dot.ca.gov			
Project Title							
Tagus 6-Lane Southbound Widening							
Location (Project Limits), Description (Scope of Work)							
Near the city of Tulare, from Prosperity Ave to 1.2 mile south of Avenue 280. Widen from two to three lanes in the southbound direction only.							
Component							
PA&ED		Caltrans					
PS&E		Caltrans					
Right of Way		Caltrans					
Construction		Caltrans					
Legislative Districts							
Assembly:	30, 34	Senate:	16, 18	Congressional:	21		
Project Benefits							
Purpose and Need							
On State Route 99 in Tulare County near Tulare from Prosperity Ave to 1.2 mile south of Ave 280 OC (Br. No. 46-0195). The capacity increase project proposes to add one southbound lane. This project is a split from the Tulare to Goshen 6-Lane South Segment PPNO 6400B project and the South Segment (Tagus) 6-Lane PPNO 6400D project.							
Category		Outputs/Outcomes			Unit	Total	
State Highway Road Construction		Mixed Flow lane-miles constructed			Miles	4.6	
ADA Improvements Yes		Bike/Ped Improvements Yes			Reversible Lane analysis No		
Includes Sustainable Communities Strategy Goals Y/N				Reduces Greenhouse Gas Emissions Yes			
Project Milestone					Existing	Proposed	
Project Study Report Approved							
Begin Environmental (PA&ED) Phase							
Circulate Draft Environmental Document				Document Type	ND/FONSI		
Draft Project Report							
End Environmental Phase (PA&ED Milestone)					02/25/2009		
Begin Design (PS&E) Phase					08/01/2013		
End Design Phase (Ready to List for Advertisement Milestone)					11/01/2017	11/01/19	
Begin Right of Way Phase					06/01/2014		
End Right of Way Phase (Right of Way Certification Milestone)					08/01/2017	11/01/19	
Begin Construction Phase (Contract Award Milestone)					07/01/2018	05/06/20	
End Construction Phase (Construction Contract Acceptance Milestone)					12/01/2021	07/01/23	
Begin Closeout Phase					12/02/2021	07/01/23	
End Closeout Phase (Closeout Report)					02/01/2024	02/01/25	

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PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised July 2017)

Date: 08/09/17

District	County	Route	EA	Project ID	PPNO	TCRP No.
06	TUL, ,	99, ,	36025		6400E	
Project Title: Tagus 6-Lane Southbound Widening						

Existing Total Project Cost (\$1,000s)									Implementing Agency
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	
E&P (PA&ED)									Caltrans
PS&E	1,400							1,400	Caltrans
R/W SUP (CT)	463							463	Caltrans
CON SUP (CT)				6,000				6,000	Caltrans
R/W	2,600							2,600	Caltrans
CON				43,000				43,000	Caltrans
TOTAL	4,463			49,000				53,463	
Proposed Total Project Cost (\$1,000s)									Notes
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	
E&P (PA&ED)									
PS&E	2,810							2,810	
R/W SUP (CT)	463							463	
CON SUP (CT)			6,000					6,000	
R/W	2,600							2,600	
CON			39,000					39,000	
TOTAL	5,873		45,000					50,873	

Fund No. 1:	RIP - National Hwy System (NH)								Program Code
	Existing Funding (\$1,000s)								20.XX.075.600
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	Funding Agency
E&P (PA&ED)									Tulare County Association of Gove
PS&E	200							200	
R/W SUP (CT)	25							25	
CON SUP (CT)									
R/W	750							750	
CON									
TOTAL	975							975	
Proposed Funding (\$1,000s)									Notes
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	
E&P (PA&ED)									
PS&E	200							200	
R/W SUP (CT)	25							25	
CON SUP (CT)									
R/W	750							750	
CON									
TOTAL	975							975	

Fund No. 2:	IIP - National Hwy System (NH)								Program Code
	Existing Funding (\$1,000s)								20.XX.025.700
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	Funding Agency
E&P (PA&ED)									Caltrans
PS&E	1,200							1,200	
R/W SUP (CT)	438							438	
CON SUP (CT)									
R/W	1,850							1,850	
CON									
TOTAL	3,488							3,488	
Proposed Funding (\$1,000s)									Notes
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	
E&P (PA&ED)									
PS&E	2,610							2,610	
R/W SUP (CT)	438							438	
CON SUP (CT)			6,000					6,000	
R/W	1,850							1,850	
CON			39,000					39,000	
TOTAL	4,898		45,000					49,898	

Fund No. 3:	Future Need - Future Funds (NO-FUND)								Program Code
Existing Funding (\$1,000s)									FUTURE
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	Funding Agency
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)				6,000				6,000	
R/W									
CON				43,000				43,000	
TOTAL				49,000				49,000	
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									Proposed to be funded in 2018 ITIP.
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									

Fund No. 4:									Program Code
Existing Funding (\$1,000s)									
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	Funding Agency
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									

Fund No. 5:									Program Code
Existing Funding (\$1,000s)									
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	Funding Agency
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									

PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised July 2017)

Complete this page for amendments only

Date: 08/09/17

District	County	Route	EA	Project ID	PPNO	TCRP No.
06	TUL	99	36025		6400E	

SECTION 1 - All Projects**Project Background**

Project 06-36024_ originally programmed in the 2012 STIP for PS&E Support, Right of Way Support and Capital. With 2014 STIP, the project programming was split into EA 06-36025_ (PPNO 6400E) and EA 06-36026_ (PPNO 6400F) and construction funds were programmed for 06-36025_. With the 2016 STIP, programmed construction funds from 06-36025_ were removed.

Programming Change Requested

Replace 2014 STIP IIP Construction programming of \$49.0 Million. Add PS&E Support of \$2.0 Million.

Reason for Proposed Change

Complete project scope as programmed in the 2014 STIP.

If proposed change will delay one or more components, clearly explain 1) reason the delay, 2) cost increase related to the delay, and 3) how cost increase will be funded

Other Significant Information**SECTION 2 - For TCRP Projects Only**

Alternative Project Request (Please follow Instructions at <http://www.dot.ca.gov/tcrp/LETTERguidelines>)

Letter of No Prejudice (LONP) (Please follow Guidelines at <http://www.dot.ca.gov/tcrp/docs/042706.pdf>)

SECTION 3 - All Projects**Approvals**

I hereby certify that the above information is complete and accurate and all approvals have been obtained for the processing of this amendment request.*

Name (Print or Type)	Signature	Title	Date
James Bane		Project Manager	

Attachments

- 1) Concurrence from Implementing Agency and/or Regional Transportation Planning Agency
- 2) Project Location Map

PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised July 2017)

General Instructions

Amendment (Existing Project) Yes					Date:	08/09/17	
District	EA	Project ID		PPNO	MPO ID	Alt Proj. ID	
06	36026			6400F			
County	Route/Corridor	PM Bk	PM Ahd	Project Sponsor/Lead Agency			
TUL	99	30.6	35.2	Caltrans			
				MPO	Element		
				TCAG	CO		
Project Manager/Contact		Phone		E-mail Address			
Jim Bane		(559)243-3469		jim.bane@dot.ca.gov			
Project Title							
Tagus 6-Lane Northbound Widening							
Location (Project Limits), Description (Scope of Work)							
Near the city of Tulare, from Prosperity Avenue to 1.2 mile south of Avenue 280. Widen from two to three lanes in the Northbound direction only.							
Component							
PA&ED		Caltrans					
PS&E		Caltrans					
Right of Way		Caltrans					
Construction		Caltrans					
Legislative Districts							
Assembly:	30, 34		Senate:	16, 18		Congressional:	21
Project Benefits							
Purpose and Need							
On State Route 99 in Tulare County near Tulare from Prosperity Avenue to 1.2 mile south of Avenue 280 OC (Br. No. 46-0195). The capacity increase project proposes to add one northbound lane. This Project is a split from the Tulare to Goshen 6-Lane South Segment PPNO 6400B project and the South Segment (Tagus) 6-Lane PPNO 6400D project. This project completes the widening to 6-lanes within these project limits.							
Category		Outputs/Outcomes			Unit	Total	
State Highway Road Construction		Mixed Flow lane-miles constructed			Miles	4.6	
ADA Improvements Yes		Bike/Ped Improvements Yes			Reversible Lane analysis No		
Includes Sustainable Communities Strategy Goals Y/N				Reduces Greenhouse Gas Emissions Yes			
Project Milestone					Existing	Proposed	
Project Study Report Approved							
Begin Environmental (PA&ED) Phase							
Circulate Draft Environmental Document			Document Type	ND/FONSI			
Draft Project Report							
End Environmental Phase (PA&ED Milestone)					02/25/2009		
Begin Design (PS&E) Phase					08/01/2013		
End Design Phase (Ready to List for Advertisement Milestone)					11/01/2017	11/01/19	
Begin Right of Way Phase					06/01/2014		
End Right of Way Phase (Right of Way Certification Milestone)					08/01/2017	11/01/19	
Begin Construction Phase (Contract Award Milestone)					01/15/2021	05/06/20	
End Construction Phase (Construction Contract Acceptance Milestone)					04/01/2023	07/01/23	
Begin Closeout Phase					04/01/2023	07/01/23	
End Closeout Phase (Closeout Report)					04/01/2025	02/01/25	

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PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised July 2017)

Date: 08/09/17

District	County	Route	EA	Project ID	PPNO	TCRP No.
06	TUL, ,	99, ,	36026		6400F	
Project Title: Tagus 6-Lane Northbound Widening						

Existing Total Project Cost (\$1,000s)									Implementing Agency
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	
E&P (PA&ED)									Caltrans
PS&E	1,050							1,050	Caltrans
R/W SUP (CT)		1,200						1,200	Caltrans
CON SUP (CT)					6,000			6,000	Caltrans
R/W		8,000						8,000	Caltrans
CON					48,000			48,000	Caltrans
TOTAL	1,050	9,200			54,000			64,250	
Proposed Total Project Cost (\$1,000s)									Notes
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	
E&P (PA&ED)									
PS&E	3,140							3,140	
R/W SUP (CT)		1,200						1,200	
CON SUP (CT)			6,000					6,000	
R/W		8,000						8,000	
CON			24,000					24,000	
TOTAL	3,140	9,200	30,000					42,340	

Fund No. 1:	RIP - National Hwy System (NH)								Program Code
	Existing Funding (\$1,000s)								20.XX.075.600
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	Funding Agency
E&P (PA&ED)									Tulare County Association of Gove
PS&E	225							225	
R/W SUP (CT)		588						588	
CON SUP (CT)									
R/W		5,100						5,100	
CON									
TOTAL	225	5,688						5,913	
Proposed Funding (\$1,000s)									Notes
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	
E&P (PA&ED)									
PS&E	225							225	
R/W SUP (CT)		588						588	
CON SUP (CT)									
R/W		5,100						5,100	
CON			4,000					4,000	
TOTAL	225	5,688	4,000					9,913	

Fund No. 2:	IIP - National Hwy System (NH)								Program Code
	Existing Funding (\$1,000s)								20.XX.025.700
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	Funding Agency
E&P (PA&ED)									Caltrans
PS&E	825							825	
R/W SUP (CT)		612						612	
CON SUP (CT)									
R/W		2,900						2,900	
CON									
TOTAL	825	3,512						4,337	
Proposed Funding (\$1,000s)									Notes
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	
E&P (PA&ED)									
PS&E	2,915							2,915	
R/W SUP (CT)		612						612	
CON SUP (CT)			6,000					6,000	
R/W		2,900						2,900	
CON			20,000					20,000	
TOTAL	2,915	3,512	26,000					32,427	

Fund No. 3:	Future Need - Future Funds (NO-FUND)								Program Code
Existing Funding (\$1,000s)									FUTURE
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	Funding Agency
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)					6,000			6,000	
R/W									
CON					48,000			48,000	
TOTAL					54,000			54,000	
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									Proposed to be funded in 2018 ITIP.
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									

Fund No. 4:									Program Code
Existing Funding (\$1,000s)									
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	Funding Agency
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									

Fund No. 5:									Program Code
Existing Funding (\$1,000s)									
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	Funding Agency
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									

PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised July 2017)

Complete this page for amendments only**Date:** 08/09/17

District	County	Route	EA	Project ID	PPNO	TCRP No.
06	TUL	99	36026		6400F	

SECTION 1 - All Projects**Project Background**

Project 06-36024_ originally programmed in the 2012 STIP for PS&E Support, Right of Way Support and Capital. With 2014 STIP, the project programming was split into EA 06-36025_ (PPNO 6400E) and EA 06-36026_ (PPNO 6400F) and construction funds were programmed for 06-36025_. No construction funds have been programmed for this project. With the 2016 STIP, programmed construction funds from 06-36025_ were removed. This the first request for Construction funding of 06-36026_.

Programming Change Requested

New IIP CON Capital of \$26 Million, IIP CON Support of \$6 Million, and additional IIP PS&E Support of \$2.75 Million. New RIP Construction Capital of \$4.0 Million. New Funding will complete the original 2012 STIP programmed project.

Reason for Proposed Change

Complete project scope as programmed in the 2014 STIP.

If proposed change will delay one or more components, clearly explain 1) reason the delay, 2) cost increase related to the delay, and 3) how cost increase will be funded

Other Significant Information**SECTION 2 - For TCRP Projects Only**

Alternative Project Request (Please follow Instructions at <http://www.dot.ca.gov/tcrp/LETTERguidelines>)
Letter of No Prejudice (LONP) (Please follow Guidelines at <http://www.dot.ca.gov/tcrp/docs/042706.pdf>)

SECTION 3 - All Projects**Approvals**

I hereby certify that the above information is complete and accurate and all approvals have been obtained for the processing of this amendment request.*

Name (Print or Type)	Signature	Title	Date
James Bane		Project Manager	

Attachments

- 1) Concurrence from Implementing Agency and/or Regional Transportation Planning Agency
- 2) Project Location Map

PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised July 2017)

General Instructions

Amendment (Existing Project) Y/N					Date:	08/18/17	
District	EA	Project ID		PPNO	MPO ID		Alt Proj. ID
06	36024	0613000005		6400G			
County	Route/Corridor	PM Bk	PM Ahd	Project Sponsor/Lead Agency			
TUL	99	30.6	35.2	Caltrans			
				MPO		Element	
				TCAG		CO	
Project Manager/Contact		Phone		E-mail Address			
Jim Bane		(559)243-3469		jim.bane@dot.ca.gov			
Project Title							
Tagus 6-Lane Widening (Combined)							
Location (Project Limits), Description (Scope of Work)							
Near the City of Tulare, from Prosperity Ave to 1.2 mile south of Avenue 280. Widen from four to six lanes.							
Component							
PA&ED		Caltrans					
PS&E		Caltrans					
Right of Way		Caltrans					
Construction		Caltrans					
Legislative Districts							
Assembly:	30,34		Senate:	16,18		Congressional:	21
Project Benefits							
Purpose and Need							
On State Route 99 in Tulare County near Tulare from Prosperity Ave to 1.2 mile south of Ave 280 OC (Br. No. 46-0195). The capacity increase project proposes to add one northbound lane and one southbound lane. Project also includes replacement planting. This Project is a split from the Tulare to Goshen 6-Lane South Segment PPNO 6400B project.							
Category		Outputs/Outcomes			Unit	Total	
State Highway Road Construction		Mixed Flow lane-miles constructed			Miles	9.2	
ADA Improvements Yes		Bike/Ped Improvements Yes			Reversible Lane analysis No		
Includes Sustainable Communities Strategy Goals Yes					Reduces Greenhouse Gas Emissions Y/N		
Project Milestone					Existing	Proposed	
Project Study Report Approved							
Begin Environmental (PA&ED) Phase							
Circulate Draft Environmental Document			Document Type	ND/FONSI			
Draft Project Report							
End Environmental Phase (PA&ED Milestone)					02/25/2009		
Begin Design (PS&E) Phase					08/01/2013		
End Design Phase (Ready to List for Advertisement Milestone)					11/01/2017	11/01/19	
Begin Right of Way Phase					06/01/2014		
End Right of Way Phase (Right of Way Certification Milestone)					08/01/2017	11/01/19	
Begin Construction Phase (Contract Award Milestone)					07/01/2018	05/06/20	
End Construction Phase (Construction Contract Acceptance Milestone)					12/01/2021	07/01/23	
Begin Closeout Phase					12/02/2021	07/01/23	
End Closeout Phase (Closeout Report)					02/01/2024	02/01/25	

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PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised July 2017)

Date: 08/18/17

District	County	Route	EA	Project ID	PPNO	TCRP No.
06	TUL, ,	99, ,	36024	0613000005	6400G	
Project Title: Tagus 6-Lane Widening (Combined)						

Existing Total Project Cost (\$1,000s)									Implementing Agency
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	
E&P (PA&ED)									Caltrans
PS&E									Caltrans
R/W SUP (CT)									Caltrans
CON SUP (CT)									Caltrans
R/W									Caltrans
CON									Caltrans
TOTAL									
Proposed Total Project Cost (\$1,000s)									Notes
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	
E&P (PA&ED)									
PS&E	2,438	3,512						5,950	
R/W SUP (CT)	1,663							1,663	
CON SUP (CT)			12,000					12,000	
R/W	10,600							10,600	
CON			67,000					67,000	
TOTAL	14,701	3,512	79,000					97,213	

Fund No. 1:	Tulare County Association of Governments								Program Code
	Existing Funding (\$1,000s)								20.xx.075.600
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	Funding Agency
E&P (PA&ED)									Tulare County Association of Gove
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding (\$1,000s)									Notes
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	
E&P (PA&ED)									
PS&E	425							425	
R/W SUP (CT)	613							613	
CON SUP (CT)									
R/W	5,850							5,850	
CON			8,000					8,000	
TOTAL	6,888		8,000					14,888	

Fund No. 2:	Interregional Improvement Program								Program Code
	Existing Funding (\$1,000s)								20.xx.025.700
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	Funding Agency
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding (\$1,000s)									Notes
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	
E&P (PA&ED)									
PS&E	2,013	3,512						5,525	
R/W SUP (CT)	1,050							1,050	
CON SUP (CT)			12,000					12,000	
R/W	4,750							4,750	
CON			59,000					59,000	
TOTAL	7,813	3,512	71,000					82,325	

PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised July 2017)

Complete this page for amendments only**Date:** 08/18/17

District	County	Route	EA	Project ID	PPNO	TCRP No.
06	TUL	99	36024	0613000005	6400G	

SECTION 1 - All Projects**Project Background**

Project originally programmed in the 2012 STIP for PS&E Support, Right of Way Support and Capital. With 2014 STIP, the project programming was split into EA 06-36025_ (PPNO 6400E) and EA 06-36026_ (PPNO 6400F) and construction funds were programmed for 06-36025_. With the 2016 STIP, programmed construction funds from 06-36025_ were removed.

Programming Change Requested

Combine 06-36025_ and 06-36026_ back into 06-36024_. Replace 06-36025 2014 STIP Program funds of \$39 Million IIP CON Capital, \$4 Million RIP CON Capital, and \$6 Million IIP CON Support. Additional IIP CON Capital of \$24 Million, IIP CON Support of \$6 Million, and IIP PS&E Support of \$3.5 Million will complete the original 2012 STIP programmed project.

Reason for Proposed Change

Complete project scope as programmed in the 2012 STIP.

