2020 Interregional Transportation Improvement Program (ITIP)

California Department of Transportation

DIVISION OF TRANSPORTATION PROGRAMMING | DECEMBER 15, 2019

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Table of Contents

EXECUTIVE SUMMARY..... i

2020 Fund Estimate..... ii

2020 Interregional Transportation Improvement Program (ITIP) Proposal..... iii

INTRODUCTION..... 1

PURPOSE OF THE ITIP..... 2

Statutory Requirements*..... 2

Commission-Adopted 2020 STIP Fund Estimate..... 3

Commission-Adopted 2020 STIP Guidelines..... 4

Impact of the Road Repair and Accountability Act of 2017 (SB 1) on STIP funding..... 6

Interregional Transportation Strategic Plan..... 7

Criteria for Measuring Performance and Cost-Effectiveness..... 10

2020 ITIP PROPOSAL..... 13

2022 STIP Cycle Expectations..... 15

PROJECT PROFILES..... 19

Future ITIP Programming Considerations..... 38

1996 STIP Projects – Updated Delivery Status Budgets..... 39

Appendix A – ITIP Public Comments 42

Appendix B – Project Programming Requests 162

* Senate Bill 486 (DeSaulnier, 2014) requires that the Department submit the Draft Interregional Transportation Improvement Program (ITIP) to the California Transportation Commission (Commission) by October 15 of each odd-numbered year and that at least 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 2020 ITIP, the Commission held the north hearing in the City of Modesto on October 8, 2019. The south hearing was held in the City of Santa Ana on October 15, 2019. In addition, a third hearing was held in the City of Fresno on November 15, 2019. All three hearings were webcast and recorded for those who were unable to attend the hearings in person. The California Department of Transportation (Department) provided the opportunity for public comments to be submitted through email OCIP@dot.ca.gov by the close-of-business on November 26, 2019. Summaries of comments received, and the Department's responses are included in the Appendix A of this ITIP document.

More information on the ITIP can be found on the Office of Capital Improvement Programming's website:

https://dot.ca.gov/programs/transportation-programming/office-of-capital-improvement-programming-ocip

TABLE OF FIGURES

Figure 1: New ITIP Shares Per STIP Cycle..... 7
Figure 2: Strategic Interregional Corridors..... 9
Figure 3: 2020 ITIP Intercity Passenger Rail Projects and Associated Interregional Corridors 20
Figure 4: New 2020 ITIP Intercity Passenger Rail Projects and Associated Interregional Corridor..... 21
Figure 5: 2020 ITIP Highway Projects and Associated Strategic Interregional Corridors..... 22

TABLE OF TABLES

Table 1: Adopted STIP Guidelines and Interregional Transportation Strategic Plan Objectives 11
Table 2: Carryover 2018 Highway Projects with Carryover Funding Shown 17
Table 3: Changes to Existing 2018 Highway Projects 17
Table 4: Carryover 2018 Intercity Rail Projects with Carryover Funding Shown 18
Table 5: Changes to Existing 2018 Intercity Rail Projects 18
Table 6: New Intercity Rail Projects in the 2020 ITIP 18
Table 7: Final Expenditures for Completed Project Components..... 18
Table 8: 2020 ITIP Projects and Associated Strategic Interregional Corridor..... 19
Table 9: 1996 Grandfathered STIP Project List..... 41

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 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 communities, achieving greenhouse gas reduction targets, and other environmental, economic, and social equity goals.

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

2020 Fund Estimate

On August 14, 2019, the Commission adopted the 2020 STIP Fund Estimate (FE). The STIP FE is a biennial estimate of all resources available for the State's transportation infrastructure over the next five-year period, and establishes the program funding levels for the STIP. The 2020 STIP FE period covers fiscal years (FY) 2020-21 through 2024-25, with 2019-20 included as the base year. The Road Repair and Accountability Act of 2017 (also known as Senate Bill (SB) 1) replaced the price-based excise tax with the incremental excise tax effective with the start of FY 2019-20 and set the rate at 17.3 cents per gallon with the provision to adjust annually for inflation. With the transition from the price-based excise tax to the incremental excise tax, the revenues for the State Highway Account directed to fund the STIP are stabilized.

STIP capacity over the 2020 five-year FE period decreased compared to the capacity in the 2018 five-year FE period, going from $3.3 billion in the 2018 FE to $2.6 billion in the 2020 FE. The decrease is primarily attributable to a high level of pre-existing STIP project commitments for allocated and programmed projects.

The STIP consists of two broad programs, the Regional Improvement Program (RIP) funded from 75 percent of new STIP funding and the Interregional Improvement Program (IIP) funded from 25 percent of new STIP funding. The 2020 STIP Fund Estimate, which covers FYs 2020-21 through 2024-25, includes resources provided by SB 1. It includes a total of $2.6 billion in STIP programming capacity, of which $569,389,000 is the new capacity available for new programming. The 2020 FE provides capacity for $516,975,000 of Regional shares and $52,414,000 of Interregional shares. The lower than 25 percent share for ITIP in the 2020 cycle is due to the payback of Interregional shares for over programming of projects using regular shares and for programming pre-construction project components using Advance Project Development Element (APDE) shares in the 2018 ITIP.

2020 ITIP Funding Capacity

The 2020 Fund Estimate provides $52,414,000 in new, additional ITIP funding capacity beyond the $572,967,000 carried forward from the 2018 ITIP. These new funds are available in FY 2024-25. This provides a combined $625,381,000 in ITIP funding capacity for the 2020 cycle.

2020 ITIP Proposal

1. Carry forward previously programmed 2018 ITIP projects for a total project cost of $572,967,000.
2. Fund cost increases to three Highway projects, US 101- Eureka/Arcata Corridor Improvement Project in Humboldt County ($20,716,000), SR 46-Cholame Project in San Luis Obispo County ($21,534,000), and SR 46/41 WYE Project in San Luis Obispo County ($10,000,000) carried forward from the 2018 ITIP for a total project cost increase of $52,250,000, leaving $164,000 in uncommitted 2020 ITIP programming capacity.
3. Delete one 2018 ITIP Rail project, Raymer to Bernson Double Track Project ($60,820,000) and replace it with an equal-value Rail project, Link Union Station Project in the 2020 ITIP, resulting in a net-zero funding difference. Both projects are located in Los Angeles County.
4. Deprogram the funding for the Right of Way (RW) capital and RW support phases of the State Route (SR) 46 Antelope Grade Widening in San Luis Obispo County creating $5,194,000 in 2020 ITIP programming capacity.
5. Cost savings on Tulare SR 99 Tagus Highway project carried forward from the 2018 ITIP creating $8,673,000 in 2020 ITIP programming capacity.
6. Cost savings on two currently programmed 2018 ITIP Rail projects: Mini-High Platforms Improvements Project ($16,000,000) and San Joaquin Corridor Second Platforms Project ($13,000,000) creating a combined $29,000,000 in 2020 ITIP programming capacity.
7. Exchange $4,300,000 in Proposition 1B Highway 99 Bond funds for currently programmed 2018 ITIP funding on two currently programmed highway projects: SR 99 - South Madera 6 Lane Widening Project in Madera County and SR 99 - Tulare City Widening in Tulare County creating $4,300,000 in 2020 ITIP programming capacity.
8. Program funding for the following three high priority intercity passenger rail projects: Stockton Diamond Grade Separation Project, Stockton Regional Rail Maintenance Facility Expansion Project, and Coast

Subdivision Rail Corridor Improvements Project utilizing a total of $47,300,000 of 2020 ITIP programming capacity.

9. In summary, a total of $625,350,000 is proposed for programming on projects compared to the available 2020 ITIP Capacity of $625,381,000, leaving $31,000 in uncommitted capacity.

All projects that are being proposed by the Department for the 2020 ITIP are consistent with the 2015 Interregional Transportation Strategic Plan (ITSP), past and existing investments on strategic corridors, and State transportation goals such as improving highway safety, improving the intercity passenger rail system and investing in freight corridors to support economic competitiveness.

Introduction

The Department's 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) 2020 STIP Guidelines. The 2020 ITIP covers Fiscal Years (FY) 2020-21 through 2024-25.

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 the Department 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 the Department 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, the Department nominates ITIP projects using its 25 percent share of the STIP, with projects that improve the Interregional Transportation System between regions for the movement of people and goods 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, the Department's 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. Regional and local agencies work with the Department on identifying those projects.

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 made 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, including grade separation 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 fixed guide-ways, or rail grade separations.

These requirements 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 for non-IRRS projects.
3. No more than 16 percent for projects in the North urbanized areas or other North area for non-IRRS projects.

Commission-Adopted 2020 STIP Fund Estimate

On August 14, 2019, the Commission adopted the 2020 STIP Fund Estimate. The STIP Fund Estimate is a biennial estimate, produced in odd-numbered years, 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 2020 STIP Fund Estimate established funding levels for STIP and State Highway Operation and Protection Program (SHOPP) for the 2020 STIP Fund Estimate period which covers FYs 2020-21 through 2024-25. The 2020 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 2020 STIP Fund Estimate identifies net new capacity in the last two years added to the STIP, FYs 2023-24 and 2024-25 along with adjustments to available capacity in earlier years. The estimate incorporates the 2019-20 Budget Act and other 2019 legislation enacted prior to the Fund Estimate adoption. Programming in the 2020 STIP will be constrained by fiscal year, with most of the new programming available in the last two years of the STIP 2020.

The 2020 STIP Fund Estimate includes $2.6 billion in programming capacity for STIP projects over the five-year STIP Fund estimate period of which $569,389,000 is available for new STIP projects. This provides approximately $52,414,000 of new capacity for the 2020 ITIP.

Commission-Adopted 2020 STIP Guidelines

The Commission updated and adopted the 2020 STIP Guidelines and associated policies and procedures on August 14, 2019. A summary of the Commission priorities and changes made to the STIP Guidelines is outlined below:

1. Commission Expectations and Priorities for 2020 STIP
    - For the 2020 STIP, the Commission expects to give priority to the reprogramming of projects from the 2018 STIP, as amended and to program new projects to meet county shares for the period ending in FY 2023-24.
    - The Department should provide a list of the identified State highway and intercity rail needs to regional agencies and to the Commission by September 15, 2019.
    - Governor Edmond G. Brown issued Executive Order B-30-15 on April 29, 2015, related to climate change and ordering that a new interim statewide greenhouse gas emission reduction target to reduce greenhouse gas emissions to 40 percent below 1990 levels by 2030 is established. The order requires that State agencies shall take climate change into account in their planning and investment decisions and employ full life-cycle cost accounting to evaluate and compare infrastructure investments and alternatives.

2. Advance Project Development Element (APDE) in the 2020 STIP
    - There is no APDE capacity identified for the 2020 STIP.
    - In a departure from the general rule in the STIP Guidelines, projects programmed with APDE shares in FY 2019-20, may be proposed for deletion in a region's RTIP, if not allocated.
    - APDE projects programmed in FY 2019-20 where the Department is the implementing agency, may also be deleted, if work has not started on the programmed component.

3. Major Amendments to STIP Guidelines
    - Section 11 – Expanded the definition of Multi Modal Corridor: A corridor is defined as a largely linear geographic area including

various modes of transportation that facilitate the multi-modal movement of people and goods, support the economy, and connect communities, including cross-mode connections. A multi-modal corridor is generally defined by existing and forecasted travel patterns serving a particular travel market or markets affected by similar transportation needs and mobility issues. Origins and destinations, land use, place types, and existing and future development surrounding the transportation infrastructure also influences how the multi-modal corridor is defined. Pursuant to the applicable State and Federal laws and statewide guidance, the Department and regional transportation agencies prepare corridor plans to identify multi-modal transportation projects that will meet State, regional, and local goals and benefit corridors around the State.