If proposed change will delay one or more components, clearly explain 1) reason the delay, 2) cost increase related to the delay, and 3) how cost increase will be funded

Other Significant Information**SECTION 2 - For TCRP Projects Only**

Alternative Project Request (Please follow Instructions at <http://www.dot.ca.gov/tcrp/LETTERguidelines>)

Letter of No Prejudice (LONP) (Please follow Guidelines at <http://www.dot.ca.gov/tcrp/docs/042706.pdf>)

SECTION 3 - All Projects**Approvals**

I hereby certify that the above information is complete and accurate and all approvals have been obtained for the processing of this amendment request.*

Name (Print or Type)	Signature	Title	Date
James Bane		Project Manager	8/17/2017

Attachments

- 1) Concurrence from Implementing Agency and/or Regional Transportation Planning Agency
- 2) Project Location Map

PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised July 2017)

General Instructions

Amendment (Existing Project) Yes					Date:	09/06/17	
District	EA	Project ID		PPNO	MPO ID		Alt Proj. ID
06	48950	0614000040		6369			
County	Route/Corridor	PM Bk	PM Ahd	Project Sponsor/Lead Agency			
TUL	99	25.4	30.5	Caltrans			
				MPO		Element	
				TCAG		CO	
Project Manager/Contact		Phone		E-mail Address			
Anand Kappor		(559)243-3588		anand.kapoor@dot.ca.gov			
Project Title							
Tulare City Widening							
Location (Project Limits), Description (Scope of Work)							
In and near the city of Tulare, from Avenue 200 to Prosperity Avenue. Widen from 4 lanes to 6 lanes.							
Component							
PA&ED		Caltrans					
PS&E		Caltrans					
Right of Way		Caltrans					
Construction		Caltrans					
Legislative Districts							
Assembly:		Senate:		Congressional:			
Project Benefits							
The improvement would reduce traffic congestion and improve traffic safety.							
Purpose and Need							
Demand for this facility is increasing due to the regional population growth and recent development in the area. The ADT will nearly double by 2040 and nearly triple by 2060. This project is needed to address a projected capacity problem and low Level of Service. The purpose of this project is to relieve congestion, reduce delays, and increase safety.							
Category		Outputs/Outcomes			Unit	Total	
State Highway Road Construction		Mixed Flow lane-miles constructed			Miles		
ADA Improvements No		Bike/Ped Improvements No			Reversible Lane analysis No		
Includes Sustainable Communities Strategy Goals No					Reduces Greenhouse Gas Emissions Yes		
Project Milestone					Existing	Proposed	
Project Study Report Approved					03/18/09		
Begin Environmental (PA&ED) Phase					07/01/2014	10/01/18	
Circulate Draft Environmental Document				Document Type	12/01/2016	03/01/21	
Draft Project Report					11/01/2016	02/01/21	
End Environmental Phase (PA&ED Milestone)					08/01/2017	10/01/21	
Begin Design (PS&E) Phase					09/01/2017	10/01/21	
End Design Phase (Ready to List for Advertisement Milestone)					09/01/2020	10/01/23	
Begin Right of Way Phase					09/01/2017	10/01/21	
End Right of Way Phase (Right of Way Certification Milestone)					08/01/2020	09/01/23	
Begin Construction Phase (Contract Award Milestone)					03/01/2021	07/01/24	
End Construction Phase (Construction Contract Acceptance Milestone)					08/01/2023	07/01/26	
Begin Closeout Phase					08/01/2023	07/01/26	
End Closeout Phase (Closeout Report)					10/01/2025	07/01/29	

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PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised July 2017)

Date: 09/06/17

District	County	Route	EA	Project ID	PPNO	TCRP No.
06	TUL, ,	99, ,	48950	0614000040	6369	
Project Title: Tulare City Widening						

Existing Total Project Cost (\$1,000s)									Implementing Agency
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	
E&P (PA&ED)				3,000				3,000	Caltrans
PS&E					7,500			7,500	Caltrans
R/W SUP (CT)					6,000			6,000	Caltrans
CON SUP (CT)					12,000			12,000	Caltrans
R/W					47,000			47,000	Caltrans
CON					124,000			124,000	Caltrans
TOTAL				3,000	196,500			199,500	
Proposed Total Project Cost (\$1,000s)									Notes
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	
E&P (PA&ED)		4,150						4,150	
PS&E					6,000			6,000	
R/W SUP (CT)							6,000	6,000	
CON SUP (CT)							13,000	13,000	
R/W							47,000	47,000	
CON							124,000	124,000	
TOTAL		4,150			6,000		190,000	200,150	

Fund No. 1:	RIP - National Hwy System (NH)								Program Code
	Existing Funding (\$1,000s)								20.XX.075.600
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	Funding Agency
E&P (PA&ED)				3,000				3,000	Tulare County Association of Gove
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL				3,000				3,000	
Proposed Funding (\$1,000s)									Notes
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	
E&P (PA&ED)		2,150						2,150	
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL		2,150						2,150	

Fund No. 2:	Future Need - Future Funds (NO-FUND)								Program Code
	Existing Funding (\$1,000s)								FUTURE
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	Funding Agency
E&P (PA&ED)									
PS&E					7,500			7,500	
R/W SUP (CT)					6,000			6,000	
CON SUP (CT)					12,000			12,000	
R/W					47,000			47,000	
CON					124,000			124,000	
TOTAL					196,500			196,500	
Proposed Funding (\$1,000s)									Notes
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	
E&P (PA&ED)									
PS&E									
R/W SUP (CT)							6,000	6,000	
CON SUP (CT)							13,000	13,000	
R/W							47,000	47,000	
CON							124,000	124,000	
TOTAL							190,000	190,000	

Fund No. 3:	IIP - National Hwy System (NH)								Program Code
Existing Funding (\$1,000s)									20.XX.025.700
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	Funding Agency
E&P (PA&ED)									Caltrans
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)		2,000						2,000	
PS&E					6,000			6,000	
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL		2,000			6,000			8,000	

Fund No. 4:									Program Code
Existing Funding (\$1,000s)									
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	Funding Agency
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									

Fund No. 5:									Program Code
Existing Funding (\$1,000s)									
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	Funding Agency
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									

PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised July 2017)

Complete this page for amendments only**Date:** 09/06/17

District	County	Route	EA	Project ID	PPNO	TCRP No.
06	TUL	99	48950	0614000040	6369	

SECTION 1 - All Projects**Project Background****Programming Change Requested****Reason for Proposed Change**

If proposed change will delay one or more components, clearly explain 1) reason the delay, 2) cost increase related to the delay, and 3) how cost increase will be funded

Other Significant Information**SECTION 2 - For TCRP Projects Only**

Alternative Project Request (Please follow Instructions at <http://www.dot.ca.gov/tcrp/LETTERguidelines>)

Letter of No Prejudice (LONP) (Please follow Guidelines at <http://www.dot.ca.gov/tcrp/docs/042706.pdf>)

SECTION 3 - All Projects**Approvals**

I hereby certify that the above information is complete and accurate and all approvals have been obtained for the processing of this amendment request.*

Name (Print or Type)	Signature	Title	Date

Attachments

- 1) Concurrence from Implementing Agency and/or Regional Transportation Planning Agency
- 2) Project Location Map

PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised July 2017)

General Instructions

Amendment (Existing Project) Y/N					Date:	08/28/17	
District	EA	Project ID		PPNO	MPO ID	Alt Proj. ID	
08	34770	0800000616		0215C	34770		
County	Route/Corridor	PM Bk	PM Ahd	Project Sponsor/Lead Agency			
SBD	58	R0	R12.9	Caltrans			
				MPO	Element		
				SCAG	CO		
Project Manager/Contact		Phone		E-mail Address			
Wil Ochoa		(909)806-3200		Wil.Ochoa@dot.ca.gov			
Project Title							
Kramer Junction							
Location (Project Limits), Description (Scope of Work)							
In Kramer Junction, from the Kern County line to 7.5 miles east of the Route 395 junction. Realign highway and construct grade separations.							
Component							
PA&ED		Caltrans					
PS&E		Caltrans					
Right of Way		Caltrans					
Construction		Caltrans					
Legislative Districts							
Assembly:	34	Senate:	18	Congressional:	22,25		
Project Benefits							
Purpose and Need							
Need for Project: <input type="checkbox"/>							
Need for Project: This 2-lane section of SR-58 is experiencing congestion and delays due to increasing truck volume and lack of passing opportunities. At the intersection of SR-58 and SR-395, increasing volume of traffic is creating operational and safety problems because the capacity of the intersection is frequently exceeded. - Purpose of Project: Eliminate potential hazardous traffic at grade crossing due to							
Category		Outputs/Outcomes			Unit	Total	
State Highway Road Construction		Mixed Flow lane-miles constructed			Miles	51.6	
ADA Improvements Yes		Bike/Ped Improvements Yes			Reversible Lane analysis No		
Includes Sustainable Communities Strategy Goals No					Reduces Greenhouse Gas Emissions Y/N		
Project Milestone					Existing	Proposed	
Project Study Report Approved							
Begin Environmental (PA&ED) Phase					02/09/2007		
Circulate Draft Environmental Document			Document Type	EIR	01/30/2013		
Draft Project Report					12/30/2012		
End Environmental Phase (PA&ED Milestone)					05/02/2014		
Begin Design (PS&E) Phase					05/03/2014		
End Design Phase (Ready to List for Advertisement Milestone)					10/26/2016		
Begin Right of Way Phase					05/05/2014		
End Right of Way Phase (Right of Way Certification Milestone)					09/15/2016		
Begin Construction Phase (Contract Award Milestone)					06/09/2017		
End Construction Phase (Construction Contract Acceptance Milestone)					09/09/2019		
Begin Closeout Phase					09/10/2019		
End Closeout Phase (Closeout Report)					09/10/2021		

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PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised July 2017)

Date: 08/28/17

District	County	Route	EA	Project ID	PPNO	TCRP No.
08	SBD, ,	58, ,	34770	0800000616	0215C	
Project Title: Kramer Junction						

Existing Total Project Cost (\$1,000s)									Implementing Agency
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	
E&P (PA&ED)	8,934							8,934	Caltrans
PS&E	12,580							12,580	Caltrans
R/W SUP (CT)	6,095							6,095	Caltrans
CON SUP (CT)	7,800	9,032	3,168					20,000	Caltrans
R/W	24,697							24,697	Caltrans
CON	70,000	75,203	27,427					172,630	Caltrans
TOTAL	130,106	84,235	30,595					244,936	
Proposed Total Project Cost (\$1,000s)									Notes
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	
E&P (PA&ED)	8,934							8,934	
PS&E	12,580							12,580	
R/W SUP (CT)	6,095							6,095	
CON SUP (CT)	7,800	9,032	3,168					20,000	
R/W	24,697							24,697	
CON	70,000	75,203	27,427					172,630	
TOTAL	130,106	84,235	30,595					244,936	

Fund No. 1:	IIP - National Hwy System (NH)								Program Code
	Existing Funding (\$1,000s)								20.XX.025.700
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	Funding Agency
E&P (PA&ED)	8,934							8,934	Caltrans
PS&E	12,580							12,580	All Construction funding voted 08/16/17
R/W SUP (CT)	6,095							6,095	
CON SUP (CT)	7,800	9,032	3,168					20,000	
R/W	24,697							24,697	
CON	70,000	75,203	27,427					172,630	
TOTAL	130,106	84,235	30,595					244,936	
Proposed Funding (\$1,000s)									Notes
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	
E&P (PA&ED)	8,934							8,934	
PS&E	12,580							12,580	
R/W SUP (CT)	6,095							6,095	
CON SUP (CT)	7,800	9,032	3,168					20,000	
R/W	24,697							24,697	
CON	70,000	75,203	27,427					172,630	
TOTAL	130,106	84,235	30,595					244,936	

Fund No. 2:									Program Code
	Existing Funding (\$1,000s)								
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	Funding Agency
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding (\$1,000s)									Notes
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									

PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised July 2017)

Complete this page for amendments only

Date: 08/28/17

District	County	Route	EA	Project ID	PPNO	TCRP No.
08	SBD	58	34770	0800000616	0215C	

SECTION 1 - All Projects**Project Background**

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Programming Change Requested

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Reason for Proposed Change

--

If proposed change will delay one or more components, clearly explain 1) reason the delay, 2) cost increase related to the delay, and 3) how cost increase will be funded

--

Other Significant Information

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SECTION 2 - For TCRP Projects Only

Alternative Project Request (Please follow Instructions at <http://www.dot.ca.gov/tcrp/LETTERguidelines>)
 Letter of No Prejudice (LONP) (Please follow Guidelines at <http://www.dot.ca.gov/tcrp/docs/042706.pdf>)

SECTION 3 - All Projects

I hereby certify that the above information is complete and accurate and all approvals have been obtained for the processing of this amendment request.*

Name (Print or Type)	Signature	Title	Date

Attachments

- 1) Concurrence from Implementing Agency and/or Regional Transportation Planning Agency
- 2) Project Location Map

PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised July 2017)

General Instructions

Amendment (Existing Project) Yes					Date:	07/20/17
District	EA	Project ID	PPNO	MPO ID	Alt Proj. ID	
09	21340	0900000030	0170			
County	Route/Corridor	PM Bk	PM Ahd	Project Sponsor/Lead Agency		
INY	395	29.2	41.8	Caltrans		
				MPO	Element	
				Non-MPO	CO	
Project Manager/Contact		Phone		E-mail Address		
Dennee Alcala		(760) 872-0767		dennee_alcala@dot.ca.gov		
Project Title						
Olancho and Cartago Expressway						
Location (Project Limits), Description (Scope of Work)						
Near Olancho and Cartago, south of the Los Angeles Aqueduct Bridge to south of the Ash Creek Bridge. Construct 4-lane expressway on new alignment.						
Component						
PA&ED		Caltrans				
PS&E		Caltrans				
Right of Way		Caltrans				
Construction		Caltrans				
Legislative Districts						
Assembly:	26	Senate:	18	Congressional:	8	
Project Benefits						
The project benefits will include multi-modal improvements, ped/bike improvements, and safety improvements. The improvements support a growing economy and improve livability in the region.						
Purpose and Need						
The existing 2-lane highway is not adequate to meet current and future demand. A 4-lane expressway will address safety concerns due to limited passing opportunities. The project will also include the following Complete Streets elements: new shoulders, new non-motorized multi-use undercrossing, Class III Bike Route, appropriate bicycle-related signage, bus stop signage for Eastern Sierra Transit Authority, bus turnout, and intersection improvements that could improve pedestrian and bicycle mobility.□						
Category		Outputs/Outcomes			Unit	Total
State Highway Road Construction		Turnouts constructed			each	2
State Highway Road Construction		Pedestrian/Bicycle Facilities miles constructed			Miles	12.14
State Highway Road Construction		New roadway lane-miles			Miles	12.14
Local streets and roads		New roadway lane-miles			Miles	4.8
ADA Improvements No		Bike/Ped Improvements Yes			Reversible Lane analysis	No
Includes Sustainable Communities Strategy Goals Yes				Reduces Greenhouse Gas Emissions No		
Project Milestone					Existing	Proposed
Project Study Report Approved						
Begin Environmental (PA&ED) Phase						
Circulate Draft Environmental Document					Document Type	
Draft Project Report						
End Environmental Phase (PA&ED Milestone)					11/01/2011	
Begin Design (PS&E) Phase					08/01/2011	01/01/00
End Design Phase (Ready to List for Advertisement Milestone)					07/01/2013	05/01/20
Begin Right of Way Phase					06/01/2012	01/01/00
End Right of Way Phase (Right of Way Certification Milestone)					06/01/2014	02/01/20
Begin Construction Phase (Contract Award Milestone)					07/01/2014	10/01/20
End Construction Phase (Construction Contract Acceptance Milestone)					11/01/2017	08/01/22
Begin Closeout Phase					01/01/2019	03/01/23
End Closeout Phase (Closeout Report)					02/01/2019	12/03/29

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PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised July 2017)

Date: 07/20/17

Additional Information

The project is consistent with the Transportation Concept Report and the Inyo County Regional Transportation Plan. It is a Priority Interregional Highway in the Caltrans Interregional Transportation Strategic Plan and is included in the Caltrans Highway Freight Network. The environmental phase was completed in May 2017.

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PROJECT PROGRAMMING REQUEST

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Date: 07/20/17

District	County	Route	EA	Project ID	PPNO	TCRP No.
09	INY, ,	395, ,	21340	0900000030	0170	
Project Title: Olancha and Cartago Expressway						

Existing Total Project Cost (\$1,000s)									Implementing Agency
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	
E&P (PA&ED)	6,185							6,185	Caltrans
PS&E	5,128							5,128	Caltrans
R/W SUP (CT)	3,032							3,032	Caltrans
CON SUP (CT)					8,100			8,100	Caltrans
R/W	13,518							13,518	Caltrans
CON					80,400			80,400	Caltrans
TOTAL	27,863				88,500			116,363	
Proposed Total Project Cost (\$1,000s)									Notes
E&P (PA&ED)	9,370							9,370	
PS&E	7,310							7,310	
R/W SUP (CT)	3,500							3,500	
CON SUP (CT)					9,850			9,850	
R/W	24,800							24,800	
CON					83,100			83,100	
TOTAL	44,980				92,950			137,930	

Fund No. 1:	RIP - National Hwy System (NH)								Program Code
Existing Funding (\$1,000s)									20.XX.075.600
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	Funding Agency
E&P (PA&ED)									Inyo County Local Transportation C
PS&E	2,051							2,051	
R/W SUP (CT)	1,213							1,213	
CON SUP (CT)									
R/W	5,407							5,407	
CON									
TOTAL	8,671							8,671	
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									
PS&E	2,924							2,924	
R/W SUP (CT)	1,400							1,400	
CON SUP (CT)					2,700			2,700	
R/W	9,920							9,920	
CON					20,795			20,795	
TOTAL	14,244				23,495			37,739	

Fund No. 2:	RIP - National Hwy System (NH)								Program Code
Existing Funding (\$1,000s)									20.XX.075.600
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	Funding Agency
E&P (PA&ED)									Kern Council of Governments
PS&E	513							513	
R/W SUP (CT)	303							303	
CON SUP (CT)									
R/W	1,352							1,352	
CON									
TOTAL	2,168							2,168	
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									
PS&E	731							731	
R/W SUP (CT)	350							350	
CON SUP (CT)					985			985	
R/W	2,480							2,480	
CON					8,310			8,310	
TOTAL	3,561				9,295			12,856	

Fund No. 3:	RIP - National Hwy System (NH)								Program Code
Existing Funding (\$1,000s)									20.XX.075.600
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	Funding Agency
E&P (PA&ED)									Mono County Local Transportation
PS&E	513							513	
R/W SUP (CT)	303							303	
CON SUP (CT)									
R/W	1,352							1,352	
CON									
TOTAL	2,168							2,168	
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)	937							937	Additional \$1.250M contribution above 10% in Con Capital.
PS&E	731							731	
R/W SUP (CT)	350							350	
CON SUP (CT)					985			985	
R/W	2,480							2,480	
CON					9,560			9,560	
TOTAL	4,498				10,545			15,043	

Fund No. 4:	RIP - State Cash (ST-CASH)								Program Code
Existing Funding (\$1,000s)									20.XX.075.600
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	Funding Agency
E&P (PA&ED)	2,749							2,749	Inyo County Local Transportation C
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL	2,749							2,749	
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)	3,748							3,748	
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL	3,748							3,748	

Fund No. 5:		RIP - State Cash (ST-CASH)							Program Code	
Existing Funding (\$1,000s)									20.XX.075.600	
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	Funding Agency	
E&P (PA&ED)	687							687	Kern Council of Governments	
PS&E										
R/W SUP (CT)										
CON SUP (CT)										
R/W										
CON										
TOTAL	687							687		
Proposed Funding (\$1,000s)									Notes	
E&P (PA&ED)	937							937		
PS&E										
R/W SUP (CT)										
CON SUP (CT)										
R/W										
CON										
TOTAL	937							937		

Fund No. 6:		IIP - National Hwy System (NH)							Program Code
		Existing Funding (\$1,000s)							20.XX.025.700
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	Funding Agency
E&P (PA&ED)									Caltrans
PS&E	2,051							2,051	
R/W SUP (CT)	1,213							1,213	
CON SUP (CT)									
R/W	5,407							5,407	
CON									
TOTAL	8,671							8,671	
		Proposed Funding (\$1,000s)							Notes
E&P (PA&ED)									
PS&E	2,924							2,924	
R/W SUP (CT)	1,400							1,400	
CON SUP (CT)					5,180			5,180	
R/W	9,920							9,920	
CON					44,435			44,435	
TOTAL	14,244				49,615			63,859	