- Uncommitted funds: The Commission will consider programming projects with uncommitted funds only from the Solutions for Congested Corridors Program, Trade Corridors Enhancement Program, and Local Partnership Program. If the funding commitment is not secured with the adoption of the next programming cycle for these programs and alternative funding is not identified within six months, a STIP amendment will be required to delete the projects or substitute the project for a project that has a full funding plan commitment.
- Section 43 – For local projects not in the State Highway System, the GPS coordinates (longitude and latitude) and cross streets should be identified.
- Section 43 – Every project programmed in the STIP, new or carry-over project from the prior STIP, shall include a current funding plan (for existing projects, a revised Project Programming Request Form).
- Section 44 – State-Only Funding: All projects must follow the Federal-Aid Funding Guidelines as adopted by the Commission for State-Only funding.
- Section 64 – Allocation of Funds: Allowable reimbursable costs are eligible for reimbursement only after the Commission approves the allocation.

- Section 64A – Allocation of Right of Way Capital for Department implemented projects: Beginning in FY 2019-20 or later, projects programmed for Right of Way Capital of $10 million or more must receive Commission approval for project level allocations prior to expenditure of funds. If a project's Right of Way Capital initially falls below this threshold but increases to $10 million or more, an individual project allocation will be required.

Impact of the Road Repair and Accountability Act of 2017 on the STIP funding

On April 6, 2017, the California Legislature passed Senate Bill (SB) 1, the Road Repair and Accountability Act, authored by Senator Jim Beall. Governor Edmond G. Brown signed the bill into State law. That bill provided the first significant, stable, and on-going increase in State transportation funding in more than two decades. A significant feature of SB1 law is that these new revenues are indexed to inflation so that their purchasing power does not diminish over time due to inflation. This certainty in future funding will enable effective long-term planning and project delivery for transportation corridors addressed by the ITIP.

Figure 1 below illustrates the dramatic fluctuations in available ITIP funding from cycle to cycle since the beginning of the ITIP in 1998. Although SB 1 did not add substantial new funding to the STIP, the new law does eliminate this tremendous variability and volatility.

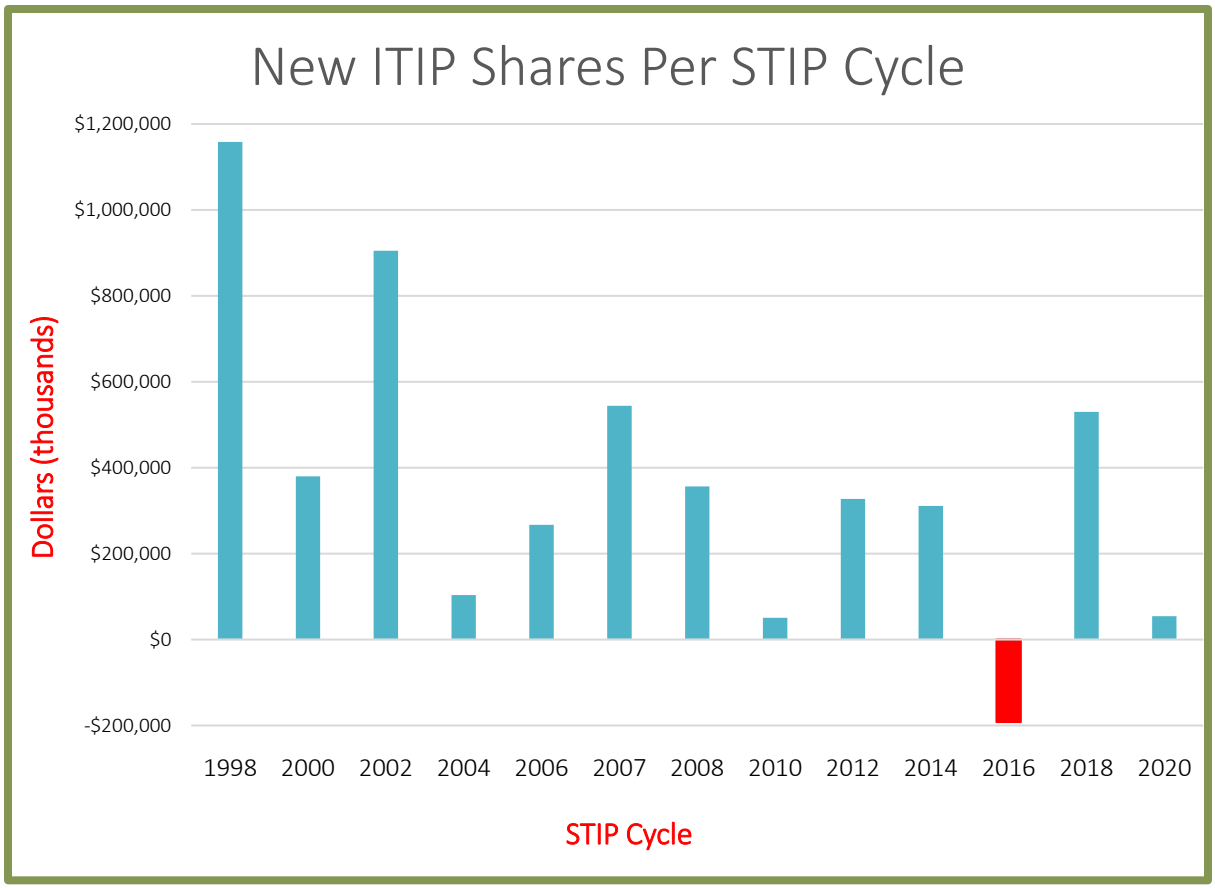


Figure 1: New ITIP Shares per STIP Cycle

Interregional Transportation Strategic Plan

Senate Bill 486 (SB 486) (DeSaulnier, 2014) put the Interregional Transportation Strategic Plan (ITSP) into State Statute, Government Code 14524.4. Prior to SB 486, the Department 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, the Department 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 the Department 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 (Figure 2) which enable significant interregional movement of people and goods between all the State's major regions. Project funding decisions for the 2020 ITIP were made consistent with the 2015 ITSP. The 2020 ITIP continues the investment priorities identified in the 2015 ITSP and moves the State closer to completing high priority projects and corridors.

The 2015 ITSP was approved in December 2015 and is consistent with the 2040 California Transportation Plan (CTP). The 2021 ITSP will be finalized by March 2021 and will be consistent with the 2050 CTP. The 2022 ITIP will be consistent with the investment priorities identified in the 2021 ITSP.

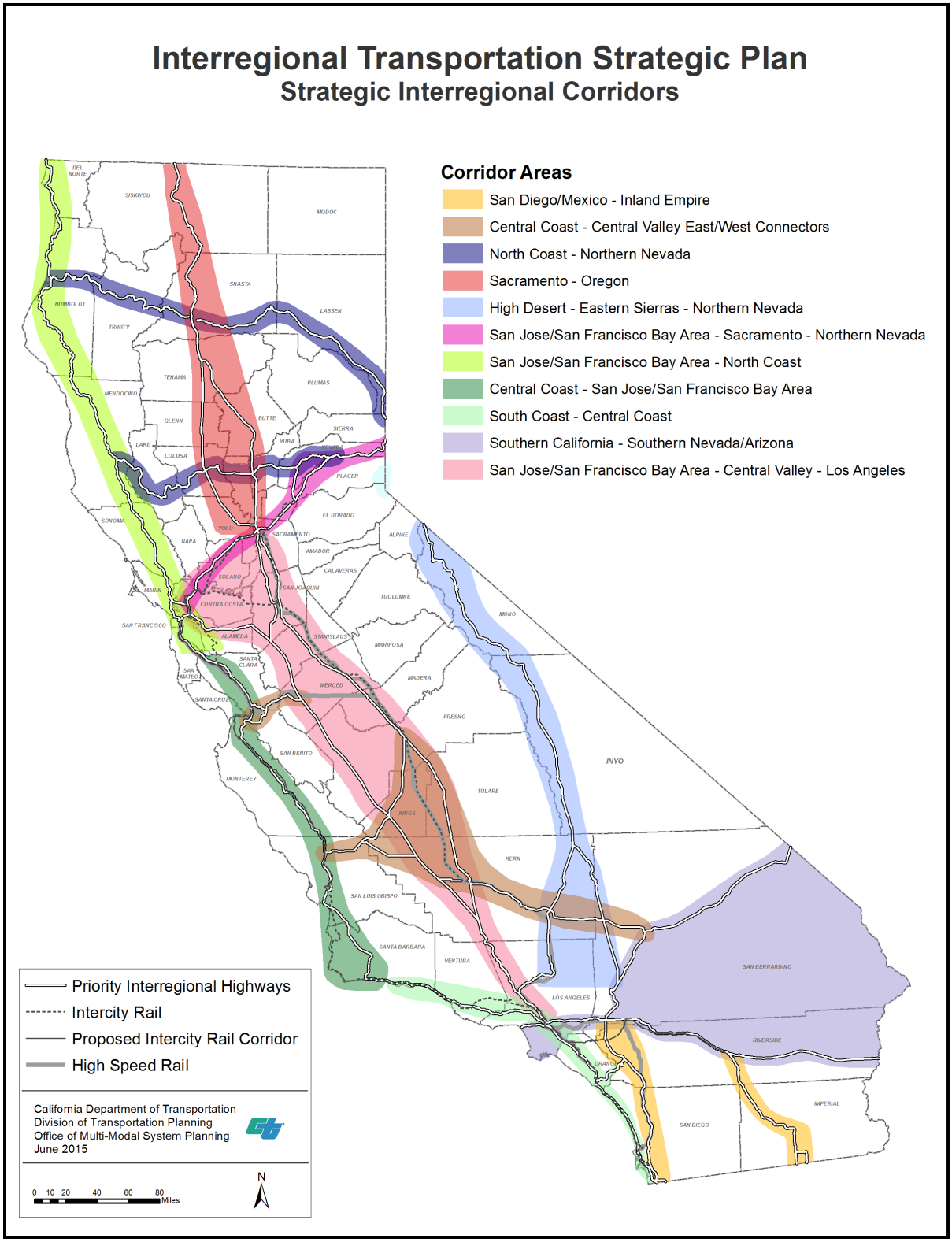


Figure 2: Strategic Interregional Corridors

Criteria for Measuring Performance and Cost-Effectiveness

Commission STIP Guidelines Section 19 requires that the Department 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 2020 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
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?

2020 ITIP PROPOSAL

Both the 2015 ITSP and proposed 2020 ITIP have recommitted to continue working with regional partners. In particular, the Department 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 included in an RTP, as applicable, and help to meet regional as well as interregional transportation needs. Any project that is included 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 2020 STIP Fund Estimate includes a total of $2.6 billion in programming capacity for STIP projects over the five-year STIP Fund Estimate period of which $569,389,000 is the new STIP capacity (75 percent for RTIP and 25 percent for ITIP) projects. This translates to an approximate total of $52,414,000 of new capacity for ITIP after accounting for the over programming of projects using regular shares and for programming pre-construction project components using APDE shares in the 2018 ITIP.

2020 ITIP Summary:

1. Total 2020 ITIP Capacity: This includes a total of $572,967,000 of previous capacity in FY 2020-21, FY 2021-22, and FY 2022-23 and a total of $52,414,000 of new capacity available in FY 2024-25.
   Total 2020 ITIP Capacity: $625,381,000

2. Carry forward previously programmed 2018 ITIP projects for a total project cost of $572,967,000
   Total Carryover Project Cost: -$572,967,000

3. Project costs are escalated and updated for the 2020 ITIP cycle consistent with the 2020 STIP Guidelines. Fund cost increases to three Highway projects carried forward from the 2018 ITIP for a total project cost increase of $52,250,000, leaving $164,000 in 2020 ITIP programming capacity.