Fund No. 7:		IIP - State Cash (ST-CASH)							Program Code
		Existing Funding (\$1,000s)							20.XX.025.700
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	Funding Agency
E&P (PA&ED)	2,749							2,749	Caltrans
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL	2,749							2,749	
		Proposed Funding (\$1,000s)							Notes
E&P (PA&ED)	3,748							3,748	
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL	3,748							3,748	

Fund No. 8:									Program Code
		Existing Funding (\$1,000s)							
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	Funding Agency
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)					8,100			8,100	
R/W									
CON					80,400			80,400	
TOTAL					88,500			88,500	
		Proposed Funding (\$1,000s)							Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									

PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised July 2017)

General Instructions

Amendment (Existing Project) Yes					Date:	07/20/17	
District	EA	Project ID		PPNO	MPO ID	Alt Proj. ID	
09	21342			0170A			
County	Route/Corridor	PM Bk	PM Ahd	Project Sponsor/Lead Agency			
INY	395	29.2	41.8	Caltrans			
				MPO	Element		
				Non-MPO	CO		
Project Manager/Contact		Phone		E-mail Address			
Dennee Alcala		(760) 872-0767		dennee_alcala@dot.ca.gov			
Project Title							
Olancho and Cartago Archaeological Pre-Mitigation							
Location (Project Limits), Description (Scope of Work)							
Near Olancho and Cartago, south of the Los Angeles Aqueduct Bridge to south of the Ash Creek Bridge. Archaeological pre-mitigation for the Olancho Cartago Expressway project.							
Component							
PA&ED		Caltrans					
PS&E		Caltrans					
Right of Way		Caltrans					
Construction		Caltrans					
Legislative Districts							
Assembly:	26	Senate:	18	Congressional:	8		
Project Benefits							
The parent project benefits include numerous multi-modal improvements, Ped/Bike improvements, and safety improvements. These improvements support a growing economy and improve livability in the region.							
Purpose and Need							
To address the mitigation for the expressway being developed under the Olancho and Cartago Expressway project (PPNO 0170, Project ID 0900000030). □							
Category		Outputs/Outcomes			Unit	Total	
ADA Improvements No		Bike/Ped Improvements Yes			Reversible Lane analysis No		
Includes Sustainable Communities Strategy Goals Yes					Reduces Greenhouse Gas Emissions No		
Project Milestone					Existing	Proposed	
Project Study Report Approved							
Begin Environmental (PA&ED) Phase							
Circulate Draft Environmental Document				Document Type			
Draft Project Report							
End Environmental Phase (PA&ED Milestone)							
Begin Design (PS&E) Phase							
End Design Phase (Ready to List for Advertisement Milestone)							
Begin Right of Way Phase							
End Right of Way Phase (Right of Way Certification Milestone)							
Begin Construction Phase (Contract Award Milestone)							
End Construction Phase (Construction Contract Acceptance Milestone)							
Begin Closeout Phase							
End Closeout Phase (Closeout Report)							

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PROJECT PROGRAMMING REQUEST

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Date: 07/20/17

District	County	Route	EA	Project ID	PPNO	TCRP No.
09	INY, ,	395, ,	21342		0170A	
Project Title: Olancho and Cartago Archaeological Pre-Mitigation						

Existing Total Project Cost (\$1,000s)									Implementing Agency
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	
E&P (PA&ED)									Caltrans
PS&E									Caltrans
R/W SUP (CT)									Caltrans
CON SUP (CT)									Caltrans
R/W									Caltrans
CON		5,000						5,000	Caltrans
TOTAL		5,000						5,000	
Proposed Total Project Cost (\$1,000s)									Notes
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON		5,000						5,000	
TOTAL		5,000						5,000	

Fund No. 1:	RIP - National Hwy System (NH)								Program Code
	Existing Funding (\$1,000s)								20.XX.075.600
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	Funding Agency
E&P (PA&ED)									Inyo County Local Transportation C
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON		2,000						2,000	
TOTAL		2,000						2,000	
	Proposed Funding (\$1,000s)								Notes
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON		2,000						2,000	
TOTAL		2,000						2,000	

Fund No. 2:	RIP - National Hwy System (NH)								Program Code
	Existing Funding (\$1,000s)								20.XX.075.600
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	Funding Agency
E&P (PA&ED)									Kern Council of Governments
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON		500						500	
TOTAL		500						500	
	Proposed Funding (\$1,000s)								Notes
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON		500						500	
TOTAL		500						500	

Fund No. 3:	RIP - National Hwy System (NH)								Program Code
Existing Funding (\$1,000s)									20.XX.075.600
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	Funding Agency
E&P (PA&ED)									Mono County Local Transportation
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON		500						500	
TOTAL		500						500	
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON		500						500	
TOTAL		500						500	

Fund No. 4:	IIP - National Hwy System (NH)								Program Code
Existing Funding (\$1,000s)									20.XX.025.700
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	Funding Agency
E&P (PA&ED)									Caltrans
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON		2,000						2,000	
TOTAL		2,000						2,000	
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON		2,000						2,000	
TOTAL		2,000						2,000	

Fund No. 5:									Program Code
Existing Funding (\$1,000s)									
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	Funding Agency
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									

PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised July 2017)

Complete this page for amendments only

Date: 07/20/17

District	County	Route	EA	Project ID	PPNO	TCRP No.
09	INY	395	21342		0170A	

SECTION 1 - All Projects**Project Background**

This project will perform required mitigation for impacts to archaeological and cultural resources that will be impacted by the US 395 Olancho/Cartago 4-Lane Project. The project will conduct a phased evaluation and mitigation program for archaeological and cultural resources prior to, and in support of, the construction of the US 395 Olancho/Cartago 4-Lane Project. Approximately 40% of the preferred alternative alignment will impact archaeological sites, which must be evaluated and mitigated through a streamlined process developed specifically for this project.

Programming Change Requested

Move from the 2016 STIP to the 2018 STIP.

Reason for Proposed Change

To continue with delivery of the project.

If proposed change will delay one or more components, clearly explain 1) reason the delay, 2) cost increase related to the delay, and 3) how cost increase will be funded

Other Significant Information**SECTION 2 - For TCRP Projects Only**

Alternative Project Request (Please follow Instructions at <http://www.dot.ca.gov/tcrp/LETTERguidelines>)
 Letter of No Prejudice (LONP) (Please follow Guidelines at <http://www.dot.ca.gov/tcrp/docs/042706.pdf>)

SECTION 3 - All Projects**Approvals**

I hereby certify that the above information is complete and accurate and all approvals have been obtained for the processing of this amendment request.*

Name (Print or Type)	Signature	Title	Date

Attachments

- 1) Concurrence from Implementing Agency and/or Regional Transportation Planning Agency
- 2) Project Location Map

PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised July 2017)

General Instructions

Amendment (Existing Project) Y/N					Date:	07/25/17	
District	EA	Project ID		PPNO	MPO ID	Alt Proj. ID	
10	0Q121	1014000167		0161A	Project H		
County	Route/Corridor	PM Bk	PM Ahd	Project Sponsor/Lead Agency			
MER	99	28.2	R37.3	Caltrans			
				MPO	Element		
				MCAG	CO		
Project Manager/Contact		Phone		E-mail Address			
Jim Robinson		(909) 917-8839		jim.robinson@dot.ca.gov			
Project Title							
Livingston Widening Northbound							
Location (Project Limits), Description (Scope of Work)							
In Livingston, from 0.8 mile south of Hammatt Avenue to Merced/Stanislaus county line. Widen freeway from two lanes to three lanes in the northbound direction only.							
Component							
PA&ED		Caltrans					
PS&E		Caltrans					
Right of Way		Caltrans					
Construction		Caltrans					
Legislative Districts							
Assembly:	17	Senate:	12	Congressional:	18		
Project Benefits							
Mixed flow lane miles added.							
Purpose and Need							
This project proposes to enhance capacity within the project limits, reduce congestion and improve traffic operations. The existing 2-lane facility will not meet current or future traffic demands particularly for freight. An additional general purpose lane is needed to reduce congestion, Green House Gas emissions and to attain facility consistency with the adjacent 3-lane freeway segments. <input type="checkbox"/>							
Category		Outputs/Outcomes			Unit	Total	
State Highway Road Construction		Mixed Flow lane-miles constructed			Miles	7.65	
ADA Improvements No		Bike/Ped Improvements No			Reversible Lane analysis No		
Includes Sustainable Communities Strategy Goals Yes					Reduces Greenhouse Gas Emissions Yes		
Project Milestone					Existing	Proposed	
Project Study Report Approved							
Begin Environmental (PA&ED) Phase							
Circulate Draft Environmental Document			Document Type	ND/FONSI			
Draft Project Report							
End Environmental Phase (PA&ED Milestone)					06/02/14		
Begin Design (PS&E) Phase					08/01/14		
End Design Phase (Ready to List for Advertisement Milestone)						01/12/18	
Begin Right of Way Phase					08/12/14		
End Right of Way Phase (Right of Way Certification Milestone)						12/12/17	
Begin Construction Phase (Contract Award Milestone)						08/03/20	
End Construction Phase (Construction Contract Acceptance Milestone)						04/15/22	
Begin Closeout Phase						07/07/23	
End Closeout Phase (Closeout Report)						05/07/25	

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PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised July 2017)

Date: 07/25/17

District	County	Route	EA	Project ID	PPNO	TCRP No.
10	MER, ,	99, ,	0Q121	1014000167	0161A	
Project Title: Livingston Widening Northbound						

Existing Total Project Cost (\$1,000s)									Implementing Agency
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	
E&P (PA&ED)	800							800	Caltrans
PS&E	2,050							2,050	Caltrans
R/W SUP (CT)	10							10	Caltrans
CON SUP (CT)					5,000			5,000	Caltrans
R/W	10							10	Caltrans
CON					35,000			35,000	Caltrans
TOTAL	2,870				40,000			42,870	
Proposed Total Project Cost (\$1,000s)									Notes
E&P (PA&ED)	800							800	
PS&E	2,050							2,050	
R/W SUP (CT)	10							10	
CON SUP (CT)					5,000			5,000	
R/W	10							10	
CON					35,000			35,000	
TOTAL	2,870				40,000			42,870	

Fund No. 1:	IIP - National Hwy System (NH)								Program Code
	Existing Funding (\$1,000s)								20.XX.025.700
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	Funding Agency
E&P (PA&ED)	800							800	Caltrans
PS&E	2,050							2,050	
R/W SUP (CT)	10							10	
CON SUP (CT)									
R/W	10							10	
CON									
TOTAL	2,870							2,870	
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)	800							800	New Request 2018 STIP
PS&E	2,050							2,050	
R/W SUP (CT)	10							10	
CON SUP (CT)					5,000			5,000	
R/W	10							10	
CON					29,500			29,500	
TOTAL	2,870				34,500			37,370	

Fund No. 2:	Future Need - Future Funds IIP								Program Code
	Existing Funding (\$1,000s)								20.XX.025.700
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	Funding Agency
E&P (PA&ED)									Caltrans
PS&E									
R/W SUP (CT)									
CON SUP (CT)					5,000			5,000	
R/W									
CON					35,000			35,000	
TOTAL					40,000			40,000	
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									

Fund No. 3:	RIP - National Hwy System (NH)								Program Code
Existing Funding (\$1,000s)									20.XX.075.600
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	Funding Agency
E&P (PA&ED)									Local Shares - MCAG
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									Local Shares from 2018 STIP
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON					5,500			5,500	
TOTAL					5,500			5,500	

Fund No. 4:									Program Code
Existing Funding (\$1,000s)									
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	Funding Agency
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									

Fund No. 5:									Program Code
Existing Funding (\$1,000s)									
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	Funding Agency
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									

PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised July 2017)

Complete this page for amendments only

Date: 07/25/17

District	County	Route	EA	Project ID	PPNO	TCRP No.
10	MER	99	0Q121	1014000167	0161A	

SECTION 1 - All Projects**Project Background**

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Programming Change Requested

--

Reason for Proposed Change

--

If proposed change will delay one or more components, clearly explain 1) reason the delay, 2) cost increase related to the delay, and 3) how cost increase will be funded

--

Other Significant Information

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SECTION 2 - For TCRP Projects Only

Alternative Project Request (Please follow Instructions at <http://www.dot.ca.gov/tcrp/LETTERguidelines>)
 Letter of No Prejudice (LONP) (Please follow Guidelines at <http://www.dot.ca.gov/tcrp/docs/042706.pdf>)

SECTION 3 - All Projects**Approvals**

I hereby certify that the above information is complete and accurate and all approvals have been obtained for the processing of this amendment request.*

Name (Print or Type)	Signature	Title	Date

Attachments

- 1) Concurrence from Implementing Agency and/or Regional Transportation Planning Agency
- 2) Project Location Map

PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised July 2017)

General Instructions

Amendment (Existing Project) Y/N					Date:	07/25/17	
District	EA	Project ID	PPNO	MPO ID	Alt Proj. ID		
10	0Q122	1014000168	0161B	Project H			
County	Route/Corridor	PM Bk	PM Ahd	Project Sponsor/Lead Agency			
MER	99	28.2	R37.3	Caltrans			
				MPO	Element		
				MCAG	CO		
Project Manager/Contact		Phone		E-mail Address			
Jim Robinson		909-917-8839		jim.robinson@dot.ca.gov			
Project Title							
Livingston Widening Southbound							
Location (Project Limits), Description (Scope of Work)							
In Livingston, from 0.8 mile south of Hammatt Avenue to Merced/Stanislaus county line. Widen freeway from two lanes to three lanes in the southbound direction only.							
Component							
PA&ED		Caltrans					
PS&E		Caltrans					
Right of Way		Caltrans					
Construction		Caltrans					
Legislative Districts							
Assembly:	17	Senate:	12	Congressional:	18		
Project Benefits							
Mixed flow lane miles added.							
Purpose and Need							
This project proposes to enhance capacity within the project limits, reduce congestion and improve traffic operations. The existing 2-lane facility will not meet current or future traffic demands particularly for freight. An additional general purpose lane is needed to reduce congestion, Green House Gas emissions and to attain the facility consistency with the adjacent 3-lane segments. □							
Category		Outputs/Outcomes			Unit	Total	
ADA Improvements No		Bike/Ped Improvements No			Reversible Lane analysis No		
Includes Sustainable Communities Strategy Goals Yes					Reduces Greenhouse Gas Emissions Yes		
Project Milestone					Existing	Proposed	
Project Study Report Approved							
Begin Environmental (PA&ED) Phase							
Circulate Draft Environmental Document			Document Type	ND/FONSI			
Draft Project Report							
End Environmental Phase (PA&ED Milestone)					06/02/14		
Begin Design (PS&E) Phase					08/01/14		
End Design Phase (Ready to List for Advertisement Milestone)					05/16/17		
Begin Right of Way Phase					07/01/14		
End Right of Way Phase (Right of Way Certification Milestone)					02/10/17		
Begin Construction Phase (Contract Award Milestone)						09/27/19	
End Construction Phase (Construction Contract Acceptance Milestone)						07/10/21	
Begin Closeout Phase						09/22/22	
End Closeout Phase (Closeout Report)						06/22/14	

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PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised July 2017)

Date: 07/25/17

District	County	Route	EA	Project ID	PPNO	TCRP No.
10	MER, ,	99, ,	0Q122	1014000168	0161B	
Project Title: Livingston Widening Southbound						

Existing Total Project Cost (\$1,000s)									Implementing Agency
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	
E&P (PA&ED)	1,700							1,700	Caltrans
PS&E	3,000							3,000	Caltrans
R/W SUP (CT)	100							100	Caltrans
CON SUP (CT)					4,500			4,500	Caltrans
R/W	200							200	Caltrans
CON					29,450			29,450	Caltrans
TOTAL	5,000				33,950			38,950	
Proposed Total Project Cost (\$1,000s)									Notes
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	
E&P (PA&ED)	1,700							1,700	
PS&E	3,000							3,000	
R/W SUP (CT)	100							100	
CON SUP (CT)					4,500			4,500	
R/W	200							200	
CON					29,450			29,450	
TOTAL	5,000				33,950			38,950	

Fund No. 1:	IIP - National Hwy System (NH)								Program Code
	Existing Funding (\$1,000s)								20.XX.025.700
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	Funding Agency
E&P (PA&ED)	1,700							1,700	Caltrans
PS&E	3,000							3,000	
R/W SUP (CT)	100							100	
CON SUP (CT)									
R/W	200							200	
CON									
TOTAL	5,000							5,000	
Proposed Funding (\$1,000s)									Notes
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	
E&P (PA&ED)	1,700							1,700	
PS&E	3,000							3,000	
R/W SUP (CT)	100							100	
CON SUP (CT)					4,500			4,500	
R/W	200							200	
CON					29,450			29,450	
TOTAL	5,000				33,950			38,950	

Fund No. 2:	Future Need - Future Funds (NO-FUND)								Program Code
	Existing Funding (\$1,000s)								FUTURE
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	Funding Agency
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)					4,500			4,500	
R/W									
CON					29,450			29,450	
TOTAL					33,950			33,950	
Proposed Funding (\$1,000s)									Notes
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									

PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised July 2017)

Complete this page for amendments only

Date: 07/25/17

District	County	Route	EA	Project ID	PPNO	TCRP No.
10	MER	99	0Q122	1014000168	0161B	

SECTION 1 - All Projects**Project Background****Programming Change Requested****Reason for Proposed Change**

If proposed change will delay one or more components, clearly explain 1) reason the delay, 2) cost increase related to the delay, and 3) how cost increase will be funded

Other Significant Information**SECTION 2 - For TCRP Projects Only**

Alternative Project Request (Please follow Instructions at <http://www.dot.ca.gov/tcrp/LETTERguidelines>)
 Letter of No Prejudice (LONP) (Please follow Guidelines at <http://www.dot.ca.gov/tcrp/docs/042706.pdf>)

SECTION 3 - All Projects**Approvals**

I hereby certify that the above information is complete and accurate and all approvals have been obtained for the processing of this amendment request.*

Name (Print or Type)	Signature	Title	Date

Attachments

- 1) Concurrence from Implementing Agency and/or Regional Transportation Planning Agency
- 2) Project Location Map

PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised July 2017)

General Instructions

Amendment (Existing Project) Y/N					Date:	07/19/17	
District	EA	Project ID		PPNO	MPO ID		Alt Proj. ID
75		0012000130		2098			
County	Route/Corridor	PM Bk	PM Ahd	Project Sponsor/Lead Agency			
LA				Caltrans			
				MPO		Element	
				SCAG		RAIL	
Project Manager/Contact		Phone		E-mail Address			
Bruce Plowman		(916)657-3875		bruce.plowman@dot.ca.gov			
Project Title							
Raymer to Bernson Double Track Project							
Location (Project Limits), Description (Scope of Work)							
On the Ventura County Line between Control Point (CP) Raymer (MP 453.1) and CP Bernson (MP 446.8) and passes through the Northridge Station. Construction of 39,000 linear feet of second main line; main line track relocation, relay rail and drainage improvements; four No. 20 turnouts, four bridges and work on the Northridge Station platform.							
Component							
PA&ED		Los Angeles County Metropolitan Transportation Authority					
PS&E		Los Angeles County Metropolitan Transportation Authority					
Right of Way		Los Angeles County Metropolitan Transportation Authority					
Construction		Los Angeles County Metropolitan Transportation Authority					
Legislative Districts							
Assembly:	38, 45		Senate:	27		Congressional:	30
Project Benefits							
Purpose and Need							
Category		Outputs/Outcomes			Unit	Total	
Intercity Rail/Mass Trans		Miles of new track			Miles	7.4	
Intercity Rail/Mass Trans		New bridges			each	4	
Intercity Rail/Mass Trans		Turnouts constructed			each	4	
Intercity Rail/Mass Trans		Station improvements			each	1	
ADA Improvements Y/N		Bike/Ped Improvements Y/N			Reversible Lane analysis Y/N		
Includes Sustainable Communities Strategy Goals Y/N				Reduces Greenhouse Gas Emissions Y/N			
Project Milestone					Existing	Proposed	
Project Study Report Approved							
Begin Environmental (PA&ED) Phase							
Circulate Draft Environmental Document			Document Type				
Draft Project Report							
End Environmental Phase (PA&ED Milestone)							
Begin Design (PS&E) Phase							
End Design Phase (Ready to List for Advertisement Milestone)							
Begin Right of Way Phase							
End Right of Way Phase (Right of Way Certification Milestone)							
Begin Construction Phase (Contract Award Milestone)							
End Construction Phase (Construction Contract Acceptance Milestone)							
Begin Closeout Phase							
End Closeout Phase (Closeout Report)							