   - US 101- Eureka/Arcata Corridor Improvement Project in Humboldt County. -$20,716,000
   - SR 46- Cholame Project in San Luis Obispo County -$21,534,000
   - SR 46/41 WYE Project in San Luis Obispo County -$10,000,000

Total cost increase for highway projects: -$52,250,000

4. Delete one 2018 ITIP Rail project and replace it with an equal-value Rail project in the 2020 ITIP resulting in a net zero funding difference in Los Angeles County

Total cost change for intercity rail projects: $0

5. Deprogram Right of Way Capital and Support phases on one currently programmed 2018 project that has not started the phase:
   - SR 46 Antelope Grade Widening in San Luis Obispo County

Total savings from deprogramming: $5,194,000

6. Cost savings of $29,000,000 on two currently programmed 2018 ITIP Rail projects.
   - Mini-High Platforms Improvements Project $13,000,000
   - San Joaquin Corridor Second Platforms Project $16,000,000

Cost savings: $29,000,000

7. Cost savings of $8,673,000 on Tulare SR 99 Tagus Highway project carried forward from the 2018 ITIP creates 2020 ITIP programming capacity.

Cost savings: $8,673,000

8. Exchange $4,300,000 in Proposition 1B Highway 99 Bond savings for currently programmed 2018 ITIP funding on
   - SR 99 - South Madera 6 Lane Widening Project in Madera County (APDE) $2,600,000
   - SR 99 - Tulare City Widening in Tulare County (APDE) $1,700,000

Cost savings: $4,300,000

9. Program a total of $47,300,000 for the following three priority rail projects.
    - Stockton Diamond Grade Separation Project -$20,800,000
    - Stockton Regional Rail Maintenance Facility Expansion Project -$15,000,000
    - Coast Subdivision Rail Corridor Improvements -$11,500,000

Total Cost: -$47,300,000

Total 2020 ITIP Capacity	**$625,381,000**
Total 2020 ITIP Programmed Project Cost	**$625,350,000**

2022 STIP Cycle Expectations

Even though revenues were in line with the expectations, the available new funding capacity is smaller than many people anticipated in the 2020 STIP cycle due to reasons such as paying back the over-programmed shares in the 2018 ITIP and also the APDE advance programming. Under the present funding methodology for the STIP and accounting for the SB 1 STIP funding fix, an average STIP cycle may add up to $1.4 billion of new money. Every new STIP cycle adds two new years of programming capacity. With 25 percent of new revenues going to the interregional program, the 2022 ITIP can expect to see new programming capacity of about $350 million over a two-year period or about $175 million per year for future STIP cycles. Therefore, the 2022 STIP cycle is expected to have normal levels of funding capacity which will allow the programming of new projects/components in the next ITIP cycle

Looking Forward

- Moving forward, it is important to advance a conversation about the linkages between transportation, jobs, housing, and climate change, and how the State will approach interregional transportation investments in a way that makes a meaningful positive difference in these issues. A very clear opportunity to have that conversation is coming up with the update of the Interregional Transportation Strategic Plan (ITSP) which identifies funding priorities for the ITIP. Furthermore, the predictable funding levels provided by the Road Repair and Accountability Act (SB 1) provides the opportunity for long-range planning that results in project implementation.

- The transportation sector accounts for over 40 percent of California's Green House Gas emissions, and the trend has recently shifted to increased emissions from the transportation sector. Improvements to the Interregional Road System and Intercity Passenger Rail services need to address this topic on all future ITIP projects.

- Planning and transportation investments have long time horizons and lock in impacts for decades. When investments are made to the Interregional System made, the lengthy time horizons need to be recognized.

- The State will continue the "fix it first" approach detailed in the SB 1. Maintaining the condition of the State's roads, bridges, active transportation and highway facilities is of the utmost importance.

Table 2: Carryover 2018 STIP Highway Projects with Carryover Funding Shown

Carryover 2018 Highway Projects with Carryover Funding Shown ($'s x 1000)																		
Co	RTE	PPNO	Project	Total	Prior	2020 ITIP Total	20-21	21-22	22-23	23-24	24-25	RW	CON	PA&ED	PS&E	RW Sup	Con Sup	Notes
HUM	101	0072	Eureka/Arcata Corridor Improvement	26,482	2,141	24,341	24,341	0	0	0	0	0	22,682	0	1,983	158	1,659	Carryover. See changes below.
HUM	255	2389	Eureka/Arcta Restoration Project for Mitigation - 3 Parcels	11,160	11,160	0	0	0	0	0	0	1,736	6,551	646	956	251	1,020	Carryover. FY 19-20 Delivery.
LAK	29	3121	Lake 29 Expressway - Segment 2B	5,100	5,100	0	0	0	0	0	0	0	0	0	5,100	0	0	Carryover.
LAK	29	3122	Lake 29 Expressway - Segment 2A	5,100	5,100	0	0	0	0	0	0	0	0	0	5,100	0	0	Carryover.
BUT	70	9801A	SR70 Passing Lanes (Segment 2)	6,600	1,800	4,800	4,800	0	0	0	0	900	4,200	0	400	500	600	Carryover.
BUT	70	9801B	SR 70 Passing Lanes (Segment 3)	10,900	2,300	8,600	0	8,600	0	0	0	650	7,500	300	600	750	1,100	Carryover.
MON	156	0057C	Route 156 West Corridor	7,700	7,700	0	0	0	0	0	0	0	0	7,700	0	0	0	Carryover.
SBT	156	0297	San Benito Route 156 Improvement Project	81,554	81,554	0	0	0	0	0	0	22,488	33,000	3,936	8,410	2,720	11,000	Carryover. FY 19-20 Delivery.
SLO	46	0226J	Cholame	103,021	30,600	72,421	72,421	0	0	0	0	14,000	61,200	0	13,900	2,700	11,221	Carryover. See changes below.
SLO	46	0226K	Route 46/41 Wye	133,700	25,000	108,700	0	108,700	0	0	0	9,400	95,300	0	13,200	2,400	13,400	Carryover. See changes below.
SLO	46	0226L	Route 46 Antelope Grade	15,494	0	15,494	0	15,494	0	0	0	3,024	0	0	10,300	2,170	0	Carryover. See changes below.
SB	101	7101B	South Coast 101 HOV Lanes - Montecito to Santa Barbara (Segments 4D-4E)	600	600	0	0	0	0	0	0	0	0	600	0	0	0	Carryover to closeout. See below.
SB	101	7101C	South Coast 101 HOV Lanes - Carpinteria (Segment 4A)	2,495	2,495	0	0	0	0	0	0	0	0	495	2,000	0	0	Carryover.
SB	101	7101D	South Coast 101 HOV-Padaro (Segment 4B)	3,475	3,475	0	0	0	0	0	0	0	0	475	3,000	0	0	Carryover.
SB	101	7101E	South Coast 101 HOV-Summerland (Segment 4C)	430	430	0	0	0	0	0	0	0	0	430	0	0	0	Carryover.
FRE	41	6705	Excelsior Expressway	8,000	8,000	0	0	0	0	0	0	3,500	0	0	3,000	1,500	0	Carryover.
KER	46	3386C	Route 46 Widening - Segment 4A	400	400	0	0	0	0	0	0	0	0	0	400	0	0	Carryover to close-out. See below.
KER	14	8042B	Freeman Gulch Widening - Segment 2	1,960	1,960	0	0	0	0	0	0	0	0	0	1,960	0	0	Carryover.
MAD	99	6297	South Madera 6 Lane	12,413	3,413	9,000	0	9,000	0	0	0	0	0	3,413	9,000	0	0	Carryover. See changes below.
TUL	99	6369	Tulare City Widening	8,000	0	8,000	2,000	0	6,000	0	0	0	0	2,000	6,000	0	0	Carryover. See changes below.
TUL	99	6400G	Tagus 6-Lane Widening (Combined)	82,325	11,325	71,000	71,000	0	0	0	0	4,750	59,000	0	5,525	1,050	12,000	Carryover. See changes below.
INY	395	0170	Olancha and Cartago Expressway	67,607	17,992	49,615	0	49,615	0	0	0	9,920	44,435	3,748	2,924	1,400	5,180	Carryover.
MER	99	0161B	Livingston Widening Southbound	38,950	5,000	33,950	0	33,950	0	0	0	200	29,450	1,700	3,000	100	4,500	Carryover.
				633,466	**227,545**	**405,921**	**174,562**	**225,359**	**6,000**	**0**	**0**	**70,568**	**363,318**	**25,443**	**96,758**	**15,699**	**61,680**	

Table 3: Changes to Existing 2018 Highway Projects

Changes to Existing 2018 Highway Projects ($'s x 1000)																		
Co	Rte	PPNO	Project	Total	Prior	2020 ITIP Total	20-21	21-22	22-23	23-24	24-25	RW	CON	PA&ED	PS&E	RW Sup	Con Sup	Notes
HUM	101	0072	Eureka/Arcata Corridor Improvement	20,716		20,716	20,716	0	0	0	0	0	15,516	0	0	0	5,200	Cost increase.
SLO	46	0226J	Cholame	21,534	0	21,534	21,534	0	0	0	0	0	21,534	0	0	0	0	Cost increase.
SLO	46	0226K	Route 46/41 Wye	10,000	10,000	0	0	0	0	0	0	10,000	0	0	0	0	0	Cost increase.
SLO	46	0226L	Route 46 Antelope Grade	-5,194	0	-5,194	0	-5,194	0	0	0	-3,024	0	0	0	-2,170	0	Deprogram RW and RW Support.
TUL	99	6400G	Tagus 6-Lane Widening (Combined)	-8,673	0	-8,673	-8,673	0	0	0	0	0	-8,673	0	0	0	0	Cost savings.
MAD	99	6297	South Madera 6 Lane	-2,600	0	-2,600	0	-2,600	0	0	0	0	0	0	-2,600	0	0	Decrease PS&E funding. Replace balance with SR 99 Bond funds.
TUL	99	6369	Tulare City Widening	-1,700	0	-1,700	0	4,300	-6,000	0	0	0	0	0	-1,700	0	0	Decrease PS&E funding and advance to FY 21-22. Replace balance with SR 99 Bond funds.
				34,083	**10,000**	**24,083**	**33,577**	**-3,494**	**-6,000**	**0**	**0**	**6,976**	**28,377**	**0**	**-4,300**	**-2,170**	**5,200**	

Table 4: Carryover 2018 Intercity Rail Projects with Carryover Funding Shown

Carryover 2018 Intercity Rail Projects with Carryover Funding Shown. ($'s x 1000)																		
Co	Rte	PPNO	Project	Total	Prior	2020 ITIP Total	20-21	21-22	22-23	23-24	24-25	RW	CON	PA&ED	PS&E	RW Sup	Con Sup	Notes
ALA	N/A	2194	Coast Subdivision Rail Corridor Improvements	15,363	0	15,363	0	15,363		0	0	0	15,363	0	0	0	0	Carryover. See changes below.
FRE	N/A	2191	San Joaquin Corridor 2nd Platforms for Bi-hourly and Morning Express Service	36,000	0	36,000	0	2,000	34,000	0	0	0	34,000	100	1,900	0	0	Carryover. See changes below.
LA	N/A	2002A	Rosecrans / Marquardt Grade Seperation	9,000	9,000	0	0	0	0	0	0	0	7,000	0	2,000	0	0	Carryover.
LA	N/A	2098	Raymer to Bernson Double Track Project	60,820	0	60,820	60,820	0	0	0	0	0	60,820	0	0	0	0	Carryover. See changes below.
SD	N/A	2190	San Onofre to Pulgas Double Track Phase 2	30,040	1,177	28,863	0	28,863	0	0	0	0	28,863	0	1,177	0	0	Carryover.
VAR	N/A	2065R	Mini-High Platform Improvements	18,000	0	18,000	0	0	18,000	0	0	0	17,500	0	500	0	0	Carryover. See changes below.
VAR	N/A	2194A	Coast Subdivision Positive Train Control Implementation Project	4,637	4,637	0	0	0	0	0	0	0	4,637	0	0	0	0	Carryover.
VAR	N/A	2195	Central Coast Layover Facility Expansion	9,000	1,000	8,000	8,000		0	0	0	0	8,000	0	1,000	0	0	Carryover. See changes below.
				182,860	**15,814**	**167,046**	**68,820**	**46,226**	**52,000**	**0**	**0**	**0**	**176,183**	**100**	**6,577**	**0**	**0**	

Table 5: Changes to Existing 2018 Intercity Rail Projects

Changes to Existing 2018 Intercity Rail Projects ($'s x 1000)																		
Co	Rte	PPNO	Project	Total	Prior	2020 ITIP Total	20-21	21-22	22-23	23-24	24-25	RW	CON	PA&ED	PS&E	RW Sup	Con Sup	Notes
ALA	N/A	2194	Coast Subdivision Rail Corridor Improvements	11,500	0	11,500	0	-15,363		26,863	0	0	11,500	0	0	0	0	Increase construction funding and delay construction to FY 23-24.
LA	N/A	2098	Raymer to Bernson Double Track Project	(60,820)	0	-60,820	-60,820	0	0	0	0	0	(60,820)	0	0	0	0	Delete project.
VAR	N/A	2195	Central Coast Layover Facility Expansion	0	0	0	-8,000	8,000	0	0	0	0	0	0	0	0	0	Delay construction to FY 21-22.
FRE	N/A	2191	San Joaquin Corridor 2nd Platforms for Bi-hourly and Morning Express Service	-16,000	0	-16,000	600	1,000	-17,600	0	0	1,000	-17,600	500	100	0	0	Decrease funding.
VAR	N/A	2065R	Mini-High Platform Improvements	-13,000	0	-13,000	5,000	0	-18,000	0	0	0	-13,000	0	0	0	0	Decrease construction funding and advance to FY 20-21
				-78,320	**0**	**-78,320**	**-63,220**	**-6,363**	**-35,600**	**26,863**	**0**	**1,000**	**-79,920**	**500**	**100**	**0**	**0**	

Table 6: New Intercity Rail Projects in the 2020 ITIP

New Intercity Rail Projects in the 2020 ITIP ($'s x 1000)																		
Co	Rte	PPNO	Project	Total	Prior	2020 ITIP Total	20-21	21-22	22-23	23-24	24-25	RW	CON	PA&ED	PS&E	RW Sup	Con Sup	Notes
LA	N/A	9882	Link Union Station	60,820	0	60,820		0	0	60,820	0	0	60,820	0	0	0	0	Add new project.
SJ	N/A	9883	Stockton Diamond Grade Separation	20,800	0	20,800	20,800					7,300			13,500			Add new project.
SJ	N/A	9884	Stockton Regional Rail Maintenance Facility Expansion Project	15,000		15,000	15,000						15,000					Add new project.
				96,620	**0**	**96,620**	**35,800**	**0**	**0**	**60,820**	**0**	**7,300**	**75,820**	**0**	**13,500**	**0**	**0**	

Table 7: Final Expenditures for Completed Project Components

Final Expenditures (Close-out costs) for completed project components ($'s x 1000)							
Co	Rte	PPNO	Project	PAED	PSE	R/W Sup	Notes
SB	101	7101B	South Coast 101 HOV Lanes - Montecito to Santa Barbara (Segments 4D-4E)	600	N/A	N/A	Component has been completed
KER	46	3386C	Route 46 Widening - Segment 4A	N/A	400	N/A	Component has been completed

Project Profiles

Unlike the 2018 STIP Fund Estimate which provided $527,000,000 in new capacity for the ITIP, the 2020 Fund Estimate provided only $52,414,000 in new programming capacity that only allows the Department to reprogram 2018 ITIP projects that are carried over to 2020 ITIP, address cost increases to three existing projects, realize cost savings on three highway and rail projects, and program $52,300,000 on three intercity rail projects.

All projects that are being carried over 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 2020 ITIP provides a short discussion of currently funded ITIP projects found to be within the Strategic Interregional Corridors as outlined in the 2015 ITSP.

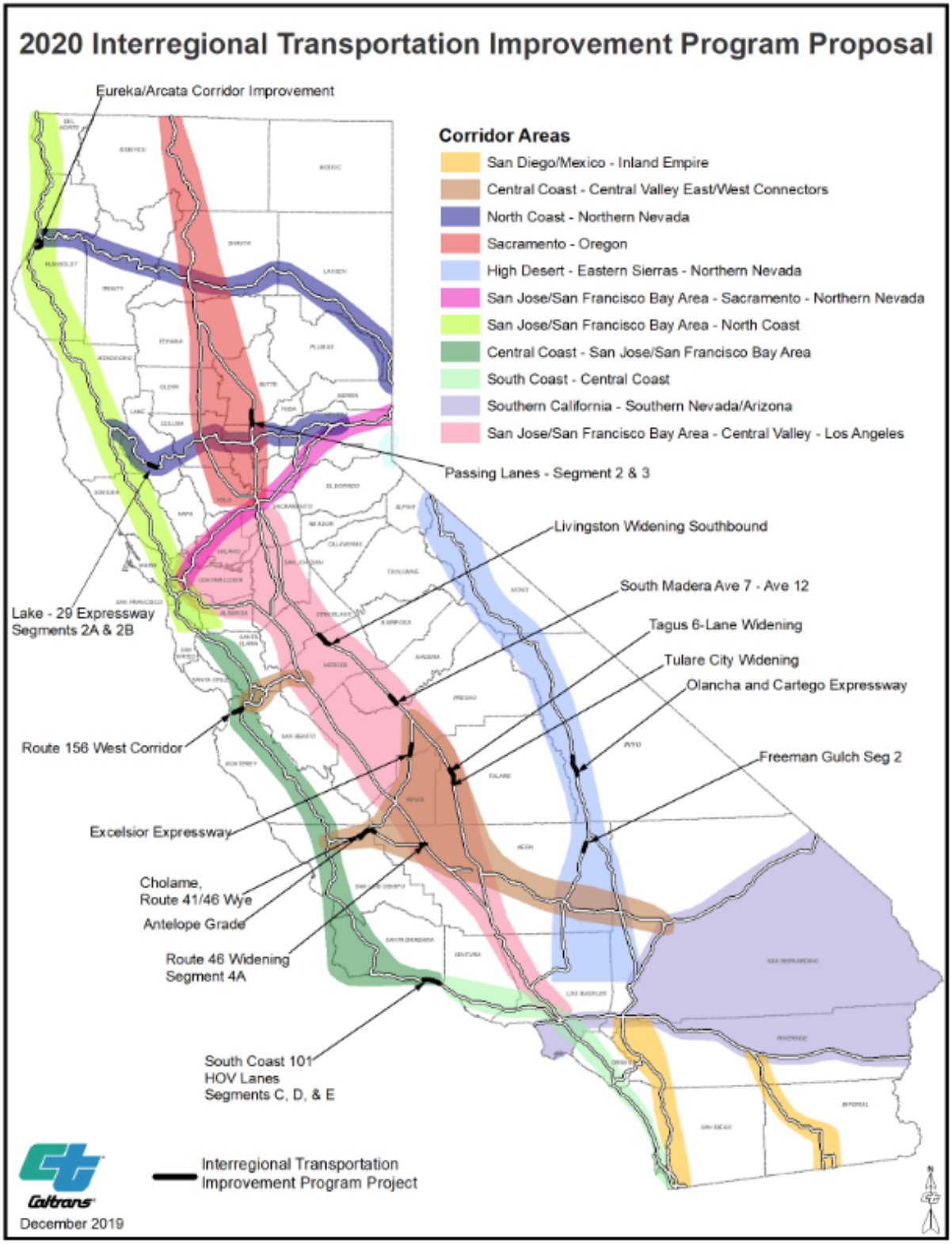
Table 8: 2020 ITIP Projects and Associated Strategic Interregional Corridor

Strategic Interregional Corridors	Route	Project Description	District	County	2020 ITIP Total (1000s)
South Coast - Central Coast	Pac Surfliner	Central Coast Layover Facility	5	San Luis Obispo	$97,683
	Pac Surfliner	Link Union Station	7	Los Angeles	
	Pac Surfliner	Roscrans/Marquardt Grade Separation	7	Los Angeles	
	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 (Segments C, D, and E)	5	Santa Barbara	$0
San Jose/San Francisco Bay Area - North Coast	US 101	Eureka/Arcata Corridor Improvement	1	Humboldt	$45,057
San Jose/San Francisco Bay Area - Sacramento - Northern Nevada	Capitol	Coast Subdivision Rail Corridor Improvements	4	Alameda	$26,863
	Capitol	Coast Subdivision Positive Train Control Implementation	4	Various	
San Jose/San Francisco Bay Area - Central Valley - Los Angeles	San Joaquin	Second Platforms (Modesto and Turlock-Denair)	10	Stanislaus	$169,777
	San Joaquin	Mini-High Platform Improvements	10	Stanislaus/Fresno	
	San Joaquin	Stockton Diamond Grade Separation	10	San Joaquin	
	San Joaquin	Stockton Regional Rail Maintenance Facility Expansion	10	San Joaquin	
	SR 99	Tagus 6 Lane Widening	6	Tulare	
	SR 99	Tulare City Widening	6	Tulare	
	SR 99	South Madera 6 Lane Widening	6	Madera	
	SR 99	Livingston Widening - Southbound	10	Merced	
Sacramento Valley - Oregon	SR 70	Passing Lanes (Segments 2 and 3)	3	Butte	$13,400
High Desert - Eastern Sierras - Central Nevada	US 395	Olancha and Cartago Expressway	9	Inyo	$49,615
	SR 14	Freeman Gulch Widening Segment 2	6	Kern	
Central Coast - Central Valley East/West Connectors	SR 156	SR 156 West Corridor Study	5	Monterey	$222,955
	SR 41	Excelsior Expressway - 2 to 4 Lane	6	Fresno	
	SR 46	SR 46 Improvements (Cholame Widening, Route 41/46 WYE, Antelope Grade)	5	San Luis Obispo	
North Coast - Northern Nevada	SR 29	Segment 2B and 2C of the Lake 29 Expressway Project	1	Lake	$0
				Grand Total	$625,350

Figure 3: 2020 ITIP – All Intercity Passenger Rail Projects

Figure 4: 2020 ITIP New Intercity Passenger Rail Projects

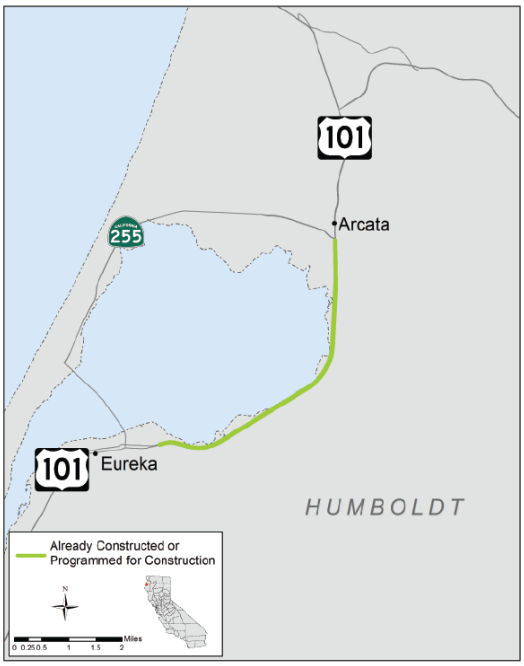
Figure 5: 2020 ITIP Highway Projects and Associated Strategic Interregional Corridor



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 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.