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PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised July 2017)

Date: 07/19/17

District	County	Route	EA	Project ID	PPNO	TCRP No.
75	LA, ,	, ,		0012000130	2098	
Project Title: Raymer to Bernson Double Track Project						

Existing Total Project Cost (\$1,000s)									Implementing Agency
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	
E&P (PA&ED)	1,954							1,954	Los Angeles County Metropolitan
PS&E	6,500							6,500	Los Angeles County Metropolitan
R/W SUP (CT)									Los Angeles County Metropolitan
CON SUP (CT)									Los Angeles County Metropolitan
R/W									Los Angeles County Metropolitan
CON				88,800				88,800	Los Angeles County Metropolitan
TOTAL	8,454			88,800				97,254	
Proposed Total Project Cost (\$1,000s)									Notes
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	
E&P (PA&ED)	1,954							1,954	
PS&E	6,500							6,500	
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON				88,800				88,800	
TOTAL	8,454			88,800				97,254	

Fund No. 1:	Federal Disc. - 2011 Federal Discretionary Grants (2011FDG)								Program Code
	Existing Funding (\$1,000s)								20.XX.400.300
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	Funding Agency
E&P (PA&ED)	1,564							1,564	
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL	1,564							1,564	
Proposed Funding (\$1,000s)									Notes
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	
E&P (PA&ED)	1,564							1,564	
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL	1,564							1,564	

Fund No. 2:	Local Funds - Measure R (MEA_R)								Program Code
	Existing Funding (\$1,000s)								20.10.400.100
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	Funding Agency
E&P (PA&ED)	390							390	
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL	390							390	
Proposed Funding (\$1,000s)									Notes
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	
E&P (PA&ED)	390							390	
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL	390							390	

Fund No. 3:	IIP - National Hwy System (NH)								Program Code
Existing Funding (\$1,000s)									20.XX.025.700
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	Funding Agency
E&P (PA&ED)									Caltrans
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON				60,820				60,820	
TOTAL				60,820				60,820	
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON				60,820				60,820	
TOTAL				60,820				60,820	

Fund No. 4:	State Bond - Public Transportation Modernization Improvement (PTMISEA)								Program Code
Existing Funding (\$1,000s)									30.20.090.000
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	Funding Agency
E&P (PA&ED)									Caltrans
PS&E	6,500							6,500	
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON				12,980				12,980	
TOTAL	6,500			12,980				19,480	
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									
PS&E	6,500							6,500	
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON				12,980				12,980	
TOTAL	6,500			12,980				19,480	

Fund No. 5:	Local Funds - Local Transportation Funds (LTF)								Program Code
Existing Funding (\$1,000s)									20.XX.400.100
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	Funding Agency
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON				15,000				15,000	
TOTAL				15,000				15,000	
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON				15,000				15,000	
TOTAL				15,000				15,000	

PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised July 2017)

Complete this page for amendments only

Date: 07/19/17

District	County	Route	EA	Project ID	PPNO	TCRP No.
75	LA			0012000130	2098	

SECTION 1 - All Projects**Project Background****Programming Change Requested****Reason for Proposed Change**

If proposed change will delay one or more components, clearly explain 1) reason the delay, 2) cost increase related to the delay, and 3) how cost increase will be funded

Other Significant Information**SECTION 2 - For TCRP Projects Only**

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SECTION 3 - All Projects**Approvals**

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Name (Print or Type)	Signature	Title	Date

Attachments

- 1) Concurrence from Implementing Agency and/or Regional Transportation Planning Agency
- 2) Project Location Map

PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised July 2017)

General Instructions

Amendment (Existing Project) Y/N					Date:	07/19/17	
District	EA	Project ID		PPNO	MPO ID	Alt Proj. ID	
75				2106			
County	Route/Corridor	PM Bk	PM Ahd	Project Sponsor/Lead Agency			
LA				Caltrans			
				MPO	Element		
				SCAG	RAIL		
Project Manager/Contact		Phone		E-mail Address			
Bruce Plowman		(916)657-3875		bruce.plowman@dot.ca.gov			
Project Title							
Burbank Airport and Rail Station Pedestrian Grade Separation							
Location (Project Limits), Description (Scope of Work)							
In the City of Burbank, at the existing joint use Amtrak and Metrolink rail station. Metrolink Ventura Subdivision, M.P. 460.60, Burbank California, located at 3750 Empire Avenue. Pedestrian grade separation, elevated bridge connecting Burbank Bob Hope Airport Rail Station and the Regional Intermodal Transportation Center.							
Component							
		Implementing Agency					
PA&ED		Los Angeles County Metropolitan Transportation Authority					
PS&E		Los Angeles County Metropolitan Transportation Authority					
Right of Way		Los Angeles County Metropolitan Transportation Authority					
Construction		Los Angeles County Metropolitan Transportation Authority					
Legislative Districts							
Assembly:	43	Senate:	25	Congressional:	28		
Project Benefits							
Purpose and Need							
Construction of a new Pedestrian Bridge over Empire Avenue. Pedestrian bridge will provide a grade separated crossing of Empire Avenue and the railroad tracks for pedestrians traveling between the Airport terminal and the Station supporting "plane-to-train" service.							
Category		Outputs/Outcomes			Unit	Total	
Intercity Rail/Mass Trans		Grade separations/ rail crossing improvements			each	1	
ADA Improvements Y/N		Bike/Ped Improvements Y/N			Reversible Lane analysis Y/N		
Includes Sustainable Communities Strategy Goals Y/N				Reduces Greenhouse Gas Emissions Y/N			
Project Milestone					Existing	Proposed	
Project Study Report Approved							
Begin Environmental (PA&ED) Phase							
Circulate Draft Environmental Document				Document Type			
Draft Project Report							
End Environmental Phase (PA&ED Milestone)							
Begin Design (PS&E) Phase							
End Design Phase (Ready to List for Advertisement Milestone)					07/01/2018		
Begin Right of Way Phase							
End Right of Way Phase (Right of Way Certification Milestone)							
Begin Construction Phase (Contract Award Milestone)					10/01/2018		
End Construction Phase (Construction Contract Acceptance Milestone)					08/01/2020		
Begin Closeout Phase					09/01/2020		
End Closeout Phase (Closeout Report)					10/01/2020		

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PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised July 2017)

Date: 07/19/17

District	County	Route	EA	Project ID	PPNO	TCRP No.
75	LA, ,	, ,			2106	
Project Title: Burbank Airport and Rail Station Pedestrian Grade Separation						

Existing Total Project Cost (\$1,000s)									Implementing Agency
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	
E&P (PA&ED)	708							708	Los Angeles County Metropolitan
PS&E	1,060							1,060	Los Angeles County Metropolitan
R/W SUP (CT)									Los Angeles County Metropolitan
CON SUP (CT)									Los Angeles County Metropolitan
R/W									Los Angeles County Metropolitan
CON				12,464				12,464	Los Angeles County Metropolitan
TOTAL	1,768			12,464				14,232	
Proposed Total Project Cost (\$1,000s)									Notes
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	
E&P (PA&ED)	708							708	
PS&E	1,060							1,060	
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON				5,464				5,464	
TOTAL	1,768			5,464				7,232	

Fund No. 1:	IIP - Surface Transportation Program (STP)								Program Code
	Existing Funding (\$1,000s)								30.20.020.720
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	Funding Agency
E&P (PA&ED)									Caltrans
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON				7,000				7,000	
TOTAL				7,000				7,000	
Proposed Funding (\$1,000s)									Notes
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	LA-METRO has cancelled this project.
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									

Fund No. 2:	Local Funds - Measure R (MEA_R)								Program Code
	Existing Funding (\$1,000s)								20.10.400.100
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	Funding Agency
E&P (PA&ED)	708							708	Los Angeles County Metropolitan T
PS&E	1,060							1,060	
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL	1,768							1,768	
Proposed Funding (\$1,000s)									Notes
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	
E&P (PA&ED)	708							708	
PS&E	1,060							1,060	
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL	1,768							1,768	

Fund No. 3:		State Bond - Public Transportation Modernization Improvement (PTMISEA)							Program Code
		Existing Funding (\$1,000s)							30.20.090.000
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	Funding Agency
E&P (PA&ED)									Caltrans
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON				5,464				5,464	
TOTAL				5,464				5,464	
		Proposed Funding (\$1,000s)							Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON				5,464				5,464	
TOTAL				5,464				5,464	

Fund No. 4:									Program Code
		Existing Funding (\$1,000s)							
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	Funding Agency
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
		Proposed Funding (\$1,000s)							Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									

Fund No. 5:									Program Code
		Existing Funding (\$1,000s)							
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	Funding Agency
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
		Proposed Funding (\$1,000s)							Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									

PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised July 2017)

Complete this page for amendments only

Date: 07/19/17

District	County	Route	EA	Project ID	PPNO	TCRP No.
75	LA				2106	

SECTION 1 - All Projects**Project Background****Programming Change Requested**

Cancel project.

Reason for Proposed Change

The Burbank Airport Pedestrian Grade Separation project was cancelled by LA-Metro when they discovered issues with the design. These issues will prevent on time delivery of construction. At this time there is no schedule for redesign and construction.

If proposed change will delay one or more components, clearly explain 1) reason the delay, 2) cost increase related to the delay, and 3) how cost increase will be funded

Other Significant Information**SECTION 2 - For TCRP Projects Only**Alternative Project Request (Please follow Instructions at <http://www.dot.ca.gov/tcrp/LETTERguidelines>)Letter of No Prejudice (LONP) (Please follow Guidelines at <http://www.dot.ca.gov/tcrp/docs/042706.pdf>)**SECTION 3 - All Projects****Approvals**

I hereby certify that the above information is complete and accurate and all approvals have been obtained for the processing of this amendment request.*

Name (Print or Type)	Signature	Title	Date

Attachments

- 1) Concurrence from Implementing Agency and/or Regional Transportation Planning Agency
- 2) Project Location Map

PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised July 2017)

General Instructions

Amendment (Existing Project) Y/N					Date:	08/04/17	
District	EA	Project ID		PPNO	MPO ID	Alt Proj. ID	
75				2107			
County	Route/Corridor	PM Bk	PM Ahd	Project Sponsor/Lead Agency			
ORA		193.9	195.7	Caltrans			
				MPO	Element		
				SCAG	RAIL		
Project Manager/Contact		Phone		E-mail Address			
Bruce Plowman		(916)657-3875		bruce.plowman@dot.ca.gov			
Project Title							
Laguna Niguel to San Juan Capistrano Passing Siding							
Location (Project Limits), Description (Scope of Work)							
In the City of San Juan Capistrano on the Pacific Surfliner Corridor, adjacent to the existing main track between MP 193.9 & 195.7 and partially in the City of Laguna Niguel MP 194.0 & 194.2. Construct 1.8 miles of new passing siding railroad track & relocate existing spur track.							
Component							
Implementing Agency							
PA&ED							
PS&E							
Right of Way							
Construction							
Legislative Districts							
Assembly:	73	Senate:	36	Congressional:	49		
Project Benefits							
The proposed project would allow existing train service to pass more quickly within the corridor. The passing siding would reduce existing congestion at the LNMV Metrolink Station, thereby providing more reliable corridor operations and fewer delays.							
Purpose and Need							
This single-track segment limits the reliability of overall train operations in the area and complicates the more intense commuter operation to the north, since many of the trains terminate at the LNMV Metrolink Station. The passing siding project would reduce existing congestion at the LNMV Metrolink Station, thereby providing more reliable corridor operations and fewer delays. The project also would not affect the number or frequency of trains operating along the LOSSAN corridor. The proposed project would allow existing train							
Category		Outputs/Outcomes			Unit	Total	
Intercity Rail/Mass Trans		Miles of new track			Miles	1.8	
ADA Improvements Y/N		Bike/Ped Improvements Y/N			Reversible Lane analysis Y/N		
Includes Sustainable Communities Strategy Goals Y/N				Reduces Greenhouse Gas Emissions Y/N			
Project Milestone					Existing	Proposed	
Project Study Report Approved							
Begin Environmental (PA&ED) Phase					08/01/2011		
Circulate Draft Environmental Document				Document Type	12/01/2013		
Draft Project Report							
End Environmental Phase (PA&ED Milestone)					02/01/2014		
Begin Design (PS&E) Phase					02/01/2014		
End Design Phase (Ready to List for Advertisement Milestone)					08/01/2015		
Begin Right of Way Phase							
End Right of Way Phase (Right of Way Certification Milestone)							
Begin Construction Phase (Contract Award Milestone)					08/01/2018		
End Construction Phase (Construction Contract Acceptance Milestone)					02/01/2020		
Begin Closeout Phase					02/01/2020		
End Closeout Phase (Closeout Report)					08/31/2020		

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PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised July 2017)

Date: 08/04/17

District	County	Route	EA	Project ID	PPNO	TCRP No.
75	ORA, ,	, ,			2107	
Project Title: Laguna Niguel to San Juan Capistrano Passing Siding						

Existing Total Project Cost (\$1,000s)									Implementing Agency
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	
E&P (PA&ED)									Orange County Transportation
PS&E	2,515							2,515	
R/W SUP (CT)									Orange County Transportation
CON SUP (CT)									Orange County Transportation
R/W									Orange County Transportation
CON		22,759						22,759	Orange County Transportation
TOTAL	2,515	22,759						25,274	
Proposed Total Project Cost (\$1,000s)									Notes
E&P (PA&ED)									
PS&E	2,515							2,515	
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON		22,759						22,759	
TOTAL	2,515	22,759						25,274	

Fund No. 1:	IIP - Surface Transportation Program (STP)								Program Code
	Existing Funding (\$1,000s)								30.20.020.720
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	Funding Agency
E&P (PA&ED)									Caltrans
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON		3,000						3,000	
TOTAL		3,000						3,000	
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON		3,000						3,000	
TOTAL		3,000						3,000	

Fund No. 2:	FTA Funds - State of Good Repair Formula Grants (5337)								Program Code
	Existing Funding (\$1,000s)								FTA-TRANSIT
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	Funding Agency
E&P (PA&ED)									Orange County Transportation Auth
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON		14,706						14,706	
TOTAL		14,706						14,706	
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON		14,706						14,706	
TOTAL		14,706						14,706	

Fund No. 3:		CMAQ - Congestion Mitigation (CMAQ)							Program Code
		Existing Funding (\$1,000s)							20.30.010.820
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	Funding Agency
E&P (PA&ED)									
PS&E	2,515							2,515	
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON		5,053						5,053	
TOTAL	2,515	5,053						7,568	
		Proposed Funding (\$1,000s)							Notes
E&P (PA&ED)									
PS&E	2,515							2,515	
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON		5,053						5,053	
TOTAL	2,515	5,053						7,568	

Fund No. 4:									Program Code
		Existing Funding (\$1,000s)							
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	Funding Agency
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
		Proposed Funding (\$1,000s)							Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									

Fund No. 5:									Program Code
		Existing Funding (\$1,000s)							
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	Funding Agency
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
		Proposed Funding (\$1,000s)							Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									

PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised July 2017)

Complete this page for amendments only

Date: 08/04/17

District	County	Route	EA	Project ID	PPNO	TCRP No.
75	ORA				2107	

SECTION 1 - All Projects**Project Background**

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Programming Change Requested

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Reason for Proposed Change

--

If proposed change will delay one or more components, clearly explain 1) reason the delay, 2) cost increase related to the delay, and 3) how cost increase will be funded

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Other Significant Information

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SECTION 2 - For TCRP Projects Only

Alternative Project Request (Please follow Instructions at <http://www.dot.ca.gov/tcrp/LETTERguidelines>)
 Letter of No Prejudice (LONP) (Please follow Guidelines at <http://www.dot.ca.gov/tcrp/docs/042706.pdf>)

SECTION 3 - All Projects**Approvals**

I hereby certify that the above information is complete and accurate and all approvals have been obtained for the processing of this amendment request.*

Name (Print or Type)	Signature	Title	Date

Attachments

- 1) Concurrence from Implementing Agency and/or Regional Transportation Planning Agency
- 2) Project Location Map

PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised July 2017)

General Instructions

Amendment (Existing Project) Y/N					Date:	10/03/17	
District	EA	Project ID		PPNO	MPO ID	Alt Proj. ID	
75				2108			
County	Route/Corridor	PM Bk	PM Ahd	Project Sponsor/Lead Agency			
SD		244.1	245.7	Caltrans			
				MPO	Element		
				SANDAG	RAIL		
Project Manager/Contact		Phone		E-mail Address			
Mary Estensen		(916)654-5982		mary.estensen@dot.ca.gov			
Project Title							
Del Mar Bluffs Stabilization Project 4							
Location (Project Limits), Description (Scope of Work)							
In the City of Del Mar between Milepost (MP) 244.1 and MP 245.7 on the San Diego Subdivision of the Los Angeles-San Diego-San Luis Obispo (LOSSAN) Corridor. Stabilize eroding areas of the Del Mar Bluffs with soil support including drilled shafts and tie backs.							
Component							
		Implementing Agency					
PA&ED		San Diego Association of Governments (SANDAG)					
PS&E		San Diego Association of Governments (SANDAG)					
Right of Way		San Diego Association of Governments (SANDAG)					
Construction		San Diego Association of Governments (SANDAG)					
Legislative Districts							
Assembly:		Senate:		Congressional:			
Project Benefits							
Purpose and Need							
The existing state of the Del Mar Bluffs poses a safety risk to trains operating across this segment of the corridor. The failure of the Bluffs is greatest when a train is present due to the imposed weight and vibrations on the soil. Continued operation over this segment requires an increase in the stability of the soil and containing erosion of the Bluffs.							
Category		Outputs/Outcomes			Unit	Total	
ADA Improvements Y/N		Bike/Ped Improvements Y/N			Reversible Lane analysis Y/N		
Includes Sustainable Communities Strategy Goals Y/N					Reduces Greenhouse Gas Emissions Y/N		
Project Milestone					Existing	Proposed	
Project Study Report Approved							
Begin Environmental (PA&ED) Phase					09/27/2013		
Circulate Draft Environmental Document				Document Type	01/02/2014		
Draft Project Report					06/01/2014		
End Environmental Phase (PA&ED Milestone)					08/01/2014		
Begin Design (PS&E) Phase					06/01/2014		
End Design Phase (Ready to List for Advertisement Milestone)					01/02/2015		
Begin Right of Way Phase					06/01/2014		
End Right of Way Phase (Right of Way Certification Milestone)					01/02/2015		
Begin Construction Phase (Contract Award Milestone)					07/01/2017		
End Construction Phase (Construction Contract Acceptance Milestone)					08/01/2018		
Begin Closeout Phase					08/01/2018		
End Closeout Phase (Closeout Report)					11/01/2018		

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PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised July 2017)

Date: 10/03/17

District	County	Route	EA	Project ID	PPNO	Alt Proj. ID
75	SD, ,	, ,			2108	
Project Title: Del Mar Bluffs Stabilization Project 4						

Existing Total Project Cost (\$1,000s)									Implementing Agency
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	
E&P (PA&ED)	250							250	San Diego Association of
PS&E	500							500	San Diego Association of
R/W SUP (CT)									San Diego Association of
CON SUP (CT)									San Diego Association of
R/W									San Diego Association of
CON	2,000							2,000	San Diego Association of
TOTAL	2,750							2,750	
Proposed Total Project Cost (\$1,000s)									Notes
E&P (PA&ED)	250							250	
PS&E	500							500	
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON	2,000							2,000	
TOTAL	2,750							2,750	

Fund No. 1:	IIP - Surface Transportation Program (STP)								Program Code
	Existing Funding (\$1,000s)								30.20.020.720
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	Funding Agency
E&P (PA&ED)									Caltrans
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON	2,000							2,000	
TOTAL	2,000							2,000	
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON	2,000							2,000	
TOTAL	2,000							2,000	

Fund No. 2:	Local Funds - Local Transportation Funds (LTF)								Program Code
	Existing Funding (\$1,000s)								20.10.400.100
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	Funding Agency
E&P (PA&ED)	250							250	San Diego Association of Governm
PS&E	500							500	
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL	750							750	
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)	250							250	
PS&E	500							500	
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL	750							750	

PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised July 2017)

Complete this page for amendments only

Date: 10/03/17

District	County	Route	EA	Project ID	PPNO	Alt Proj.
75	SD				2108	

SECTION 1 - All Projects**Project Background**

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Programming Change Requested

--

Reason for Proposed Change

--

If proposed change will delay one or more components, clearly explain 1) reason the delay, 2) cost increase related to the delay, and 3) how cost increase will be funded

--

Other Significant Information

--

SECTION 3 - All Projects**Approvals**

I hereby certify that the above information is complete and accurate and all approvals have been obtained for the processing of this amendment request.*

Name (Print or Type)	Signature	Title	Date

Attachments

- 1) Concurrence from Implementing Agency and/or Regional Transportation Planning Agency
- 2) Project Location Map

PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised July 2017)

General Instructions

Amendment (Existing Project) Y/N					Date:	07/19/17	
District	EA	Project ID		PPNO	MPO ID	Alt Proj. ID	
75				2065			
County	Route/Corridor	PM Bk	PM Ahd	Project Sponsor/Lead Agency			
VAR				Caltrans			
				MPO	Element		
				MTC	RAIL		
Project Manager/Contact		Phone		E-mail Address			
Bruce Plowman		(916) 657-3875					
Project Title							
Capitalized Maintenance for the Capitol, San Joaquin, and Pacific Surfliner Corridors							
Location (Project Limits), Description (Scope of Work)							
Amtrak California Routes on the Capitol Corridor, San Joaquin Corridor and Pacific Surfliner Corridor. Perform Track upgrades and maintenance.							
Component		Implementing Agency					
PA&ED							
PS&E							
Right of Way							
Construction		Caltrans					
Legislative Districts							
Assembly:	1, 32,34,35,37-39,43-46,51,		Senate:	14-19, 24,25,27,29,32,34,36		Congressional:	7,21-26, 28-30, 34,38-40,15
Project Benefits							
Purpose and Need							
Work includes activities to maintain the physical assets of the railroad: rail maintenance, track geometry maintenance, tie and fastener maintenance, ballast maintenance and signal maintenance.□							
Benefits:□							
Capitalized Maintenance for the Capital Corridor, San Joaquin, Pacific Surfliner allows for system wide maintenance to ensure							
Category		Outputs/Outcomes			Unit	Total	
Intercity Rail/Mass Trans		Track and Signal Upgrades					
ADA Improvements Y/N		Bike/Ped Improvements Y/N			Reversible Lane analysis Y/N		
Includes Sustainable Communities Strategy Goals Y/N				Reduces Greenhouse Gas Emissions Y/N			
Project Milestone					Existing	Proposed	
Project Study Report Approved							
Begin Environmental (PA&ED) Phase							
Circulate Draft Environmental Document				Document Type			
Draft Project Report							
End Environmental Phase (PA&ED Milestone)							
Begin Design (PS&E) Phase							
End Design Phase (Ready to List for Advertisement Milestone)							
Begin Right of Way Phase							
End Right of Way Phase (Right of Way Certification Milestone)							
Begin Construction Phase (Contract Award Milestone)							
End Construction Phase (Construction Contract Acceptance Milestone)							
Begin Closeout Phase							
End Closeout Phase (Closeout Report)							

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PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised July 2017)

Date: 07/19/17

District	County	Route	EA	Project ID	PPNO	TCRP No.
75	VAR, ,	, ,			2065	
Project Title: Capitalized Maintenance for the Capitol, San Joaquin, and Pacific Surfliner Corridors						

Existing Total Project Cost (\$1,000s)									Implementing Agency
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									Caltrans
R/W									
CON	4,000	2,000						6,000	Caltrans
TOTAL	4,000	2,000						6,000	
Proposed Total Project Cost (\$1,000s)									Notes
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON	4,000	2,000		8,000	4,000	4,000		22,000	
TOTAL	4,000	2,000		8,000	4,000	4,000		22,000	

Fund No. 1:	IIP - State highway Account (SHA)								Program Code
	Existing Funding (\$1,000s)								30.20.020.720
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	Funding Agency
E&P (PA&ED)									Caltrans
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON	4,000	2,000						6,000	
TOTAL	4,000	2,000						6,000	
Proposed Funding (\$1,000s)									Notes
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON	4,000	2,000		8,000	4,000	4,000		22,000	
TOTAL	4,000	2,000		8,000	4,000	4,000		22,000	

Fund No. 2:									Program Code
	Existing Funding (\$1,000s)								
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	Funding Agency
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding (\$1,000s)									Notes
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									

PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised July 2017)

Complete this page for amendments only

Date: 07/19/17

District	County	Route	EA	Project ID	PPNO	TCRP No.
75	VAR				2065	

SECTION 1 - All Projects**Project Background**

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Programming Change Requested

--

Reason for Proposed Change

--

If proposed change will delay one or more components, clearly explain 1) reason the delay, 2) cost increase related to the delay, and 3) how cost increase will be funded

--

Other Significant Information

--

SECTION 2 - For TCRP Projects Only

Alternative Project Request (Please follow Instructions at <http://www.dot.ca.gov/tcrp/LETTERguidelines>)
 Letter of No Prejudice (LONP) (Please follow Guidelines at <http://www.dot.ca.gov/tcrp/docs/042706.pdf>)

SECTION 3 - All Projects**Approvals**

I hereby certify that the above information is complete and accurate and all approvals have been obtained for the processing of this amendment request.*

Name (Print or Type)	Signature	Title	Date

Attachments

- 1) Concurrence from Implementing Agency and/or Regional Transportation Planning Agency
- 2) Project Location Map

PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised July 2017)

General Instructions

Amendment (Existing Project) Yes					Date:	11/20/17	
District	EA	Project ID		PPNO	MPO ID		Alt Proj. ID
75				2002A			
County	Route/Corridor	PM Bk	PM Ahd	Project Sponsor/Lead Agency			
LA		S157.8	157.8	Los Angeles County Metropolitan Transportation Authority (Metro)			
				MPO		Element	
				SCAG		RAIL	
Project Manager/Contact		Phone		E-mail Address			
Bruce Plowman		(916) 657-3875		bruce.plowman@dot.ca.gov			
Project Title							
Rosecrans / Marquardt Grade Sep							
Location (Project Limits), Description (Scope of Work)							
In Santa Fe Springs, LA on the BNSF Line. Construct a grade separation at Rosecrans and Marquardt Avenues. (Parent project = PPNO 2002).							
Component							
PA&ED		Los Angeles Metropolitan Transportation Agency (METRO)					
PS&E		Los Angeles Metropolitan Transportation Agency (METRO)					
Right of Way		Los Angeles Metropolitan Transportation Agency (METRO)					
Construction		Los Angeles Metropolitan Transportation Agency (METRO)					
Legislative Districts							
Assembly:	56	Senate:	30	Congressional:	39		
Project Benefits							
The Rosecrans/Marquardt Project is a grade separation necessary before increased benefits for freight and passenger rail services can be realized from the Triple Track project. The Triple Track project, being led by the California Department of Transportation (Caltrans) in cooperation with BNSF Railway and the cities located in southeastern Los Angeles County (the Gateway Cities), has worked to add 15 miles of a third mainline track between Los Angeles and Fullerton.							
Purpose and Need							
The existing Rosecrans/Marquardt crossing contains rail tracks that are common to both a heavily-used passenger corridor (LOSSAN) and a heavily-used freight corridor (connecting the Alameda Corridor with destinations inland). As a result, over 130 daily one way trips by train combined with heavy vehicle traffic (over 52,000 vehicles on a weekday) cause about 21 hours of cumulative gate downtime per week (Continued on page 2).							
Category		Outputs/Outcomes			Unit	Total	
Intercity Rail/Mass Trans		Grade separations/ rail crossing improvements			each	1	
ADA Improvements Yes		Bike/Ped Improvements Yes			Reversible Lane analysis No		
Includes Sustainable Communities Strategy Goals Yes				Reduces Greenhouse Gas Emissions Yes			
Project Milestone					Existing	Proposed	
Project Study Report Approved					09/01/05		
Begin Environmental (PA&ED) Phase						04/15/15	
Circulate Draft Environmental Document				Document Type	EIR	04/11/16	
Draft Project Report						05/17/16	
End Environmental Phase (PA&ED Milestone)						12/18/17	
Begin Design (PS&E) Phase						02/06/18	
End Design Phase (Ready to List for Advertisement Milestone)						08/20/19	
Begin Right of Way Phase						03/25/16	
End Right of Way Phase (Right of Way Certification Milestone)						07/23/19	
Begin Construction Phase (Contract Award Milestone)						02/26/20	
End Construction Phase (Construction Contract Acceptance Milestone)						03/31/22	
Begin Closeout Phase						03/31/22	
End Closeout Phase (Closeout Report)						09/01/22	

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PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised July 2017)

Date: 11/20/17

Additional Information

(cont'd from Purpose and Need section, Page 1) ... The completion of the Triple Track project will allow for up to 32 additional daily passenger rail slots that will improve mobility throughout the LOSSAN corridor (i.e., will enable 32 more passenger rail trains to operate daily in the corridor). These slots are essential to relieve congestion on the existing corridor and, with further improvements, to allow for the additional volumes from high-speed trains running in the corridor. Other grade separations elsewhere along the LOSSAN corridor will be made over time.

PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised July 2017)

Date: 11/20/17

District	County	Route	EA	Project ID	PPNO	Alt Proj. ID
75	LA				2002A	
Project Title: Rosecrans / Marquardt Grade Sep						

Existing Total Project Cost (\$1,000s)									Implementing Agency
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	
E&P (PA&ED)									Los Angeles Metropolitan
PS&E									Los Angeles Metropolitan
R/W SUP (CT)									Los Angeles Metropolitan
CON SUP (CT)									Los Angeles Metropolitan
R/W									Los Angeles Metropolitan
CON									Los Angeles Metropolitan
TOTAL									
Proposed Total Project Cost (\$1,000s)									Notes
E&P (PA&ED)	1,315							1,315	
PS&E	8,690							8,690	
R/W SUP (CT)									
CON SUP (CT)									
R/W	48,065							48,065	
CON	62,095		37,135					99,230	
TOTAL	120,165		37,135					157,300	

Fund No. 1:	IIP - State Cash (ST-CASH) & SHA								Program Code
Existing Funding (\$1,000s)									30.20.020.720
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	Funding Agency
E&P (PA&ED)									Caltrans
PS&E									\$2000 PSE voted 03/13/08
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									Programmed ITIP Funds from Burbank Ped Crossing to be re-programmed in 2018 STIP
PS&E	2,000							2,000	
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON			7,000					7,000	
TOTAL	2,000		7,000					9,000	

Fund No. 2:	Measure R 20%								Program Code
Existing Funding (\$1,000s)									
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	Funding Agency
E&P (PA&ED)									LOCAL METRO Measure R
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)	1,315							1,315	
PS&E	6,690							6,690	
R/W SUP (CT)									
CON SUP (CT)									
R/W	18,495							18,495	
CON									
TOTAL	26,500							26,500	

PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised July 2017)

Date: 11/20/17

District	County	Route	EA	Project ID	PPNO	Alt Proj. ID
75	LA				2002A	
Project Title: Rosecrans / Marquardt Grade Sep						

Fund No. 3: Prop 1A									Program Code
Existing Funding (\$1,000s)									
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	Funding Agency
E&P (PA&ED)									CHSRA - Prop 1A
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W	29,570							29,570	
CON	47,095							47,095	
TOTAL	76,665							76,665	

Fund No. 4: TIGER Grant									Program Code
Existing Funding (\$1,000s)									
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	Funding Agency
E&P (PA&ED)									USDOT Tiger
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON			15,000					15,000	
TOTAL			15,000					15,000	

Fund No. 5: Section 190									Program Code
Existing Funding (\$1,000s)									
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	Funding Agency
E&P (PA&ED)									CPUC Sec 190
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									Allocation Request in FY 17/18
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON	15,000							15,000	
TOTAL	15,000							15,000	

PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised July 2017)

Date: 11/20/17

District	County	Route	EA	Project ID	PPNO	Alt Proj. ID
75	LA				2002A	
Project Title: Rosecrans / Marquardt Grade Sep						

Fund No. 6: NHFP/CFIP									Program Code
Existing Funding (\$1,000s)									
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	Funding Agency
E&P (PA&ED)									Caltrans California Freight Investment Program, National Highway Freight Program
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON			8,135					8,135	
TOTAL			8,135					8,135	

Fund No. 7: BNSF									Program Code
Existing Funding (\$1,000s)									
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	Funding Agency
E&P (PA&ED)									BNSF
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									BNSF Funding as required by Section 190
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON			7,000					7,000	
TOTAL			7,000					7,000	

Fund No. 8: N/A									Program Code
Existing Funding (\$1,000s)									
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	Funding Agency
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									

PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised July 2017)

Complete this page for amendments only

Date: 11/20/17

District	County	Route	EA	Project ID	PPNO	Alt Proj.
75	LA				2002A	

SECTION 1 - All Projects**Project Background**

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Programming Change Requested

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Reason for Proposed Change

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If proposed change will delay one or more components, clearly explain 1) reason the delay, 2) cost increase related to the delay, and 3) how cost increase will be funded

--

Other Significant Information

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SECTION 3 - All Projects**Approvals**

I hereby certify that the above information is complete and accurate and all approvals have been obtained for the processing of this amendment request.*

Name (Print or Type)	Signature	Title	Date

Attachments

- 1) Concurrence from Implementing Agency and/or Regional Transportation Planning Agency
- 2) Project Location Map

PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised July 2017)

General Instructions

Amendment (Existing Project) No					Date:	10/3/17	
District	EA	Project ID		PPNO	MPO ID		Alt Proj. ID
75				2191			
County	Route/Corridor	PM Bk	PM Ahd	Project Sponsor/Lead Agency			
FRE	San Joaquin			Caltrans Division of Rail and Mass Transportation			
				MPO		Element	
						Rail	
Project Manager/Contact		Phone		E-mail Address			
Betty Miller		916-654-5739		betty_l_miller@dot.ca.gov			
Project Title							
San Joaquin Corridor 2nd Platforms for Bi-hourly and Morning Express Service							
Location (Project Limits), Description (Scope of Work)							
<p>The Fresno Amtrak station is located in Fresno, on the BNSF Railway Company (BNSF) Stockton Subdivision approximately 173 miles south of Sacramento in the City and County of Fresno. The Turlock-Denair Amtrak station is located on the BNSF Stockton Subdivision approximately 90 miles south of Sacramento, in the County of Stanislaus, California. The Modesto Amtrak station is located on the BNSF Stockton Subdivision approximately 75 miles south of Sacramento, in the County of Stanislaus, California.</p> <p>The Project consists of PA&ED, PS&E and construction of a second passenger platforms at the stations and all required associated track, signal, and grade crossing work, as well as potential construction of a pedestrian underpass.</p>							
Component	Implementing Agency						
PA&ED	Caltrans						
PS&E	Caltrans						
Right of Way	Caltrans						
Construction	Caltrans						
Legislative Districts							
Assembly:	31	Senate:	14	Congressional:	21		
Project Benefits							
Benefits include improved on-time performance, reduced freight and passenger delays, and improved freight and passenger operations locally and throughout the entire San Joaquin Corridor. Environmentally, the second platform with supporting infrastructure will reduce the locomotive idling time and offer considerable reductions in harmful emissions, which will help improve the air quality in the valley.							
Purpose and Need							
Purpose of the project is to allow two passenger trains to serve the station simultaneously. The station is served by a single platform, and whenever there are opposing meets one train must wait farther out at a siding while the other serves the station. The project is needed to eliminate the delays and improve on-time performance of intercity rail passenger services through this portion of the main line rail corridor, and, in turn, the entire San Joaquin Corridor. The track infrastructure is shared by an average of 50							
Category		Outputs/Outcomes			Unit	Total	
Intercity Rail/Mass Trans		Station improvements			Feet	600+	
ADA Improvements Yes		Bike/Ped Improvements Yes			Reversible Lane analysis Y/N		
Includes Sustainable Communities Strategy Goals Yes				Reduces Greenhouse Gas Emissions Yes			
Project Milestone					Existing	Proposed	
Project Study Report Approved							
Begin Environmental (PA&ED) Phase						08/01/21	
Circulate Draft Environmental Document				Document Type			
Draft Project Report							
End Environmental Phase (PA&ED Milestone)						08/01/21	
Begin Design (PS&E) Phase						08/01/21	
End Design Phase (Ready to List for Advertisement Milestone)						08/01/21	
Begin Right of Way Phase							
End Right of Way Phase (Right of Way Certification Milestone)							
Begin Construction Phase (Contract Award Milestone)						07/01/22	
End Construction Phase (Construction Contract Acceptance Milestone)						06/01/25	
Begin Closeout Phase							
End Closeout Phase (Closeout Report)							

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PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised July 2017)

Date: 10/3/17

District	County	Route	EA	Project ID	PPNO	TCRP No.
75	FRE	San Joaquin			2191	
Project Title: San Joaquin Corridor 2nd Platforms for Bi-hourly and Morning Express Service						

Existing Total Project Cost (\$1,000s)									Implementing Agency
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	
E&P (PA&ED)									Caltrans
PS&E									Caltrans
R/W SUP (CT)									Caltrans
CON SUP (CT)									Caltrans
R/W									Caltrans
CON									Caltrans
TOTAL									
Proposed Total Project Cost (\$1,000s)									Notes
E&P (PA&ED)					100			100	
PS&E					1,900			1,900	
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON						34,000		34,000	
TOTAL					2,000	34,000		36,000	

Fund No. 1:	SHA								Program Code
Existing Funding (\$1,000s)									
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	Funding Agency
E&P (PA&ED)									Caltrans
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)					100			100	
PS&E					1,900			1,900	
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON						34,000		34,000	
TOTAL					2,000	34,000		36,000	

Fund No. 2:									Program Code
Existing Funding (\$1,000s)									
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	Funding Agency
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									

PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised July 2017)

Complete this page for amendments only

Date: 10/3/17

District	County	Route	EA	Project ID	PPNO	TCRP No.
75	FRE	San Joaquin			2191	

SECTION 1 - All Projects**Project Background**

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Programming Change Requested

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Reason for Proposed Change

--

If proposed change will delay one or more components, clearly explain 1) reason the delay, 2) cost increase related to the delay, and 3) how cost increase will be funded

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Other Significant Information

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SECTION 2 - For TCRP Projects OnlyAlternative Project Request (Please follow Instructions at <http://www.dot.ca.gov/tcrp/LETTERguidelines>)Letter of No Prejudice (LONP) (Please follow Guidelines at <http://www.dot.ca.gov/tcrp/docs/042706.pdf>)**SECTION 3 - All Projects****Approvals**