EUREKA ARCATA CORRIDOR IMPROVEMENT PROJECT



In partnership with the Humboldt County Association of Governments, the 2020 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. During the design phase, due to the discovery of extremely soft soil conditions at the site, the project cost was revised upward. Most of the cost increases are related to the following items: structures foundation and walls, import borrow material, excavation, geotechnical measures, costs related to increase in construction seasons and traffic handling. The cost increase is proposed to be funded with Interregional Improvement Program (IIP) funds.

The project is on schedule to be delivered in FY 2020-21.

San Jose/San Francisco Bay Area – Central Valley – Los Angeles Corridor

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. The Department will continue to work towards the goal of eliminating these bottlenecks and thus enabling the 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, the Department worked with the BNSF Railway Company to model improvements that would be necessary to increase service from 6 to 8 daily intercity round trips. The BNSF Railway Company 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 there will be on-time performance and operational benefits from each project prior to completing the entire set of projects.

SECOND PLATFORMS (MODESTO AND TURLOCK-DENAIR STATIONS) - SAN JOAQUIN INTERCITY PASSENGER RAIL CORRDIOR

This project will extend the existing station platforms and construct a second platform at two 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.

MINI-HIGH PLATFORM IMPROVEMENTS PROJECT – SAN JOAQUIN INTERCITY PASSENGER RAIL CORRIDOR

This project will design and build 48-inch high raised platforms with ADA compliant ramps on 18 Amtrak California Stations. A great majority of these stations are part of the San Joaquin Intercity Passenger Rail Corridor. These platforms will be positioned in such a way that when the door opens, the "gap-filler" plate can be extended to within 1-inch of these 48-inch high platforms. This will facilitate level boardings for persons with wheel chairs, using walkers or transporting luggage. On completion, this project will help reduce delays, improve passenger accessibility, safety and dependability, and increase on-time performance.

STOCKTON DIAMOND GRADE SEPARATION PROJECT – SAN JOAQUIN INTERCITY PASSENGER RAIL CORRIDOR

The Stockton Diamond is located at the intersection of heavily-trafficked Union Pacific Rail Road (UPRR) and BNSF Railway Company mainlines in Stockton and is the busiest at-grade railway junction in California. The at-grade crossing of these tracks is known as the "Stockton Diamond" and is also referred to as Keddie Junction by the host railroads. The current, at-grade configuration of the track results in significant delays to passenger and freight trains in the area, including those serving the Port of Stockton, as well as other trains in the area. This project will complete design and right of way activities for the construction of a flyover structure to provide the vertical clearance required by both railroads. The flyover structure will span the length of the Stockton Diamond and eliminate the interference between the two railroads. Scope will also involve railroad coordination and approvals, including operational modeling and analysis and right of way consultation for property owned by the railroads.

STOCKTON REGIONAL RAIL MAINTENANCE FACILITY EXPANSION – SAN JOAQUIN INTERCITY PASSENGER RAIL CORRIDOR

The Stockton Regional Rail Maintenance Facility (RMF) Expansion Project will be located at the site of the existing RMF. The Stockton RMF Expansion Project will further expand the existing facility to become a shared maintenance facility with the Altamont Commuter Express (ACE) services for the San Joaquins Intercity Passenger Service. The expanded facility will provide a cost-effective option for maintaining intercity rail equipment by utilizing an existing, centrally located maintenance facility. The project will also support the development of the Valley Rail Program, facilitating an increase in San Joaquins service between Sacramento and Bakersfield. This project will complete design funded by the State Rail Assistance (SRA) program, and ITIP will fund the construction phase. The construction work to be performed

includes: expansion of the main Stockton Regional Rail Maintenance Facility (RMF) building infrastructure, a storage building, new track, and installation of new maintenance equipment.

MADERA 99

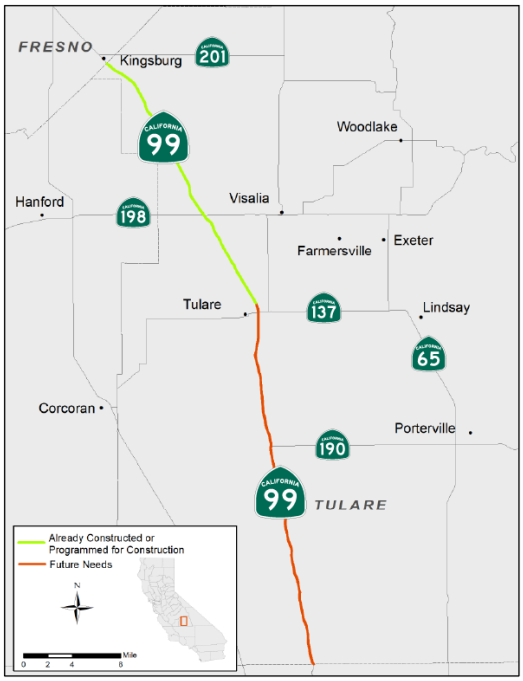
This project will widen a segment of SR 99 from Avenue 12 to Avenue 17 in Madera County. With the availability of Proposition 1B State Route 99 Bond savings from other projects in this corridor, this project was delivered in October 2018 using those savings and is currently under construction.

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 2018 ITIP funded the Plans, Specifications, and Estimates (PS&E), Right of Way, and Construction phases for the Tagus 6-Lane Widening (Northbound and Southbound) project. Tulare County Association of Governments (TCAG) is the funding partner on this project. TCAG programmed RIP funds for PS&E, Right of Way, 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 2018 ITIP programmed Construction funding for the southbound project and Construction for the northbound project is funded with Trade Corridor Enhancement Program (TCEP) funds.

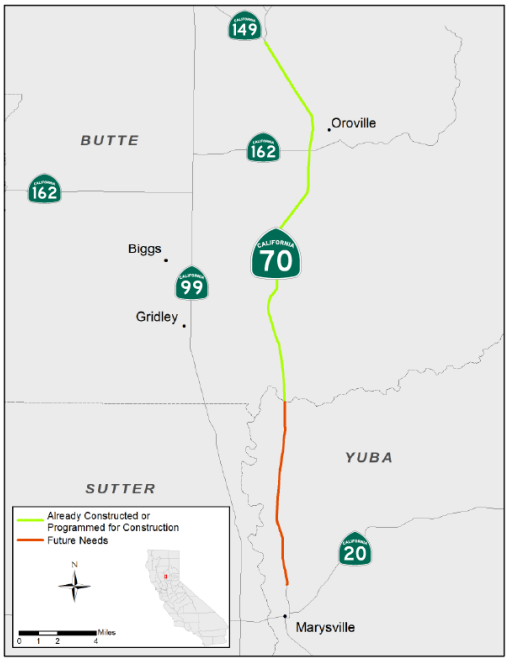
The southbound project is scheduled for Construction in FY 2021-22.

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 that 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 near failure of the main spillway of the Oroville Dam and the Camp Fire in the Paradise area, SR 70 also serves as a critical evacuation route for the region. In the area under project development, SR 70 is presently a two-lane conventional highway with few passing opportunities, and many uncontrolled driveways and side roads intersecting the highway.



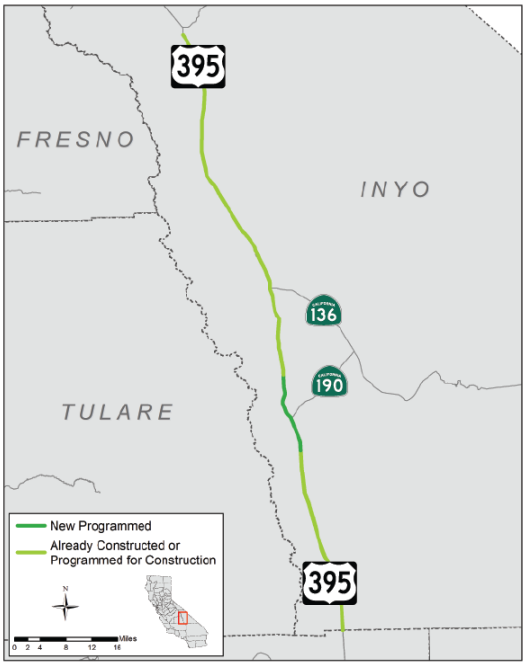
The 2018 ITIP included funding for Segments 1, 2, and 3 in Butte County, with joint funding from Butte County Association of Governments (BCAG). There is a future need for funding for Segments 4 and 5 in Yuba County.

High Desert – Eastern Sierras – Central Nevada Corridor

The High Desert – Eastern Sierra – Central Nevada Corridor links the Los Angeles region to central Nevada, including Lake Tahoe and Reno. It is an Eastern California, north-south corridor that 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

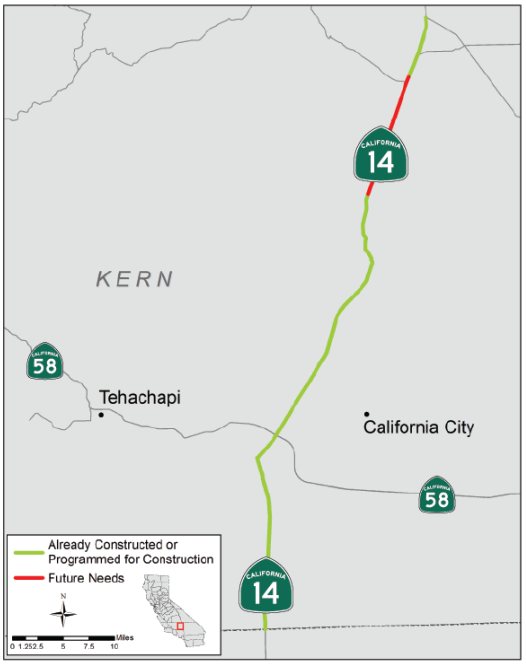
The project has been developed in partnership with Mono, Inyo, and Kern, counties which have been funding 60 percent of the project costs. With regional partners' RIP contributions along with the IIP contribution, the 2018 STIP fully funded the project thru Construction. This project is on schedule to be delivered in FY 2021-22.



The High Desert – Eastern Sierra – Central 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 interregional passenger vehicles. Vehicles are traveling at higher speeds as they enter this section of highway from four-lane divided expressways on either side of the project location. All of these factors lead to queuing within the communities, driver frustration, and unsafe passing maneuvers.

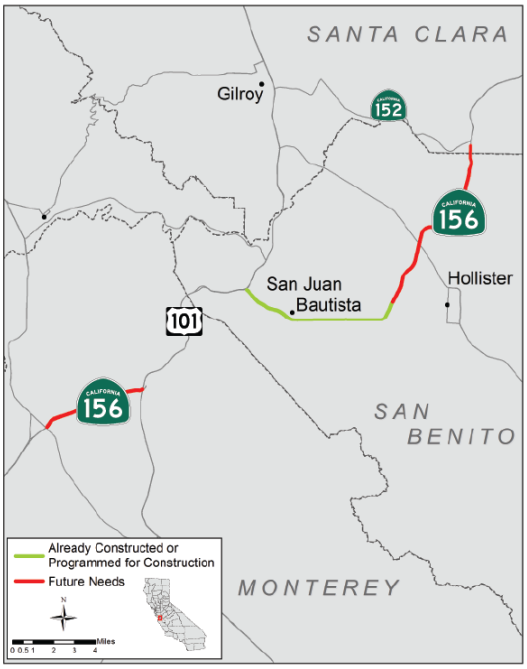
FREEMAN GULCH WIDENING; SEGMENTS 1 AND 2

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



Central Coast – Central Valley East/West Connectors

The Central Coast – Central Valley East/West Connectors 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 and distribution facilities in the San Joaquin Valley and access to highway and rail corridors linking to states to the east of California. Accessing the Central Coast is not only critical for agricultural production, but for tourism as well.