I hereby certify that the above information is complete and accurate and all approvals have been obtained for the processing of this amendment request.*

Name (Print or Type)	Signature	Title	Date

Attachments

- 1) Concurrence from Implementing Agency and/or Regional Transportation Planning Agency
- 2) Project Location Map

PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised July 2017)

General Instructions

Amendment (Existing Project) Y/N					Date:	10/2/17	
District	EA	Project ID		PPNO	MPO ID		Alt Proj. ID
75				2190	SAN115		
County	Route/Corridor	PM Bk	PM Ahd	Project Sponsor/Lead Agency			
SD	LOSSAN	216.5	218.1	Caltrans			
				MPO		Element	
				SANDAG		Rail	
Project Manager/Contact		Phone		E-mail Address			
Bruce Smith		619-699-1907		bruce.smith@sandag.org			
Project Title							
San Onofre to Pulgas Double Track Phase 2							
Location (Project Limits), Description (Scope of Work)							
In Camp Pendleton along the LOSSAN corridor, from MP 216.5 to MP 218.1, construct 1.6 miles of additional second main track capacity adjacent to the main track, including new bridges at MP 217.3 and MP 218.							
Component		Implementing Agency					
PA&ED		San Diego Association of Governments (SANDAG)					
PS&E		San Diego Association of Governments (SANDAG)					
Right of Way							
Construction		San Diego Association of Governments (SANDAG)					
Legislative Districts							
Assembly:	75, 76, 77, 78, 79		Senate:	36, 39, 40		Congressional:	50, 51, 52, 53
Project Benefits							
The project will provide a location for freight and passenger trains to meet and pass, resulting in an increase in the number of daytime freight trains into and out of San Diego providing increased goods movement. The project will also improve passenger train headways and on-time performance by providing operational flexibility.							
Purpose and Need							
This segment of the corridor serves as a vital link for passenger and freight movements in San Diego County. Currently there is only a single track which causes train delays due to wait times for trains traveling in the opposite direction. This project would eliminate the existing 1.6 mile long single track bottleneck between CP Don and CP Los Pulgas, support current and future growth in LOSSAN corridor rail service demand, and increase system capacity and operational efficiency.							
Category		Outputs/Outcomes			Unit	Total	
Intercity Rail/Mass Trans		Miles of new track			Miles	1.6	
ADA Improvements No		Bike/Ped Improvements No			Reversible Lane analysis Y/N		
Includes Sustainable Communities Strategy Goals Yes				Reduces Greenhouse Gas Emissions Yes			
Project Milestone					Existing	Proposed	
Project Study Report Approved					01/14/08		
Begin Environmental (PA&ED) Phase						11/30/09	
Circulate Draft Environmental Document				Document Type	CE	05/01/11	
Draft Project Report						03/01/11	
End Environmental Phase (PA&ED Milestone)						03/31/12	
Begin Design (PS&E) Phase						03/31/12	
End Design Phase (Ready to List for Advertisement Milestone)						03/31/20	
Begin Right of Way Phase							
End Right of Way Phase (Right of Way Certification Milestone)							
Begin Construction Phase (Contract Award Milestone)						09/30/20	
End Construction Phase (Construction Contract Acceptance Milestone)						09/30/22	
Begin Closeout Phase						09/30/22	
End Closeout Phase (Closeout Report)						03/31/23	

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PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised July 2017)

Date: 10/2/17

Additional Information

Regarding CEQA, the railroad right-of-way (ROW) is subject to the jurisdiction of the federal Surface Transportation Board (STB). It has been determined that the San Onofre to Pulgas Double Track project falls under the Surface Transportation Board (STB) ruling which stipulates that State and Local environmental regulation has been found to be preempted for railroad projects constructed within rail right of way when the tracks are used for interstate freight transport. Therefore, the project is not subject to CEQA. The STB ruling is based on the premise that projects that improve railroad reliability and capacity on tracks used for interstate commerce are not subject to regulatory compliance with state and local regulations due to the interstate commerce clause in the United States Constitution. The proposed improvements are for improving railroad reliability and capacity of the LOSSAN Corridor, which is used to transport interstate freight. All the proposed improvements will occur within the existing railroad right-of-way that's located within Camp Pendleton (federal property). Regardless of the STB preemption, on February 22, 2013, CEQA findings were made by the State of California, San Diego Regional Water Quality Control Board approval of the 401 Certification for the project. The CEQA findings made determined that the project is statutorily exempt from CEQA pursuant to Public Resources Code Section 21100 et seq., 21080(b) (10), and California Code of Regulations, Title 14, Section 15275(a)). These sections state that CEQA does not apply to mass transit projects that institute or increase passenger or commuter service on rail lines.

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PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised July 2017)

Date: 10/2/17

District	County	Route	EA	Project ID	PPNO	Alt Proj. ID
75	SD	LOSSAN			2190	
Project Title: San Onofre to Pulgas Double Track Phase 2						

Existing Total Project Cost (\$1,000s)									Implementing Agency
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	
E&P (PA&ED)									San Diego Association of
PS&E									San Diego Association of
R/W SUP (CT)									
CON SUP (CT)									San Diego Association of
R/W									
CON									San Diego Association of
TOTAL									
Proposed Total Project Cost (\$1,000s)									Notes
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	
E&P (PA&ED)									
PS&E		1,177						1,177	
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON			28,863					28,863	
TOTAL		1,177	28,863					30,040	

Fund No. 1:	STIP ITIP								Program Code
	Existing Funding (\$1,000s)								30.20.020.720
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	Funding Agency
E&P (PA&ED)									Caltrans
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding (\$1,000s)									Notes
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	
E&P (PA&ED)									
PS&E		1,177						1,177	
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON			28,863					28,863	
TOTAL		1,177	28,863					30,040	

Fund No. 2:									Program Code
	Existing Funding (\$1,000s)								
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	Funding Agency
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding (\$1,000s)									Notes
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									

PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised July 2017)

Complete this page for amendments only**Date:** 10/2/17

District	County	Route	EA	Project ID	PPNO	Alt Proj.
75	SD	LOSSAN			2190	

SECTION 1 - All Projects**Project Background**

This is phase 2 of the San Onofre to Pulgas double track project. Phase 1 was funded through the ITIP previously.

Programming Change Requested

Program next phase of work

Reason for Proposed Change

New programming capacity available to complete next phase

If proposed change will delay one or more components, clearly explain 1) reason the delay, 2) cost increase related to the delay, and 3) how cost increase will be funded

Other Significant Information

PS&E allocation needed to reach ready to advertise.

SECTION 3 - All Projects**Approvals**

I hereby certify that the above information is complete and accurate and all approvals have been obtained for the processing of this amendment request.*

Name (Print or Type)	Signature	Title	Date

Attachments

- 1) Concurrence from Implementing Agency and/or Regional Transportation Planning Agency
- 2) Project Location Map

PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised July 2017)

General Instructions

Amendment (Existing Project) Y/N					Date:	09/26/17	
District	EA	Project ID		PPNO	MPO ID		Alt Proj. ID
04				2194			
County	Route/Corridor	PM Bk	PM Ahd	Project Sponsor/Lead Agency			
ALA	Capitol Corridor						
				MPO		Element	
				MTC		Rail	
Project Manager/Contact		Phone		E-mail Address			
Bruce Plowman		916-657-3875		bruce.plowman@dot.ca.gov			
Project Title							
Coast Subdivision Rail Corridor Improvements							
Location (Project Limits), Description (Scope of Work)							
<p>On the Union Pacific Railroad (UPRR) owned Coast Subdivision between MP 13.5 (Oakland) and 30.6 (Newark). The proposed project will modernize the track and signal system for faster, safer and more reliable operations in this corridor segment. It will increase speed through the Coast and Niles Junction and reduce delays for the Capitol Corridor, Coast Startlight and freight trains. Major project elements include:</p> <p>Replace rail, ties and grade crossings to strengthen the track structure; Upgrade signal system to permit greater flexibility in operation and greater reliability; Replace track turnouts for higher speed operation; and, increase track speeds to reduce travel time.</p>							
Component		Implementing Agency					
PA&ED		Caltrans					
PS&E		N/A					
Right of Way		N/A					
Construction		Caltrans					
Legislative Districts							
Assembly:	18, 20		Senate:	9, 10		Congressional:	11, 15
Project Benefits							
Immediate benefits of this track upgrade project will be improved goods movement, reduced fuel usage and the resulting emissions,							
Purpose and Need							
The purpose of upgrading the Coast Subdivision between Oakland and Newark (Mulford Line section) is to improve long-distance and intercity passenger rail and freight rail/goods movement in the near-term. In the longer-term, the improvements will also be in place and support the service and ridership objectives of the Capitol Corridor Joint Powers Authority (CCJPA) which manages the Capitol Corridor IPR service. Improving passenger rail performance (reducing travel time, improving reliability) has demonstrated							
Category		Outputs/Outcomes			Unit	Total	
Intercity Rail/Mass Trans		Miles of rehabilitate track			Miles	16	
ADA Improvements Yes		Bike/Ped Improvements No			Reversible Lane analysis No		
Includes Sustainable Communities Strategy Goals Yes				Reduces Greenhouse Gas Emissions Yes			
Project Milestone					Existing	Proposed	
Project Study Report Approved					10/02/17		
Begin Environmental (PA&ED) Phase						10/03/17	
Circulate Draft Environmental Document				Document Type	CE	n/a	
Draft Project Report						10/04/17	
End Environmental Phase (PA&ED Milestone)						n/a	
Begin Design (PS&E) Phase						n/a	
End Design Phase (Ready to List for Advertisement Milestone)						n/a	
Begin Right of Way Phase						n/a	
End Right of Way Phase (Right of Way Certification Milestone)						n/a	
Begin Construction Phase (Contract Award Milestone)						07/01/20	
End Construction Phase (Construction Contract Acceptance Milestone)						07/01/22	
Begin Closeout Phase						08/01/22	
End Closeout Phase (Closeout Report)						02/01/23	

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PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised July 2017)

Date: 09/26/17

District	County	Route	EA	Project ID	PPNO	Alt Proj. ID
04	ALA, ,	Capitol Corridor, ,			2194	
Project Title: Coast Subdivision Rail Corridor Improvements						

Existing Total Project Cost (\$1,000s)									Implementing Agency
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	
E&P (PA&ED)									Caltrans
PS&E									N/A
R/W SUP (CT)									N/A
CON SUP (CT)									Caltrans
R/W									N/A
CON									Caltrans
TOTAL									
Proposed Total Project Cost (\$1,000s)									Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON				10,000	10,000			20,000	
TOTAL				10,000	10,000			20,000	

Fund No. 1:	STIP-IIP								Program Code
Existing Funding (\$1,000s)									
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	Funding Agency
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									E&P is CE - administrative (no cost shown)
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON				10,000	10,000			20,000	
TOTAL				10,000	10,000			20,000	

Fund No. 2:									Program Code
Existing Funding (\$1,000s)									
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	Funding Agency
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									

Fund No. 3:									Program Code
Existing Funding (\$1,000s)									
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	Funding Agency
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									

Fund No. 4:									Program Code
Existing Funding (\$1,000s)									
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	Funding Agency
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									

Fund No. 5:									Program Code
Existing Funding (\$1,000s)									
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	Funding Agency
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									

PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised July 2017)

General Instructions

Amendment (Existing Project) Y/N					Date:	10/12/17	
District	EA	Project ID		PPNO	MPO ID		Alt Proj. ID
05				2195			
County	Route/Corridor	PM Bk	PM Ahd	Project Sponsor/Lead Agency			
SLO	Pacific Surfliner						
				MPO		Element	
				SLOCOG			
Project Manager/Contact		Phone		E-mail Address			
Betty Miller		916-654-5739		betty.l.miller@dot.ca.gov			
Project Title							
Central Coast Layover Facility Expansion							
Location (Project Limits), Description (Scope of Work)							
<p>The existing single track layover facility is located directly across from the San Luis Obispo Amtrak station, which is located at 1011 Railroad Avenue on the Union Pacific Railroad (UPRR) Coast Subdivision approximately 189 miles north of Los Angeles Union Station. The layover facility should ideally be located as near as possible to the train depot in order to efficiently use staff and equipment and not interfere with freight operations. The project limits may be changed based on the result of the environmental studies.</p> <p>The project includes three phases. 1) Project Approval & Environmental Documents (PA&ED) including conducting California Environmental Quality Act (CEQA) and if applicable, National Environmental Policy Act (NEPA) environmental reviews, 2) preparation of Plan, Specifications & Estimates (PS&E), and 3) Construction of three thousand feet (.57 mile) of additional layover track or rehabilitate 4,000 feet of track and construct 2,000 feet of track depending on the outcome of the environmental studies.</p>							
Component		Implementing Agency					
PA&ED		Caltrans					
PS&E		Caltrans					
Right of Way							
Construction		Caltrans					
Legislative Districts							
Assembly:	35	Senate:	17	Congressional:	24		
Project Benefits							
The construction of approximately 3,000 feet of new and/or rehabilitated layover track will improve intercity rail service. The Pacific Surfliner							
Purpose and Need							
The proposed project is needed to improve the efficiency and on-time performance of intercity rail passenger services through this portion of the UPRR mainline rail corridor: and as a result, the entire Pacific Surfliner Corridor.							
Category		Outputs/Outcomes			Unit	Total	
Intercity Rail/Mass Trans		Miles of new track			Miles	0.57	
ADA Improvements Y/N		Bike/Ped Improvements Y/N			Reversible Lane analysis Y/N		
Includes Sustainable Communities Strategy Goals Y/N				Reduces Greenhouse Gas Emissions Y/N			
Project Milestone					Existing	Proposed	
Project Study Report Approved							
Begin Environmental (PA&ED) Phase						08/01/18	
Circulate Draft Environmental Document				Document Type			
Draft Project Report							
End Environmental Phase (PA&ED Milestone)						08/01/20	
Begin Design (PS&E) Phase						08/01/18	
End Design Phase (Ready to List for Advertisement Milestone)						08/01/20	
Begin Right of Way Phase							
End Right of Way Phase (Right of Way Certification Milestone)							
Begin Construction Phase (Contract Award Milestone)						11/01/20	
End Construction Phase (Construction Contract Acceptance Milestone)						10/30/23	
Begin Closeout Phase							
End Closeout Phase (Closeout Report)							

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PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised July 2017)

Date: 10/12/17

District	County	Route	EA	Project ID	PPNO	Alt Proj. ID
05	SLO	Pacific Surfliner			2195	
Project Title: Central Coast Layover Facility Expansion						

Existing Total Project Cost (\$1,000s)									Implementing Agency
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	
E&P (PA&ED)									Caltrans
PS&E									Caltrans
R/W SUP (CT)									
CON SUP (CT)									Caltrans
R/W									
CON									Caltrans
TOTAL									
Proposed Total Project Cost (\$1,000s)									Notes
E&P (PA&ED)	100	3,500						3,600	
PS&E		1,000						1,000	
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON				8,000				8,000	
TOTAL	100	4,500		8,000				12,600	

Fund No. 1:	State Highway Account - ITIP								Program Code
	Existing Funding (\$1,000s)								30.20.020.720
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	Funding Agency
E&P (PA&ED)									Caltrans
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)		3,500						3,500	
PS&E		1,000						1,000	
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON				8,000				8,000	
TOTAL		4,500		8,000				12,500	

Fund No. 2:	SLOCOG - Local								Program Code
	Existing Funding (\$1,000s)								
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	Funding Agency
E&P (PA&ED)									SLOCOG
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)	100							100	
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL	100							100	

PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised July 2017)

Complete this page for amendments only**Date:** 10/12/17

District	County	Route	EA	Project ID	PPNO	Alt Proj.
05	SLO	Pacific Surfliner			2195	

SECTION 1 - All Projects**Project Background****Programming Change Requested****Reason for Proposed Change**

If proposed change will delay one or more components, clearly explain 1) reason the delay, 2) cost increase related to the delay, and 3) how cost increase will be funded

Other Significant Information**SECTION 3 - All Projects****Approvals**

I hereby certify that the above information is complete and accurate and all approvals have been obtained for the processing of this amendment request.*

Name (Print or Type)	Signature	Title	Date

Attachments

- 1) Concurrence from Implementing Agency and/or Regional Transportation Planning Agency
- 2) Project Location Map

Appendix B – ITIP Public Comments

As required by Senate Bill 486 (DeSulnier, 2014), the California Transportation Commission (Commission) held two public hearings, one in Northern California and one in Southern California. The north hearing was held on October 19, 2017 in the City of Modesto. The south hearing was held on October 24, 2017 in the City of Los Angeles. Additionally, Caltrans staff gave presentations regarding the draft 2018 ITIP to the North State Super Region quarterly meeting hosted by the Butte County Association of Governments in the City of Chico on November 3, 2017 and to the Native American Advisory Committee quarterly meeting on November 15, 2017 in the City of Woodland.

In addition to verbal testimony given by the public at the two Commission hosted public hearings, numerous written comments were submitted directly to Caltrans via CTCLiaison@dot.ca.gov email and written letters sent prior to the comment deadline of November 13, 2017.

Overall, the comments were supportive of Caltrans' proposed project list for the 2018 ITIP, with no comments objecting to any of the proposed projects. There were however, several letters requesting that additional projects be added to the list.

This section includes summaries of each of the verbal comments given during the two public hearings, copies of comment letters and an extensive set of emailed comments in support of one particular project proposed for the 2018 ITIP, the State Routes 41-46 Wye intersection improvement project.

Department responses to the comments are provided after the following listing of all the formal comments received.

North ITIP Hearing in the City of Modesto:

Ivan Garcia and Jody Jones – Butte County Association of Governments (BCAG)

- Supported ITIP funding contributions for State Route (SR) 70 in Butte County in partnership with BCAG's Regional shares. Urged the Commission to adopt the SR 70 projects as proposed by Caltrans.
- BCAG is also adding \$4 million of their RIP Shares for SR 70 in Yuba County.

Michael Zeller – Transportation Agency for Monterey County (TAMC)

- Thanked Caltrans and Commission and requested the unused ITIP funding for APDE on the US 101 Safety Improvements -South County Frontage Road project. Highlighted that this is a key freight project that was deleted as part of the 2016 RTIP and are looking to add it in the 2018 RTIP with additional \$30 million of local sales tax measure funds. See attached letter for more details.

Ron Decarli – San Luis Obispo Council of Governments (SLOCOG)

- Thanked Caltrans and the Commission and supported the ITIP recommendations. Applauded Caltrans and strongly supports the 2018 ITIP proposal which funds following projects:
 - Funding support on the South Coast 101 in Santa Barbara
 - 41/46 Wye at grade intersection – restoring \$25 million and adding \$111 million for Construction
 - ITIP funding of \$16 million on SR 46 Antelope Grade.

- SR 46, 4 lane projects from US 101 to I-5
- ITIP funding for Central Coast Layover Facility
- Mentioned other regional investments on following projects:
 - SR 41 Excelsior Expressway II: 2-lane expressway to a 4-lane expressway
 - Central Coast and Central Valley East-West connectors.
 - US 101 North/South connectors
 - SR 46 E 101 & W 101 Interchanges with partnerships

Ahron Hanke – On behalf of Assemblyman Jordan Cunningham

- Supported the ITIP proposal and the contribution to SR 41/46 highway projects. See attached letter for more details

Stacey Mortenson – Altamont Corridor Express (ACE)

- Supported ITIP contributions to the Rail projects in San Joaquin. Highlighted their current focus on the connections between the systems, maintenance, first and last mile improvements and new services to Sacramento.

Jose Antonio Ramirez – City Manager, City of Livingston

- In support of the ITIP funding on the SR 99 corridor.

Matt Fell – MCAG (Merced)

- In support of the ITIP and the development process and bringing back the Livingston Widening project that was deleted in the 2016 STIP. Mentioned the MCGA's contribution towards this project.

Kenneth Kao – Metropolitan Transportation Commission (MTC)

- In support of \$18 million IIP APDE on the US 101 San Mateo Managed Lanes project. Mentioned that MTC is committing Local funds and competing for additional SB1 funding for this project.

Paul Van Konynenburg - California Transportation Commission (CTC) Commissioner

- Commented on the \$1 million programmed in the Draft 2018 ITIP for the Plans, Specifications, and Estimates (PS&E) or design phase, of the Los Banos Bypass project on Route 152 in Merced County. Raised concerns about this investment on the project given its risk of not going to construction in the near future. Suggested that those funds could be utilized on the old SR 108 Sonora Bypass Improvement in Tuolumne County.

South ITIP Hearing in the City of Los Angeles:

Dawn Vettese – San Diego Association of Governments (SANDAG)

- Supports funding for the San Onofre to Pulgas Double Track project and requests future ITIP funding for Interstate 5 North Coast Corridor Program.

Ahron Hakimi – Kern Council of Governments

- Supports ITIP proposal including, SR 58 corridor, SR 46 San Luis Obispo, and SR 41/46

- Supports restoration of funding for MOU projects, Highway 395 and SR 14 previously deprogrammed.

Will Ridder – Los Angeles County Metropolitan Authority (LA Metro)

- Thankful for the Department consideration on 3 projects for 2018 ITIP.
 - \$7 million on Rosecrans/Marquardt – Grade Separation with Construction in 2020. ITIP funding contribution of \$7 million for construction will make the project fully funded.
 - Requesting \$4 million for PS&E on the 138 Corridor (East – West) with locals contributing \$125 million. Mentioned that this project is not currently in the ITSP and will be working with the Department to get it included in the next ITSP.
 - Urged the Department to consider programming \$16 million in APDE capacity for PA&ED on the I-5 North and South – Paramount to the 710.
- See attached letter from LA Metro for additional details.

Margie Kern – Santa Barbara County Association of Governments (SBCAG)

- Supports the restoration of \$3 million of ITIP funds on the US 101 HOV lanes project in Santa Barbara. A total of \$140 million of local funds along with \$30 million of 2018 RTIP funds are being added.

Gabriel Gutierrez – Tulare County Association of Governments (TCAG)

- Supports the Department's ITIP contributions and indicated committing their own RIP funding on the following projects:
 - \$8 million on the SR 99 Tagus 6 lane Widening project.
 - \$2 million on the SR 99 Tulare City Widening project.

Jennifer Bergener – Managing Director, Los Angeles – San Diego – San Luis Obispo Rail Corridor (LOSSAN Rail Corridor)

- In support of the ITIP funding for the San Onofre to Pulgas Rail project on the LOSSAN corridor.

Comment Letters:



October 17, 2017

Bruce De Terra, Chief
California Department of Transportation
Division of Transportation Programming
1120 N Street, Room 4400
Sacramento, CA 95814

RE: DRAFT 2018 ITIP - Kern Council of Governments Comments

Dear Mr. De Terra:

Kern Council of Governments (COG) reviewed the Draft 2018 Interregional Transportation Improvement Program (ITIP) and offers the following comments:

- Kern COG appreciates the support for ITIP investments on the State Route 58 corridor in San Bernardino and the State Route 46 corridor investments in San Luis Obispo;
- Kern COG appreciates the support of the Eastern California MOU projects along the US 395/SR 14 corridor; and
- Kern COG appreciates your commitment to needed improvements on State Route 46.

Kern COG looks forward to future ITIP cycles to complete the work on State Route 46 in Kern County that our region began in partnership with Caltrans many years ago.

Ahron Hakimi
Executive Director

Kern Council of Governments

1401 19th Street, Suite 300, Bakersfield, California 93301 (661) 861-2191 Facsimile (661) 324-8215 TTY (661) 832-7433 www.kerncog.org

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SACRAMENTO, CA 94249-0035
(916) 319-2035
FAX (916) 319-2135

DISTRICT OFFICE
444 HIGUERA STREET, SUITE 100
SAN LUIS OBISPO, CA 93401
(805) 549-3381
FAX (805) 549-3400

Assembly
California Legislature



JORDAN CUNNINGHAM
ASSEMBLYMEMBER, THIRTY-FIFTH DISTRICT

COMMITTEES
CO-CHAIR: ETHICS
VICE CHAIR: JUDICIARY
VICE CHAIR: RULES
BUSINESS AND PROFESSIONS
UTILITIES AND ENERGY

SELECT COMMITTEES
CAREER TECHNICAL EDUCATION
AND BUILDING A 21st CENTURY
WORKFORCE
CYBERSECURITY

JOINT COMMITTEE
CLIMATE CHANGE POLICIES

November 2, 2017

Mr. Malcom Dougherty
Executive Director, CA Department of Transportation
1120 N Street
Sacramento, CA 95814

Subject: Interregional Transportation Improvement Plan Funding

Dear Director Dougherty,

As the elected representative for the 35th Assembly District, on behalf of both my constituents and all travelers on state highways on the Central Coast, I write in strong support of the draft Interregional Transportation Improvement Plan (ITIP).

To begin, please allow me to express my gratitude for your engagement and commitment to safe and efficient movement of goods and persons throughout California. I am very thankful that CalTrans and the California Transportation Commission are considering designating the projects recommended in the ITIP for funding. These projects will contribute immensely to the safe and efficient travel along Highways 41 and 46.

Earlier this year, I wrote CalTrans and expressed my ongoing concerns about the safety of Highways 41 and 46. In 2017 alone, there have been numerous fatal accidents that have claimed the lives of 10 people on these highways. One particular stretch of Highway 46 has become known as "blood alley" for its danger over the years.

Of particular concern is the area near the intersection of Highways 41 and 46, also called the "Wye." According to interagency recommendations, the current rate of fatalities and injuries at the intersection of routes 41 and 46 is *three times* the state average. In fact, from March to May in this year alone, there were six (6) fatal collisions at or near the Wye. This is not surprising as this intersection features an unprotected left turn into oncoming 55 mph traffic, as well as several dashed passing areas.

Simply put, this area is a clear and present danger to travelers.

Moreover, these highways have tremendous economic and cultural importance to millions of Californians. They are the corridor between the Central Coast and Central Valley, connecting the

entire Central Valley with the coast. Each year millions of travelers use these roads to travel to and from the coast. Each year millions of vehicles use these roads to ship produce and other goods all over California. The economy of the Central Coast is highly dependent on tourism and agriculture, among other industries. Ensuring the timely completion of these projects will pay economic and public safety dividends for many decades to come.

As you may know, I have been working with CalTrans and the California Highway Patrol to encourage and facilitate the implementation of short term safety measures near the Wye, including increased speed enforcement during busy travel times. CalTrans recently installed rumble strips on Highway 41 near the Wye, to deter unsafe passing and increase driver alertness. These measures may reduce the frequency and severity of collisions. But, in the long run, only separating the lanes of travel -as the draft ITIP contemplates – can ensure safety at this critical juncture.

It is time to bring these important roads up to 21st century safety and efficiency standards. For these reasons, I fully support these projects and look forward to working with CalTrans to make sure that the State Transportation Improvement Program (STIP) reaches its goal for passenger and cargo transportation safety on all California roads.

I greatly appreciate your consideration of this letter, and ask that you adopt the draft plan.

Sincerely,

A handwritten signature in black ink, appearing to read 'JC', is centered below the 'Sincerely,' text.

Jordan Cunningham
Assemblyman, 35th District

Member Agencies

November 07, 2017

City of Ceres

City of Hughson

City of Modesto

City of Newman

City of Oakdale

City of Patterson

City of Riverbank

City of Turlock

City of Waterford

Stanislaus County

Policy Board Chair
Bill Zoslocki

Policy Board Vice-Chair
Gary Soiseth

Executive Director
Rosa De Le6n Park

Rambabu Bavirisetty, Chief
Office of Capital Improvement Programming
Division of Transportation Programming
California Department of Transportation
1120 N Street, MS-82
Sacramento, CA 95814

Re: Written Comments to the Draft 2018 Interregional Transportation Improvement Program (ITIP)

Dear Mr. Bavirisetty:

Stanislaus Council of Governments (StanCOG) thanks Caltrans for preparing the Draft 2018 Interregional Transportation Improvement Program (ITIP) and circulating it for review and comment. We would like to include a request to allocate \$25 Million from the Advance Project Development Element (APDE) to program Plans, Specifications and Estimates (PS&E) components for the North County Corridor (NCC) project in the Stanislaus Region.

The North County Corridor (NCC) Project (Tully Road to State Route 120) is a high- priority project for Stanislaus County, its communities and the growing urbanized cities of Modesto, Oakdale, and Riverbank. The purpose of the Project is to build an east-west freeway/expressway to improve regional network circulation, relieve existing traffic congestion, reduce traffic delay, accommodate future traffic, benefit commerce, and enhance safety.

In May of 2008, CTC passed a resolution supporting up to \$91 million of ITIP funds for the NCC as an ITIP eligible project. In May of 2010, the California Transportation Commission (CTC) approved the North County Corridor (NCC) State Route (SR) 108 East Route, making the project eligible for ITIP funding. The adopted corridor provides for approximately 18 miles of freeway/expressway on new alignment from near SR-219 north of the City of Modesto and west of the City of Riverbank to SR-120 approximately six miles east of the City of Oakdale.

The project is in the final stages of environmental documentation and preliminary design to determine a preferred alignment along this 18-mile corridor. The agency is planning to begin final design in 2018 at risk in order to be able to begin right of way acquisition as soon as the final NEPA document is completed. With right of way acquisition planned to be completed in late 2019, the project will be "shovel ready" for the 2020 construction season.

The project has been identified as a necessary improvement to accommodate regional east-west traffic and to improve north-south connectivity in Stanislaus County and southern San Joaquin County. The purpose of the project is to reduce existing and future traffic congestion in northern Stanislaus County, support the efficient movement of goods and services and improve interregional travel as follows:

- Reduce average daily traffic volumes and current traffic congestion and accommodate anticipated future traffic on the existing SR-108 and the surrounding regional transportation network in Stanislaus County and the cities of Modesto, Riverbank, and Oakdale.
Support the efficient movement of goods and services throughout the region for the benefit of the regional economy by providing a more direct and dependable truck route, increasing the average operating speeds of all vehicles, and reducing the number of areas of conflict between motorized traffic and non-motorized means of travel.
Improve the efficiency of interregional travel by reducing travel times for long distance commuters, recreational traffic, and interregional goods movement.

Please do not hesitate to contact me at (209) 525-4600 if you have any questions.

Sincerely,

A handwritten signature in blue ink, appearing to read "Rosa De León Park", written over a horizontal line.

Rosa De León Park, Executive Director
Stanislaus Council of Governments

JAN ARBUCKLE - Grass Valley City Council
CAROLYN WALLACE DEE - Truckee Town Council
ANN GUERRA - Member-At-Large (Vice-Chairman)
LARRY JOSTES - Member-At-Large (Chairman)
DAN MILLER - Nevada County Board of Supervisors
VALERIE MOBERG - Nevada City City Council
ED SCOFIELD - Nevada County Board of Supervisors



DANIEL B. LANDON, Executive Director
Nevada County Transportation Commission
Nevada County Airport Land Use Commission

Grass Valley • Nevada City

COMMISSION

Nevada County • Truckee

November 10, 2017

File: 13900

Rambabu Bavirisetty, Chief
Office of Capital Improvement Programming
Division of Transportation Programming
California Department of Transportation
1120 N Street, MS-82
Sacramento, CA 95814

Dear Mr. Bavirisetty:

SUBJECT: Comments on the 2018 Draft Interregional Transportation Improvement Program

The Nevada County Transportation Commission (NCTC) has committed Regional Improvement Program (RIP) funding for the planned improvement of the segment of SR 49 north of La Barr Meadows Road to the McKnight Way Interchange. The Project Approval/Environmental Documentation (PA&ED), in coordination with Caltrans, is currently underway and the Plans, Specifications, and Estimates (PS&E) phase is programmed with RIP funding and scheduled to begin in 2019. NCTC plans to request Caltrans partnership in the 2020 Interregional Transportation Improvement Program (ITIP) to fund the right-of-way and construction for this segment with Interregional Improvement Program (IIP) and RIP funding.

The SR 49 corridor is part of the Caltrans 2015 Interregional Transportation Strategic Plan (ITSP), included in the San Jose/San Francisco Bay Area - Sacramento - Northern Nevada Strategic Corridor. The ITSP identifies interregional highway improvements in Strategic Interregional Corridors that should be the focus of investments and are considered to be of greatest interregional significance. SR 49 in conjunction with SR 20 also serve as a detour route for Interstate 80 and provides connectivity to freight movement.

The completion of improvements within the entire SR 49 corridor between Grass Valley and Auburn continue to be a top regional priority of NCTC. The SR 49 corridor is an ITSP "legacy" corridor that remains unfinished and partnership is needed to complete the necessary improvements. It is critical that NCTC and Caltrans continue to partner in order to deliver projects that improve safety, operations, multimodal mobility, and facilitate goods movement in the corridor.

Caltrans in coordination with NCTC is developing an update to the SR 49 Corridor System Management Plan (CSMP) that will include the entire SR 49 corridor between Grass Valley and Auburn. NCTC and Caltrans are currently considering developing a Project Initiation Document for next segment from south of La Barr Meadows Road to Alta Sierra Drive. The project goal being to start PAED phase in 2020; construction in FY 2024-25.

NCTC supports Caltrans proposed programming for the 2018 ITIP cycle and looks forward to continuing our partnership with Caltrans in the 2020 ITIP cycle.

Sincerely,


Daniel B. Landon
Executive Director

101 Providence Mine Road, Suite 102, Nevada City, California 95959 • (530) 265-3202 • Fax (530) 265-3260

E-mail: nctc@nccn.net • Web Site: www.nctc.ca.gov



For San Luis Obispo and
Santa Barbara Counties

**Central Coast Commission
for Senior Citizens**

528 South Broadway
Santa Maria, CA 93454-5109
(805) 925-9554 - Telephone
(805) 925-9555 - Facsimile
e-mail - seniors@kcbx.net
Home page: www.centralcoastseniors.org

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November 12, 2017

Malcolm Dougherty, Executive Director
CA Department of Transportation
1120 N Street
Sacramento, CA 95814

Dear Director Dougherty,

The Advisory Council of the Central Coast Commission for Senior Citizens, Area Agency on Aging, voted at its November 9th meeting to encourage Caltrans to adopt the Interregional Transportation Improvement Plan (ITIP) funding for the Highway 41/46 junction.

It is our understanding that this junction is dangerous and in the first two months of 2017 there were six deaths at this junction. It appears that this is a public safety issue that merits priority attention.

The Advisory Council is the advocacy arm of the Area Agency on Aging. The Older Americans Act directs the Advisory Council to be an advocate for older persons. As a result, our concern for the driver safety that is jeopardized at this Highway 41/46 junction.

Your attention to this request is appreciated.

Sincerely,

Barry Jay Marks, Chair
AAA Advisory Council



Metro

Los Angeles County
Metropolitan Transportation Authority

One Gateway Plaza
Los Angeles, CA 90012-2952

213.922.2000 Tel
metro.net

November 13, 2017

Ms. Norma Ortega
Chief Financial Officer
California Department of Transportation
1120 N. Street,
MS 49
Sacramento, CA 95814

Subject: 2018 Draft Interregional Transportation Improvement Program (ITIP)

Dear Ms. Ortega:

The Los Angeles County Metropolitan Transportation Authority (Metro) appreciates the opportunity to provide comments on the Draft 2018 Interregional Transportation Improvement Program (ITIP).

Firstly, we would like to thank the California Department of Transportation (Caltrans) for amending \$7 million in prior ITIP programming to now fund the Rosecrans/Marquardt Grade Separation. Located in the City of Santa Fe Springs, the existing at-grade rail crossing at the intersection of Rosecrans/Marquardt Avenue is along the BNSF East-West San Bernardino Subdivision. The line is interregionally significant, serving long distance and local freight trains, as well as passenger trains for both Metrolink and Amtrak. Grade separating this crossing is a high priority as it has been ranked the most hazardous crossing in the state by the California Public Utilities Commission (CPUC). The new grade separation will also allow the addition of a third mainline track to expand both passenger and freight rail capacity in the corridor. ITIP funding will support the construction of this project, which once delivered will provide operational and safety benefits for commuter and intercity rail passengers, freight rail and for pedestrians, cyclists, and vehicles. We appreciate and support this amendment to the 2018 ITIP.

Secondly, we would like to urge Caltrans to consider programming \$16 million of the remaining \$38 million in Advanced Project Development Element (APDE) capacity to fund the Project Approval and Environmental Document (PA&ED) phase for the Interstate 5 (I-5) HOV and widening project between Paramount and Interstate 710, as was proposed by Caltrans District 7. I-5 is classified as a Strategic Interregional Corridor in California and serves as the backbone of the State's transportation system connecting not only major urban centers of Southern California, but connecting the entire State to the western United States, Mexico, and Canada. To date Metro and Caltrans have partnered to support the delivery of \$2.8 billion in corridor improvements throughout Los Angeles County. The proposed project would look to widen the freeway to add mixed flow and HOV lanes to relieve congestion and would modify interchanges and local arterials to improve traffic operation. The \$16 million for PA&ED on the I-5 between Paramount and I-710 would continue that spirit of partnership, as Los Angeles County is prioritizing \$18 million in 2018 Regional Transportation Improvement Program (RTIP) APDE funds for the I-5/I-605 Interchange project. Together, the requested ITIP investment and proposed RTIP funding would constitute a nearly 50/50 funding

Ms. Norma Ortega
November 13, 2017
Page 2

commitment for project development and design for this segment of the I-5 corridor. As there is sufficient ITIP APDE capacity, we hope that Caltrans would consider programming \$16 million for this project. Further, we believe using the available capacity for project development is consistent with the California Transportation Commission's desire to see accelerated development of a sufficient shelf of projects that will be ready to compete for future SB 1 funding.

We thank you for your support for the Rosecrans/Marquardt Grade Separation Project and for your consideration of the I-5 (Paramount to I-710) Project. Should you have any questions, please contact Wil Ridder, Executive Officer of State Policy and Programming at ridderw@metro.net or (213) 922-2887.

Sincerely,



Therese McMillan
Chief Planning Officer

Copies:

Ms. Susan Bransen, Executive Director, California Transportation Commission
Ms. Carrie Bowen, Director, Caltrans District 7
Mr. Bruce DeTerra, Chief, Caltrans Headquarters Division of Transportation Programming



55-B Plaza Circle, Salinas, CA 93901-2902 • Tel: (831) 775-0903 • Website: www.tamcmonterey.org

November 13, 2017

Rambabu Bavirisetty, Chief
Office of Capital Improvement Programming
Division of Transportation Programming
California Department of Transportation
1120 N Street, MS-82
Sacramento, CA 95814

Via email: CTCLiaison@dot.ca.gov

SUBJECT: Comments on the Draft 2018 Interregional Transportation Improvement Program

Dear Mr. Bavirisetty:

The Transportation Agency for Monterey County, as the Regional Transportation Planning Agency for Monterey County, appreciates the opportunity to review and comment on the draft 2018 Interregional Transportation Improvement Program (ITIP). Our Agency values the efforts by Caltrans to improve interregional mobility for people and goods across the State of California with the funding proposals included in the 2018 ITIP.

For the 2018 cycle, the Interregional program includes funding from a new program called Advance Project Development Element (APDE), which provides funding for the environmental and design phases of projects. Caltrans is allowed to program APDE to eligible projects, which comes as an advance in funding from the 2020 State Transportation Improvement Program. Any unused APDE funds in the 2018 program are credited back to the 2020 program. With the draft 2018 ITIP, Caltrans is currently proposing an available balance of APDE funds at \$37 million that would be carried over to the 2020 program.