STATE ROUTE (SR) 156 WEST CORRIDOR STUDY

SR 156 in Monterey County is the tourist and freight route connecting the Monterey Peninsula with the Silicon Valley, the Salinas Valley and the Central Valley. High volumes of slow-moving trucks during agriculture peak seasons result in traffic back-ups and with some motorists sometimes make unsafe passing attempts around slower vehicles. This project will reduce congestion and improve safety by providing safe passing opportunities.

SAN BENITO ROUTE 156 IMPROVEMENT PROJECT

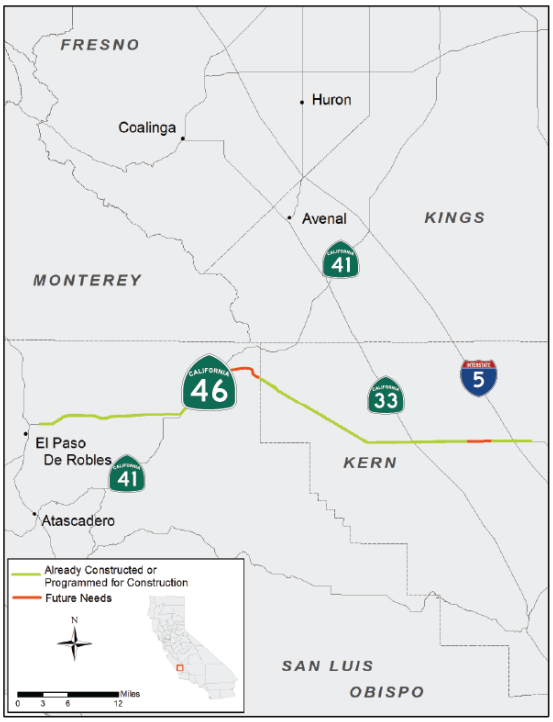
SR 156 is an east-west interregional facility connecting the Monterey Peninsula to US 101 and SR 152. It serves agricultural truck travel out of the Castroville, Monterey Bay, Salinas Valley, Hollister area to the San Joaquin Valley. It is the only direct agricultural goods movement and recreational route south of the Bay Area connecting the Coast and the northern San Joaquin Valley. SR 156 also provides for recreational travel to the Monterey Bay Area from points north and south via US 101 and to other regions via Interstate 5 and SR 99. This project is scheduled for delivery in 2019-20.

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. The 2018 ITIP funded for PS&E in FY 2018-19 and R/W in FY 2019-20. Fresno Council of Governments (FCOG) is the funding partner on this project.

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 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 four-lane expressway. Critical unfunded gaps still remain at the climb through the Antelope Grade to the Kern County line.



The 2018 ITIP proposal made significant investments in reducing these gaps by fully funding the Cholame segment and the SR 41/46 WYE. Once completed, the WYE project will improve safety by replacing the existing at-grade intersection with grade separated structures. The Antelope Grade project, has been funded through the PA&ED phase and is proposed for full PS&E funding in the 2020 ITIP cycle. The Right of Way and Right of Way Support phases for this project are proposed for deprogramming in the 2020 ITIP. Future funding will be needed to fully fund this segment through Construction.

The four-lane expressway project (Segment 4B) on the Kern County side of SR 46 is anticipated to be funded for Construction via reprogramming of RIP funding by Kern Council of Governments (Kern COG) in the Kern COG's 2020 RTIP.

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. Interstate 80 (I-80) is a transcontinental highway route that begins in San Francisco and ends in New Jersey. It has been identified as a Tier 1 freight facility in the 2014 California Freight Mobility Plan and is proposed by the Federal Highway Administration to be a designated component of the National Freight Network. SR 49, from Auburn to Nevada City, and SR 20, from Nevada City to I-80, serve as an alternative route to I-80 during highway closures caused by weather, accidents, or construction.

Importantly, the corridor also hosts the Capitol Corridor passenger Rail Service and Amtrak Intercity Passenger rail service as well as the Transcontinental Freight Rail Corridor connecting the ports of Oakland, Richmond, and Benicia to the rest of the United States.

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. The project is augmented for the 2020 ITIP to include full Centralized Traffic Control (CTC) and Positive Train Control (PTC). 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 the 2018 State Rail Plan.

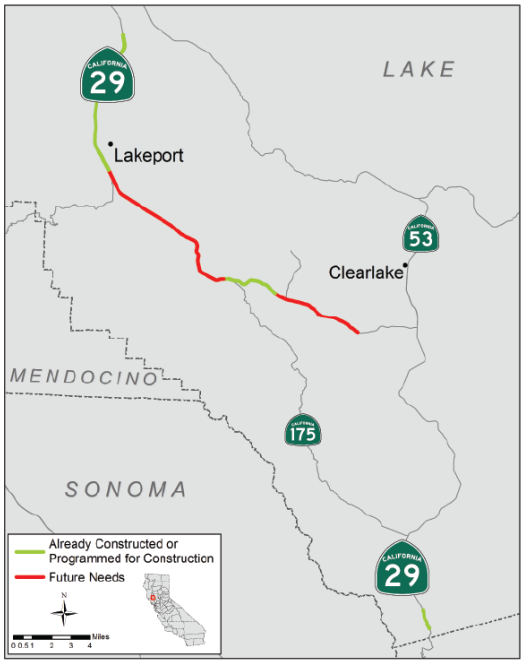
North Coast – Northern Nevada Corridor

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 including segments of SR 299, 44, and 36, and US 395. The second corridor is from Mendocino County to Nevada County and I-80 (portions of SR 20, 29, and 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.

These two major interregional corridors travel through mostly rural areas connecting rural communities, small urban areas, and Native American Tribal Reservations. The Interregional facilities provide the corridor with vital connections to interstate 5 and 80 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 rec-relational 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 passing opportunities. The project will also provide improved bike and pedestrian facilities by constructing wider shoulders. Roughly half of the project is SHOPP funded, the remainder is split between Lake County RIP shares and Interregional shares.



The environmental phase for other two Segments, 2A and 2B has already been completed. The 2018 ITIP funded the PS&E phase for both projects jointly with RIP shares from Lake County. Due to RIP and IIP funding constraints in the 2020 STIP cycle, subsequent phases could not be funded in the 2020 cycle.

South Coast – Central Coast Corridor

The South Coast Corridor–Central Coast Corridor connects the Central Coast to Southern California, linking heavily urbanized Southern California with the less urbanized counties farther 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.

The majority of the corridor is within urbanized areas, with rural segment in the northern portion in Santa Barbara and San Luis Obispo Counties. The corridor accommodates goods movement via highway and railroad. The rail system includes the Pacific Surfliner, other commuter services, and freight rail services. All service systems share the same infrastructure, which is owned by both private railroads and public agencies.

For this corridor, the only significant change to existing projects is the deletion of Raymer to Bernson Double Track project due to unanticipated delivery challenges. The $60,820,000 ITIP funds which become available as a result of deleting this project are proposed to be reprogrammed to the Link Union Station project, a new rail project in the same corridor.

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. The Pacific Surfliner will be able to improve ridership and revenue, and expand intercity rail passenger service because of this additional layover capacity. The project will facilitate the maintenance of equipment mid-route and at route terminus. It will allow additional passenger trains to hold overnight and allow a second more convenient morning departure from San Luis Obispo, as well as capacity to further grow service in the future.

ROSCRANS/MARQUARDT GRADE-SEPARATION – PACIFIC SURFLINER CORRIDOR

The Rosecrans/Marquardt at-grade crossing is one of the most 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 in addition to the ITIP.

LINK UNION STATION

Los Angeles Union Station (LAUS) is Southern California's primary transportation hub, connecting multiple counties with a combined population exceeding 20 million people. By 2040, ridership through LAUS is forecasted to increase from roughly 110,000 to more than 200,000 passenger trips each weekday. The Link Union Station (Link US) project will provide for the forecasted increase in ridership and expand regional rail connectivity. Link US plans to transform LAUS into a modern, world-class transit and mobility hub to meet the region's long-term transportation needs. The project will make LA's Union Station, a run-through track station instead of a stub-end station, vastly improving the throughput capacity for Intercity, Commuter and High-Speed Rail (HSR) systems. This project is fully funded with various funding sources including, Proposition 1A, Transit and Intercity Rail Capital Program (TIRCP), Local, and ITIP funds.

SAN ONOFRE TO PULGAS TRACK PHASE 2 – PACIFIC SURFLINER CORRIDOR

The project will construct a 1.6 mile-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 train 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, improve travel time, and provide for HOV lane continuity on US 101 in the Santa Barbara and Carpentaria 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.

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.

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/southern San Joaquin Valley and the food processing and distribution facilities located along the SR 99 corridor.

The rail facilities identified in this corridor include 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. 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.

FUTURE ITIP PROGRAMMING CONSIDERATIONS

Based upon SB 1, which stabilizes STIP funding going forward, it is anticipated that new projects will be programmed in the 2022 ITIP cycle. These projects will be consistent with the STIP Guidelines, the 2021 ITSP and specify how they meet GHG reduction targets laid out by AB 32, SB 391, and Executive Orders S-3-05, B-30-15, N-19-19.

The Department 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 Strategies.

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

- Consistency with the ITSP
- Consistency with the California Freight Mobility Plan
- Projects ready for construction

Future rail projects will involve ongoing coordination between the Department 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 to integrate the State's high-speed rail system, 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.

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 may not 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 its 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 the Department, 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 the Department's policy, all budgets for grandfathered work is communicated to the Department headquarters and is maintained in the CTIPs database. Changes and updates are currently reviewed and anticipated to be approved through the Project Change Request (PCR), the Department's change control process.

Table 8 on the following page details the budget, expenditure report, and status for all ongoing grandfathered 1996 STIP projects. The 2018 report included nine ongoing grandfathered projects, with three of those projects reported as complete. The 2020 report includes the six remaining grandfathered projects, with one additional project reported as complete.

Below is a brief discussion of a project with cost increases since last reported in the 2018 STIP.

Willits Bypass (PPNO 0125F)

The Willits Bypass project includes the main bypass contract and several contracts to address project mitigation. In the 2018 Grandfathered STIP update, the Department reported a $159.1 million budget for the Grandfathered support cost. The support cost estimate, as originally prepared, underestimated the needed resources to address the environmental mitigation requirements.

The main bypass project was completed in December 2016 and the four mitigation projects are scheduled for completion in December 2020. Between December 2020 and December 2028, Environmental Stewardship will utilize Architectural and Engineering (A&E) resources to accomplish all monitoring required by the permits to track success. The Department staff will be utilized for oversight of these contracts. Since last reported in 2018, support costs have increased by an additional $24,664,000, from $159,159,000 to $183,823,000, mainly due to additional resources needed for monitoring the various sites for the next eight years. Monitoring includes water quality monitoring, California Rapid Assessment Monitoring (CRAM), hydroperiod monitoring, Bakers Meadow Foam plant (BMF) aerial monitoring, grazing land monitoring, and onsite monitoring.

Table 9: 1996 Grandfathered STIP Project List

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

					GF STIP Budget (2012 Initial Reporting)[1]	GF STIP Budget (2018 Report)[1]	Budget Update 2020[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	$159,159	$183,823	$148,250	Parent project completed December 2016. Remaining mitigation projects scheduled for completion December 2020.
05	SB	101	0482	Casitas Pass & Linden Ave Interchanges	$23,932	$34,109	$34,109	$31,422	Project completion scheduled for December 2021.
07	LA	10	0309S	Baldwin Park - Soundwalls	$4,590	$5,645	$5,645	$3,411	Project completion scheduled for September 2020.
07	LA	5	2808	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. Entire corridor expected to be open to traffic by late 2021.
07	LA	5	2808A	Orange County to Route 605 - Carmenita Interchange	$30,845	$30,845	$30,845	$30,707	Project completed April 2018.
07	LA	710	0219M	Route 10 to Route 210 - New 6-lane freeway (R/W Support Only)	$330,000	$330,000	$330,000	$65,782	On-going R/W Support costs on Route 710.

[1] GF Budget estimate to complete support

[2] Actual Support expenditures to date

Budget revisions since last reported in 2018 ITIP

Appendix A – ITIP Public Comments

As required by Senate Bill 486 (DeSulnier, 2014), the Commission held a north Public Hearing regarding the ITIP in the City of Modesto on October 8, 2019. The south hearing was held in the City of Santa Ana on October 15, 2019. In addition, a third hearing was held in the City of Fresno on November 15, 2019.

In addition to verbal testimony given by the public at the three Commission-hosted public hearings, numerous written comments were submitted directly to Caltrans via OCIP@dot.ca.gov email and written letters sent prior to the comment deadline of November 26, 2019.

In addition, there were however, several letters requesting that additional projects be added to the 2020 ITIP.

Department responses to the comments are provided below followed by the all the formal comments received.

Response to Public Comments

Numerous public comments were submitted in response to the issuance of the Draft 2020 ITIP and the presentations given at the three public hearings held by the Commission. Verbal comments were given at the hearings; emails were sent to an account specifically established to receive comments; individual and multi-individual letters were submitted by the public via traditional mail; and comments from elected officials and Regional Planning Agency boards and commissions were provided via both letters and testimony at the public hearings. Those comments are included in the following pages.

Several consultation meetings were also held with public officials to discuss their concerns in more detail.

Almost all comments focused on the proposed deprogramming of project development phases on three highway projects, the redirection of Proposition 1B Highway 99 Bond Program funding capacity to exchange for ITIP funds to be used for other purposes, and the proposed retention of the funding capacity generated by those actions for yet-to-be-identified new projects. There were also comments that requested that specific new projects be added to the ITIP, potentially using the funding capacity provided by the proposed deprogramming of other project phases. Some commenters also expressed appreciation for all the other projects included in the proposed ITIP, particularly those on the State Route 46 corridor.

The Department considered all of the comments received and has modified the proposed ITIP to maintain funding on four project phases that had been proposed for deprogramming by using a combination of ITIP and Highway 99 Bond funds. The proposal to redirect Highway 99 Bond funds to free-up ITIP capacity was withdrawn. Three new Passenger Rail projects, two of which also benefit freight, are being proposed to use available funding capacity. These changes are summarized below.

- Portions of the draft ITIP that are revised in this document, in response to stakeholder comments:
    - Programs $2,000,000 for Highway 99 Tulare PA&ED.
    - Programs $21,004,000 for Highway 46 Antelope Grade and Highway 99 projects.
    - Eliminates exchange of $20,000,000 in Proposition 1B Highway 99 Bond savings for currently programmed 2018 ITIP funding on the State Route 99 Tagus Highway project in Tulare County.
    - Identifies $29,000,000 in cost savings from 2018 Intercity Rail projects to be programmed for high priority freight and rail projects.
    - Proposes to program a total of $47,300,000 of 2020 ITIP programming capacity for the following three priority rail projects:
        - Stockton Diamond Grade Separation Project,
        - Altamont Corridor Express (ACE) Passenger Rail Maintenance Facility Expansion Project,
        - Coast Subdivision Rail Corridor Improvements Project focused on Positive Train Control (PTC).

This section below includes summaries of each of the verbal comments given during the three public hearings, copies of comment letters, and an extensive set of emailed comments for the 2020 ITIP.

North ITIP Hearing in the City of Modesto on October 8, 2019, Summary of Verbal Comments:

Assembly Member Devon Mathis

Expressed concern about Caltrans' not having sufficient consultations with the local agencies. Requested the restoration of proposed deletions for all three SR46 and SR 99 projects. Highlighted the importance of freight movement in this corridor and the need for these projects to meet those demands. Objected to savings on another project from the same region were not being

awarded back to the region. Asked Caltrans and CTC to fully fund all SR 99 freight projects in the next 10 years.

Robert Poythress – Madera County Board Supervisor

Objected to proposed deletions. Remarked on the inadequate consultations with local MPOs. Pointed out all prosed deletions are in rural areas. Highlighted that congestion at various pinch point causes safety issues plus more pollution from idling vehicles. Highway widening is essential. Pressed for reinstatement of Madera project.

Nick Mirman – Asm. Jordan Cunningham's office

Read letter from the Assemblyman about the Antelope Grade project. Highlighted that the Route 46 corridor supports $7 billion goods movement $5 billion tourism every year. Described the need for safety improvements for this corridor. Noted that $400 million in State funds have already been spent on this corridor. Antelope Grade, being the last project on this corridor, this project must continue to move forward.

Sam Chung – Asm. Vince Fong's office

Urged the restoration of the Kern-46 project. Noted that it is a very important safety project. Also supports the restoration of SR 99 projects that are being proposed to be deleted.

Bill Thomas – Kern COG

Objected to a $60 million reserve money for some future unknown projects is being created by deleting the Antelope Grade project, a project that will complete the corridor improvements.

Ivan Garcia – BCAG

Advocated the completion of SR 70 corridor projects by programming $32 million of ITIP funds to SR 70 Segments 4 and 5 projects in Yuba County.

Rosa Park – StanCOG

Requested that the North County Corridor project be programmed in the 2020 ITIP for $30 million of ITIP in Fiscal Year (FY) 2022-23. Note that this project has already received a BUILD grant of $20 million. Reminded that both Caltrans and CTC have made previous promises to program $90 million of ITIP to this project.

Dave Leamore – Stanislaus Parks and Recreation Public Works Director

Described the North County Corridor project in detail with total estimated cost of $140 million and discussed the delivery status for the environmental phase. Requested $30 million in ITIP funds to complete this project.

Bill Zoslocki – StanCOG

Supports programming ITIP funds to the North County Corridor project.

Patricia Taylor – Madera CTC

Opposed the deletions of SR 99 projects and requested restoring these projects back into the 2020 ITIP proposal. Pointed out a discrepancy about the Madera project narrative in 2020 ITIP which states that existing SR 99 both north and south of this project is already 6-lane facility [Correction was made in the final document]. Commented on the inadequacy of consultations with the local agencies before these deletion recommendations. Highlighted that by not delivering this project, it will create over additional 3 tons of GHG per day by 2035. Highlighted that approximately $500 million worth goods move through the corridor every year. Also highlighted the safety aspect of this project.

Robert Ball – Kern COG

Supported the 46/41 Wye projects and requested restoring the Antelope Grade project. Supports Kern-46 Segment 4B in Lost Hills. Commented on the inadequacy of Caltrans consultations with local partners for these deletion recommendations. Expressed his opposition to setting aside $60 million for unidentified project(s). Suggested that rail station improvements project in Fresno can be deleted to achieve some savings instead since the High-Speed Rail improvements at the same location will result in throw-away costs. Advocated finishing the 4-lane widening of last five-mile segment of SR-46 to Interstate 5, through the City of Lost Hills.

Asked for funding for the construction of truck climbing lanes on SR-58 along with funding for the auxiliary lanes which were left out of the Centennial Parkway project. Noted that these proposed widening projects are not for adding capacity but to address safety issues.

Nick Fidler – City of Bakersfield

Commented that these project deletions have significant impact to locals and private organizations. Cited the Amazon facility being built in Bakersfield. Commented that there was no regional involvement in the decision making.

Ted Smalley – Tulare CAG

Asked that funding to be restored for SR 99 projects. Commented that during the past decade, TCAG partnered for $2 billion in projects. Objected to $9 million savings yielded on a project are being are removed from the region. Mentioned that High Speed Rail (HSR) does not take care of goods movement. Stated that they need highway improvements for increased truck traffic. Mentioned that they are not obstructionists. Stated that Tulare County widening is not an urban area widening and that was an error in Caltrans presentation. Took issue with Caltrans statement that SR 99 Widening is expensive. All 24-mile SR 99 Widening in Tulare county is very cost-effective as it is essentially all median widening.

Robert Phipps – Fresno COG

Expressed concerns with the deletion of SR-99 projects.

Debbie Hale – TAMC

Discussed the Safety concerns on US 101 due to the slow-moving agriculture machinery around the US 101/Spence Road area. Described the long-term vision of needed improvements which will include a new interchange, elimination of left turns by constructing a network of frontage roads. Will seek multitude of funds including STIP funds for this very important project. Mentioned that during the 2022 STIP cycle, they will be requesting ITIP funds for PA&ED and PS&E phases.

John Gedney – Amador CTC

Described the history and the status of the SR 88 Pine Grove improvements. Sated that they will be requesting advance of all their RIP shares through 2028 to fund the construction phase. Discussed about Caltrans to remove SR 16 from the Interregional Road System and relinquishment to Sacramento County and stated his opposition to such a move.

Frank Damrell – Senator Kathleen Galgiani's office

Read letter from three Senators (Galgiani, Cabarello, Hertado) opposing the deletion of SR-99 projects and requested restorion of these projects since these projects are needed for freight movement and congestion relief due to large volumes of agriculture-related truck traffic in the corridor. Expressed concern that the draft 2020 ITIP jeopardizes an INFRA grant already awarded to North County Corridor project because that project is not included in this project. The project has requested $30 million in ITIP during this cycle. Expressed opposition to setting aside funds for future rail projects which may not even be in the Central Valley.

Marcella Clem – Humboldt CAG

Provided the background on the Eureka-Arcata Corridor Improvement project. Made a note that this project was first programmed in the STIP way back in 1999. Highlighted safety aspect of this project. Mentioned that extra patrolling is provided in this segment of US 101. Asked for approval of additional ITIP funding that is needed to cover the latest cost increase.

South ITIP Hearing in the City of Santa Ana on October 15, 2019

Jeanet Owens LA METRO

Made a presentation on the Link Union Station. Explained that the complete project will be delivered in phases/segments. Currently, Phase A is fully funded. Provided a funding plan for Phase A to which ITIP funds have been programmed along with a variety of other funds.

Manuel Cantu - Kern COG (Mayor of McFarland)

Opposed deletions of the SR 99 and SR 46 projects from 2020 ITIP. Highlighted the importance of SR 99 and SR 46 as an important freight corridor. Described the safety issues relating to SR 46 that still need to be addressed by informing that a private company has put up signs on SR 46 which state that "60 Deaths on Highway 46 since 2006".

Ahron Hakimi – Kern COG

Supported the continued work on SR 41/46 Wye project in the ITIP. Opposed deletions of SR 99 and SR 46 projects. Expressed concerns regarding Kern County not being consulted about these proposals. Questioned Caltrans proposal to extend platforms on San Joaquin Corridor when the current ridership does not seem to justify these rail expansions while deleting highway projects which save lives. Asked Caltrans and CTC to engage with Kern COG to find a compromise to these outright deletions of these three projects.