The Transportation Agency for Monterey County is requesting that Caltrans program \$5,000,000 in ITIP APDE for the PA&ED phase of the US 101 Safety Improvements – South County project in fiscal year 2020/21. This project will construct frontage roads along US-101 south of Salinas (Abbott Street on/off-ramp) and make related intersection improvements. This is a key freight corridor in Monterey County serving agricultural farm-to-market, as well as for commuters traveling between south Monterey County and Salinas for employment, education, and health care. As such, primary safety issues in this corridor relate to freight traffic conflicts with commuter traffic. The frontage roads would provide a safe alternative for freight traffic while reducing congestion on mainline US 101.

The Transportation Agency is proposing an equal amount of Regional Improvement Program funding to match this ITIP APDE request, to go along with an additional \$30 million that is included in Measure X, our local sales tax measure dedicated to transportation improvements. Caltrans' partnership on this project will help to further develop a critical safety improvement project on the State highway system, and position the project for future Senate Bill 1 grant cycles. With the project listed in the California Freight Mobility Plan, it would be an excellent candidate for the Trade Corridors Enhancement Program. Caltrans' partnership on this project, coupled with the matching funds provided by the Transportation Agency, will be essential in demonstrating our agencies' commitment to the project and delivering critical safety and freight improvements to the US 101 corridor in Monterey County.

Thank you for consideration of the Interregional Transportation Improvement Program request in this letter, and please contact Michael Zeller of my staff at (831) 775-4416 if you have any questions.

Sincerely,

A handwritten signature in blue ink, appearing to read 'DLH', with a long horizontal flourish extending to the right.

Debra L. Hale
Executive Director

CC: Tim Gubbins, Caltrans District 5



Mr. Bob Alvarado
Chairperson
California Transportation Commission
1120 N. Street Room 2221
Sacramento, CA 95814

Re: Support for 2018 ITIP – San Benito State Route 156 Improvement Project

Dear Mr. Alvarado:

The Council of San Benito County Governments supports the 2018 ITIP Proposal from the State of California Department of Transportation to fund the State Route 156 Improvement Project in the amount of \$29.24 million in Fiscal Year 2019-2020.

This project is the highest priority in San Benito County and will address major issues of congestion and safety along the corridor. The Project represents a partnership between San Benito COG, the City of Hollister, County of San Benito, and Caltrans with significant local investment of local dollars for a small rural community. San Benito County has committed \$9.63 million in Regional Traffic Impact Mitigation Fees for the project to fully fund the project.

Importantly, the Project supports goods/freight movement with up to 9% truck traffic originating out of the Castroville, Monterey Bay, Salinas Valley, and Hollister area to the San Joaquin Valley. State Route 156 also supports recreational travel to the Monterey Bay Area from points north and south via US 101 and to other regions via Interstate 5 and State Route 99. State Route 156 is the only direct agricultural goods movement and recreational route south of the Bay Area connecting the coast and the San Joaquin Valley.

We appreciate the Commission's ongoing commitment to this important project.

Sincerely,

Mary Gilbert
Executive Director

cc. Susan Bransen, Executive Director, California Transportation Commission
Malcolm Daugherty, Director, Caltrans

Council of San Benito County Governments ■ Measure A Authority
Airport Land Use Commission ■ Service Authority for Freeways and Expressways
330 Tres Pinos Road, Suite C7 ■ Hollister, CA 95023 ■ Phone: 831-637-7665 ■ Fax: 831-636-4160
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November 14, 2017

File Number 7300400

Mr. Rambabu Bavirisetty, Chief
Office of Capital Improvement Programming
Division of Transportation Programming
California Department of Transportation
1120 N Street, MS-82
Sacramento, CA 95814

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San Diego County
Water Authority
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Tribal Chairmen's Association
2018 ITIP
Mexico

Dear Mr. Bavirisetty:

SUBJECT: 2018 Draft Interregional Transportation Improvement Program

The San Diego Association of Governments (SANDAG) strongly supports the inclusion of the San Onofre to Pulgas Double Track Phase 2 project in the 2018 Draft Interregional Transportation Improvement Program (ITIP). SANDAG also requests that the Interstate 5 (I-5) North Coast Corridor Program be considered for future ITIP funding.

San Onofre to Pulgas Double Track Phase 2

The Los Angeles-San Diego-San Luis Obispo (LOSSAN) rail corridor is the second busiest intercity rail corridor in the nation, supporting commuter, intercity, and freight rail services. The San Onofre to Pulgas Double Track Phase 2 project will help to advance a comprehensive plan to construct \$1 billion in improvements along the San Diego portion of the corridor, including a primary effort to double track the entire corridor from Orange County to Downtown San Diego. To date, two thirds of the San Diego segment has been double tracked.

In particular, the San Onofre to Pulgas Double Track Phase 2 project would construct 1.6 miles of additional second main track capacity adjacent to the main track, including new bridges, near Camp Pendleton. Currently, there is only a single track, which causes train delays due to wait times for trains traveling in the opposite direction. This project would provide a location for freight and passenger trains to meet and pass, resulting in an increase in the number of daytime freight trains into and out of San Diego as well as improved passenger train headways and on-time performance. There is existing double track located both north and south of the proposed project limits. When the project is completed, the result will be a 16.1 mile stretch of double track. Upon completion, the San Onofre to Pulgas Double Track Phase 2 project will support current and future growth in LOSSAN rail corridor service demand, increase system capacity and operational efficiency, and help to advance the I-5 North Coast Corridor (NCC) Program—an unprecedented multimodal package that spans more than 27 miles of the California coast.

Interstate 5 North Coast Corridor Program

To build on this investment in the San Onofre to Pulgas Double Track Phase 2 project, SANDAG requests that future ITIP funding be considered for further implementation of the NCC Program. The NCC Program includes adding 83 lane-miles of new high occupancy vehicle capacity along the 1-5 corridor from San Diego to Oceanside, double-tracking nearly all of the San Diego segment of the LOSSAN rail corridor, improving more than 20 bicycle and pedestrian connections across the highway and rail corridors, and constructing a new, 27-mile 1-5 North Coast Bike Trail system parallel to the highway. As a nationally significant corridor for goods movement, the NCC carries more than 50 million tons of goods worth \$44 billion each year to the rest of the nation. Caltrans has designated the 1-5 NCC as a top-ten high-priority corridor for congestion relief and Traffic System Management and Operations and Intelligent Transportation System improvements. It also is federally designated as a route on the Strategic Highway Network for defense access, continuity, and emergency capabilities.

The initial phase of the NCC Program (which spans the cities of Solana Beach, Encinitas, and Carlsbad) currently is under construction using the Construction Manager/General Contractor method of delivery. With several elements "shovel ready" and others on track to finish design and permitting by 2018, the addition of future ITIP funds would support the expedited implementation of the interregional component of the program.

Again, SANDAG appreciates and strongly supports the inclusion of the San Onofre to Pulgas Double Track Phase 2 project in the 2018 Draft ITIP and requests that the 1-5 North Coast Corridor Program be considered for future funds. If you have any questions, please feel free to contact Robyn Wapner, Senior Government Relations Analyst, at (619) 699-1994 or robyn.wapner@sandag.org.

Sincerely,

KIM KAWADA
Chief Deputy Executive Director

KKA/DVET/RWA/hbr



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Kathrin Sears
Dennis Rodoni
Judy Arnold

November 13, 2017

Mr. Malcolm Dougherty
Director
California Department of Transportation
1120 N Street
MS 49
Sacramento, CA 95814

Re: Request for ITIP Funding for the Marin Sonoma Narrows

Dear Director Dougherty:

This letter serves as comment and request for the funding associated with the Interregional Transportation Improvement Program (ITIP) available for comment through November 13, 2017. TAM requests \$8 million in ITIP funding to be matched with \$700,000 in local funding for the purpose of completing the design of the Highway 101 Marin Sonoma Narrows (MSN) project in Marin County.

Following the completion of the EIR/EIS in 2010, TAM, Caltrans, and Sonoma County Transportation Authority (SCTA), have made significant progress on constructing this 17-mile corridor of improvements. A substantial section of the carpool lane addition and adjacent multi-use-path have been constructed and opened to the public. In addition to other federal and state funds, Marin has invested in close to \$60 million of locally-controlled funds. However, a segment of the MSN in Marin, as well as Sonoma, is unfinished. While the Sonoma segments are all designed, and the SCTA is finalizing permits allowing construction to proceed, Marin has struggled to find sufficient funding to complete the design in Marin. TAM has dedicated \$700,000 in local federal funds for the design, and that is underway currently. TAM has also positioned the MSN for SB1 and RM3 funding. However, TAM has not identified a near-term source of funds to continue with design once our local money is expended.

TAM has benefited from the advance of State Transportation Improvement Program, STIP, funding in order to capture CMIA bond money, and at the present time has no STIP funds available for the next five years. TAM also does not have local sales tax available for the MSN since local sales tax funding was dedicated to the five-mile lane of Highway 101 through central San Rafael. TAM recognizes the tremendous support Caltrans has given this corridor project in assigning ITIP funds in the past. This current request for ITIP would allow us to continue design and enable the project to be ready for SB1 and RM3 capital funding. TAM requests \$8 million in ITIP funding to fully complete the design and construction packaging for all elements of the MSN that are remaining in Marin County.

Making the Most of Marin County Transportation Dollars

Letter to Malcolm Dougherty
November 13, 2017
Page 2

We are willing to meet expeditiously to lay out a funding plan in more detail. Please contact me at either 510-220-0305 or by e-mail at dsteinhauser@tam.ca.gov.

Sincerely,

A handwritten signature in blue ink, appearing to read "D. Steinhauser".

Dianne Steinhauser
Executive Director

DS/dmm

cc: Bruce De Terra, Caltrans Division of Transportation Programming
Jean Finney, Caltrans Deputy District Director, Transportation Planning and Local Assistance
Susan Bransen, CTC Executive Director

Email Comments:

In addition to the verbal comments and letters, numerous emails were received supporting the State Routes 41/46 (Wye) project. Below is a one such email followed by the list of individuals who submitted emails supporting ITIP funding for this project. In the interests of resource efficiency, the extensive set of full email notes supporting this project are not included in this document as they emphasize similar points and are all in support of the project. However, the set of emails is available upon request to Caltrans via CTCLiaison@dot.ca.gov. Copies of the full set of emails has been provided to the CTC and the California State Transportation Agency (CalSTA).

Sample Email Regarding 41/46 (Wye) Project:

From: Sharon
To: CTCLiaison@DOT
Subject: ITIP draft approval submission in support of 41/46 funding
Date: Wednesday, November 08, 2017 2:15:28 PM

Mr. Malcom Dougherty
Executive Director, CA Department of Transportation
1120 N Street
Sacramento, CA 95814

Dear Director Dougherty:

I am writing to encourage CalTrans to adopt the Interregional Transportation Improvement Plan (ITIP) funding for the Highway 41/46 junction, known as "the Wye." Initial draft proposals would bring critical infrastructure improvements at the "Wye" and I strongly support these funding plans.

Earlier this year, six people were killed in accidents at this junction in just two months. This has become a public safety issue and must be addressed as soon as possible. I am encouraged by the consideration the state is giving to the 41/46 junction and I ask you to please use all resources possible to develop and implement a plan that will create a safer experience for drivers along these highways. With these improvements, the junction can finally retire the infamous nickname "Blood Alley."

Sharon O'Leary, RN BSN
Los Osos, CA 93402

<u>Number</u>	<u>Name</u>	<u>Date received</u>	<u>Comments</u>
1	Sharon O'Leary, Los Osos	November 8, 2017	Support
2	David Schaechtel, San Luis Obispo	November 8, 2017	Support
3	Connie Anderson, San Luis Obispo	November 8, 2017	Support
4	Theron Moses	November 8, 2017	Support
5	Robert Lata, Paso Robles	November 8, 2017	Support
6	Becky Hancock, Paso Robles	November 8, 2017	Support
7	Kent Zammit, Arroyo Grande	November 8, 2017	Support
8	John Brezden, Cayucos	November 8, 2017	Support
9	Dennis Graue, Nipomo	November 8, 2017	Support

<u>Number</u>	<u>Name</u>	<u>Date received</u>	<u>Comments</u>
10	Phyllis Thomas-Frey, Morro Bay	November 8, 2017	Support
11	Carl Bockhahn, Arroyo Grande	November 8, 2017	Support
12	Heather Vesterfelt, Morro Bay	November 8, 2017	Support
13	Luis DeLarios, Morro Bay	November 8, 2017	Support
14	John Lougaris, Paso Robles	November 8, 2017	Support
15	Frances Spencer	November 8, 2017	Support
16	John Svinth, Paso Robles	November 8, 2017	Support
17	Maiya Clark, Shandon	November 8, 2017	Support
18	Tom Martin, San Luis Obispo	November 8, 2017	Support
19	Elaine Genasci	November 8, 2017	Support
20	Ted Malley, Arroyo Grande	November 8, 2017	Support
21	Doris Lance, Paso Robles	November 8, 2017	Support
22	*Dawn Wright, Los Osos	November 8, 2017	Support
23	Barbara Sellers, Templeton	November 8, 2017	Support
24	Barbara Cakshiri, Arroyo Grande	November 8, 2017	Support
25	Martha Schuman, San Luis Obispo	November 8, 2017	Support
26	Shirley and Martin Levine, Arroyo Grande	November 8, 2017	Support
27	Davis Pierson, Cambria	November 8, 2017	Support
28	Joanne Smith, Morro Bay	November 8, 2017	Support
29	Gayle and Curtis Hascall, Paso Robles	November 8, 2017	Support
30	Laurie Hollinger, Arroyo Grande	November 8, 2017	Support
31	Sarah Coplen, Atascadero	November 8, 2017	Support
32	Robin O'Leary, Los Osos	November 8, 2017	Support
33	Betty Winholtz, Morro Bay	November 8, 2017	Support
34	Lisa Chadwick, Arroyo Grande	November 8, 2017	Support
35	Alison Herson, Atascadero	November 8, 2017	Support
36	Donna Flora, Arroyo Grande	November 8, 2017	Support
37	Andrew Magie, Templeton	November 8, 2017	Support
38	Kathleen Lambeth, San Miguel	November 8, 2017	Support
39	Thi TonOlshaskie, Arroyo Grande	November 9, 2017	Support
40	Bob Moynihan, Arroyo Grande	November 9, 2017	Support
41	Ginger mankins, Pismo Beach	November 9, 2017	Support
42	Lance Marshall, Nipomo	November 9, 2017	Support
43	Ken Werfelmann, San Miguel	November 9, 2017	Support
44	Michal Robinson, San Luis Obispo	November 9, 2017	Support
45	Adam Lee, Arroyo Grande	November 9, 2017	Support
46	Dennis Van Westerhuyzen, Paso Robles	November 9, 2017	Support
47	Curtis Ebeling, San Luis Obispo	November 9, 2017	Support
48	Lisa and Rod Majors, Templeton	November 9, 2017	Support
49	Melanie Senn, San Luis Obispo	November 9, 2017	Support
50	Natalie Interian, Cayucos	November 9, 2017	Support
51	Carole Toerge, Cayucos	November 9, 2017	Support
52	Kathleen Bryso, Orcutt	November 9, 2017	Support
53	Mary Nixon, Cambria	November 9, 2017	Support
54	Randy Carminati, San Luis Obispo	November 9, 2017	Support
55	Diana McPartlan, Paso Robles	November 10, 2017	Support

<u>Number</u>	<u>Name</u>	<u>Date received</u>	<u>Comments</u>
56	David Wierenga, Cambria	November 10, 2017	Support
57	Melinda Rice, Morro Bay	November 10, 2017	Support
58	Theresa Kaiser	November 10, 2017	Support
59	Ramona and Frank Black, Atascadero	November 11, 2017	Support
60	Leah Wood, San Luis Obispo	November 11, 2017	Support
61	Suzan and Carter Delashmutt, Atascadero	November 11, 2017	Support
62	Joyce Ellen, Santa Maria	November 12, 2017	Support
63	Yolanda Hernandez, Paso Robles	November 13, 2017	Support
64	Robert Wetzel, Arroyo Grande	November 13, 2017	Support
65	Terrence Whittaker, Pismo Beach	November 13, 2017	Support
66	Mike Chellsen, San Luis Obispo	November 13, 2017	Support
67	Patrick Frisco	November 13, 2017	Support
68	Randy Kingsbury, San Luis Obispo	November 13, 2017	Support
69	Jeff Cannon, Morro Bay	November 13, 2017	Support
70	Tim Clifton, Morro Bay	November 13, 2017	Support
71	September Broussard, Paso Robles	November 13, 2017	Support
72	Martin Feiger, Nipomo	November 13, 2017	Support
73	Kim Infante, San Luis Obispo	November 13, 2017	Support
74	Larry Hazlett, Morro Bay	November 13, 2017	Support
75	Mellisa Davis, Paso Robles	November 13, 2017	Support
76	Michael Brown, San Miguel	November 13, 2017	Support
77	Susan Perry, Cambria	November 13, 2017	Support
78	Ann Mathias, Arroyo Grande	November 14, 2017	Support
79	Phil Wagner, San Luis Obispo	November 14, 2017	Support
80	Keith Lowande, Nipomo	November 14, 2017	Support

Response to public comments provided during the two hearings:

Caltrans appreciates the support for the projects included in the proposed project list and acknowledges that further investments on some of the corridors during future ITIP funding cycles are also merited. Caltrans will consider such additional investments during future cycles as appropriate and as funding availability allows. In regards to shifting funding from the Route 152 Los Banos Bypass project to the Route 108 Sonora Bypass project, Route 108 and the Sonora Bypass are not included in the current Interregional Transportation Strategic Plan (ITSP) as a priority corridor. Per Senate Bill 486 (DeSaulnier 2014), the ITSP is the formal planning document that guides Caltrans investment decisions for ITIP funding. Caltrans recommends that proponents of the Route 108 Sonora Bypass project engage with Caltrans during the updating of the ITSP and request that the route and project be evaluated for inclusion in the next version of the ITSP and that additional regional, state and federal funding sources be sought to fund the project. The Caltrans District office responsible for Route 108 will contact Route 108 project proponents when the ITSP update process is initiated.

Response to public comments requesting the inclusion of additional projects in the 2018 ITIP and the use of additional Advance Project Development Element (APDE) funds in the 2018 ITIP:

Caltrans understands the need to make additional improvements on the State Highway System, including the routes identified in the comment letters but is limited by funding available to the Interregional Improvement Program and needs that far exceed the available funding. Recognizing those needs, Caltrans is proposing to substantially exceed its Target Share funding amount which is set by the CTC but is not propose the full, maximum amount. Caltrans does not think it is prudent at this point in time to commit all potential ITIP funding as it is still not known how much STIP funding regional agencies will be requesting and there may be an unforeseen need to apply remaining ITIP maximum funding capacity to an urgent need or to address unforeseen cost increases to already proposed projects. If additional ITIP funding capacity becomes available prior to the next update cycle, Caltrans can consider amending the ITIP to add projects. With the funding stability provided by Senate Bill 1, the volatility of available ITIP funding amounts from STIP cycle to STIP cycle will be dramatically reduced. Projects can be planned and readied for future ITIP cycles with reasonable assurance that the anticipated ITIP funding will actually be available when expected. Lastly, Senate Bill 1 also provides competitive funding opportunities for local and regional agencies as well as the state. Projects requesting additional ITIP funding during this cycle may be very well suited for the competitive funding available through the Congested Corridors and Trade Corridors programs. Caltrans will be pursuing such competitive funding for several projects associated with corridors included in the 2018 ITIP.

Response to public comments supporting Route 41/46 Wye project in San Luis Obispo:

Caltrans has been working with its regional and local partners for many years to address the need to improve State Routes 41 and 46 in both San Luis Obispo and Kern Counties and the critical intersection of the two routes in eastern San Luis Obispo County. These partnerships have been essential to the progress made thus far and will remain essential to get the corridor completed. Public input such as that exhibited by the numerous comments in support of this project is vital to the ongoing effort.