Ted Smalley – Tulare CAG

Highlighted the cost-effectiveness of widening SR 99 in Tulare county since, except for a few small sections, all widening will happen in the median. Pointed out that Tulare County and Caltrans have been in partnership for many years with Tulare County programming all their RIP shares on the State Highway System since their transportation funding measure was passed. Requested restoration of funding for proposed project deletions.

Eric Sauer – California Trucking Association

Highlighted the importance of freight movement in creating jobs by noting that freight supports 1 in 3 jobs in the State and the 80 percent of the goods are moved by trucks. Expressed concerns about deleting highway projects on SR 99 and SR 46 which carry significant freight volumes.

Central Valley ITIP Hearing in the City of Fresno on November 15, 2019

Jim Patterson, Assembly Member

Appreciated that Caltrans has listened to their concerns expressed at previous meeting. Highlighted the safety aspect of having three lanes in each direction throughout the SR 99 corridor. Requested complete funding restoration for three projects which are being proposed to be de-programmed.

Denise Sahatdjian (Office of Congressman Jim Costa)

Read remarks from the congressman. Noted the importance of widening SR 99 between Avenue 7 and Avenue 12.

Rachel (Office of Assemblyman Devon Mathis)

Appreciated the third hearing and for another opportunity for providing feedback.

Wes Anderson (Office of Senator Shannon Grove)

Noted that the SR 99 corridor is vital for passenger travel and freight movement. Requested not to proceed with the proposed deprogramming recommendations.

Troy McNeil (Madera CTC)

Reminded that the SR 99 Business Plan agreed to by Caltrans and Locals for SR 99 corridor calls for working together to convert existing facility to six-lane facility throughout the corridor. Pointed out Madera County's past commitment to use its RIP and local funds on SR 99 projects.

Andy Medellin (Mayor of Madera)

Made a note of daily weekday peak hour congestion even on the six-lane portion of the facility which runs against their efforts to reduce GHG emissions. Highlighted the impact on safety of these bottle necks when freeway narrows

down from six-lane to four-lane facility. Asked for clarification about the proposed reserve. Bruce De Terra provided the clarification. Reiterated his request to restore all proposed deprogramming proposals.

Brett Frazier (Madera Board of Supervisors)

Does not support the idea of keeping a reserve until a new strategy can be developed with locals to move forward with construction phase of projects. Called for not going forward with three deprogramming proposals.

Dylan Stone (Madera CTC)

Highlighted the high truck traffic flowing on SR 99 through Madera county. Does not support the idea of keeping a reserve. Provided an overview of the analysis that Madera County has done about the impact of proposed deprogramming proposals on greenhouse gas emissions.

Kaelyn Peterson (Bakersfield Chamber)

Noted the importance of SR 46 and SR 99 in carrying freight and travelling public. Does not support deprogramming projects.

David Couch (Kern County Supervisor)

Made a point that the law requires Caltrans to consult with local stakeholders and that Caltrans did not have adequate consolations. Thanked CTC and Caltrans for partial funding for SR 46 - Antelope Grade project and for completely funding Wye segment. Highlighted that there are still unmet safety needs of SR 46. Explained the importance of SR 46 in linking Salinas Valley to Union Pacific's (UP) intermodal facility in Delano. Commented that the current draft 2020 ITIP does not reflect Kern County's regional priorities.

Kathy Prout (Shafter City Council)

Focused on safety aspect of SR 46 projects by explaining that the fatality rate on this segment is double the State average rate for similar facilities. Noted the presence of high volume of trucks travelling through this corridor.

Olivia Trajillo (Arvin City Council)

Noted that the SR 58 corridor is the second highest priority for Kern county. Asked for $60 million for Centennial Auxiliary Lanes project. Suggested down scoping Antelope Grade project by building passing lanes, instead of 4 lane freeway widening.

Ted Smalley (Tulare CAG)

Thanked Secretary Kim and his staff for coming and meeting the local stakeholders. Emphasized the past and future partnership with Caltrans. Implored Caltrans to come up with future funding for completing construction phase of these under-development projects instead of expecting locals to do it who have already committed significant amounts of local funds to the SR 99 freeway improvements. Expressed concerns about losing project funding where locals and the Caltrans - District 6 worked hard to yield cost savings and that those savings should go on another project in the same region.

Bob Link (Mayor of Visalia)

Requested not to de-program the Tulare City Widening project since freight movement and safety impacts will be severe if this project is not completed.

Pete Vander Poel (Tulare County Board of Supervisors)

Thanked Secretary Kim and his staff for coming and meeting with the local stakeholders. Also thanked the Governor for reiterating his commitment for SR 99 corridor and CTC for having another hearing. Explained the importance of widening SR 99 project to the global trade that takes place between the Tulare County and other counties.

Max Rodriguez (Madera County Board of Supervisors)

Noted the safety and health issues arising from heavy truck traffic movement and congestion on SR 99 through Madera County.

John Di Nunzio (SLO COG)

Thanked for programming of Cholame and Wye projects on SR 46. Requested delaying or deferring Antelope Grade project instead of deprogramming.

Larry Reina (Private Citizen)

Requested restoring the programming of Avenue 7 to Avenue 12 Widening project on SR 99.

Aubrey Willis (Fresno Chamber)

Expressed concerns about deprogramming SR 99 and SR 46 projects. Does not support the draft ITIP as it does not meet transportation needs of the business community in the region.

Mike Leonardo (Fresno County Transportation Authority)

Thanked CTC for coming to Fresno and Caltrans for carrying over SR 41 (Excelsior) project into 2020 ITIP. Supports restoration of proposed deprogramming projects in the 2020 STIP and encourages proceeding with development of projects even if construction funding is not currently identified.

Kyler Crocker (Tulare CAG)

Thanked CTC for coming to Fresno for third hearing. Highlighted the importance of freight movement through this corridor. Requested restoration of proposed deprogramming projects and looking for ways to secure funding to complete construction.

Ivan Garcia (BCAG)

Advocated for completion of SR 70 projects by programming $24 million of ITIP funding on SR 70 Segments 4 and 5 projects in Yuba County. Highlighted the serious safety issues in this corridor.

Jose Sigala (Mayor of Tulare)

Requested that proposed deprogramming be not pursued and allow these projects to keep progressing.

Ahron Hakimi (Kern COG)

Urged savings from rail projects be used to keep these three projects in the ITIP, not count towards the reserve for future projects. Supported funding project development, even if construction funding is not identified. Highlighted the need for shelf-ready projects to compete for future state and federal funds for construction.

Kristen Green (Private Citizen)

Questioned the utility of the public transit in the rural valley and expresses safety concerns on SR 99.

Christine Beckstead (Madera Farm Bureau)

Thanked CTC for holding a hearing in the city of Fresno. Highlights importance of agriculture economy in Madera County and the resulting freight movements on SR 99 and SR 46. Supported widening projects as they reduce vehicle idling and improve air quality. Requested restoration of funding for pre-construction phases for all three projects and to find ways to fund their construction phase.

Comment Letters:

Comment letters are attached in this section followed by the section that includes all email comments received.

STATE CAPITOL
P.O. BOX 942849
SACRAMENTO, CA 94249-0115

California Legislature

October 7, 2019

RECD BY CTC
OCT 18 2019

Chairwoman Fran Inman
California Transportation Commission
1120 N Street, MS 52
Sacramento, CA 95814

Dear Chairwoman Inman,

As representatives of California's Central Valley, we are extremely concerned with the deletion of two major improvement projects on Highway 99 in the Draft 2020 Interregional Transportation Improvement Program.

The 2020 ITIP proposal suggests eliminating the $9 million Highway 99 widening in Madera County from Avenue 7 to Avenue 12 as well as the elimination of the $8 million expansion of Highway 99 through the city of Tulare.

Within this report, Cal Trans expresses the need for expansion along this corridor and acknowledges the "bottleneck" effect created at portions of this major artery when traffic lanes go from six lanes down to four lanes.

Furthermore, the Commission does not seem to be allowing for the proper amount of public engagement on this major shift in gas tax funds away from the Central Valley. In fact, the nearest public comment meeting is in Modesto – approximately two hours away from the very residents who will most feel the impact of this shortsighted decision.

As members representing this region, we respectfully request that a public meeting on the 2020 ITIP plan be held in Fresno by November 15th so people who will actually be impacted by these proposed project deletions will have an opportunity to address CTC members in person.

Respectfully,

Jim Patterson

Assemblymember, 23rd District

AD 26

Frank Bigelow AD5

SD 8

1- ~~Bob~~
2- DID
3- DoTS

SAN JOAQUIN VALLEY REGIONAL PLANNING AGENCIES' DIRECTORS' COMMITTEE

October 8, 2019

Fran Inman, Chair
California Transportation Commission
1120 N Street, MS 52
Sacramento, CA 95814

RE: Draft 2020 ITIP (Interregional Transportation Improvement Program); Deletion of San Joaquin Valley Projects

Dear Ms. Inman:

The San Joaquin Valley Regional Planning Agencies' Directors' Committee, an eight-county regional body, is submitting this letter in strong opposition to the proposed deletion of two critical San Joaquin Valley projects from the Draft 2020 ITIP. The deletion of $17 million for projects in Madera and Tulare counties will severely impact our ability to provide congestion relief, improve highway safety, and reduce greenhouse gas emissions consistent with State of California climate goals. We are particularly concerned by the lack of communication and collaboration from our state partners while the Draft 2020 ITIP was created.

One of the projects noted for deletion is a safety and congestion relief project in Madera County on State Route 99 (from Ave. 7 to Ave. 12). This project was originally in the 2016 ITIP but was requested to be removed and "promised" to be added back in during the 2018 ITIP development. The project was added back in the 2018 ITIP, and now once again is being proposed for deletion in the 2020 ITIP. We have started the environmental work for the project using the 2018 ITIP funding. The proposed 2020 deletion is for the design work totaling $9,000,000.

The other project is the Tulare City Widening project, where $8,000,000 in ITIP funding is proposed for deletion. Similar to the Madera project, the Tulare City project would ensure safety and congestion relief in the south Valley with capacity enhancements that eliminate dangerous gaps in the State Route 99 system. Both projects meet the goals and objectives of the ITIP by providing access, reliability, safety, sustainability and economic benefits to the State.

The San Joaquin Valley is the heart of California's transportation system, and is a major generator of economic activity within California. A vast majority, roughly 92 percent, of our commodities are transported by truck primarily using State Route 99, Interstate 5 and other major east-west corridors. State Route 99 is consistently identified as one of the most dangerous and fatal highways in the nation. One of the major factors affecting safety on State Route 99 is related to capacity flows around the bottleneck areas, where freeway lanes go from three to two lanes in multiple locations across our region. The Madera and Tulare projects, if funded, would eliminate these constrained gaps and help

Madera County Transportation Commission
Patricia Taylor - Chair

Kings County Association of Governments
Terri King - Vice Chair

Tulare County Association of Governments
Ted Smalley

Kern Council of Governments
Ahron Hakimi

Stanislaus Council of Governments
Rosa Park

Merced County Association of Governments
Stacie Dabbs

San Joaquin Council of Governments
Andrew Chesley

Fresno Council of Governments
Tony Boren

(559) 268-6222
(559) 314 6015 (Fax)

http://sjvcogs.org

2001 Howard Rd, Suite 201
Madera, CA 93637

promote the completion of the State Route 99 system, benefiting all of California. As a result, the number, rate, and consequences of surface transportation-related accidents, serious injuries, and fatalities among transportation users will be reduced.

The San Joaquin Valley Regional Planning Agencies are collectively requesting that a reconsideration be made to restore funding for the deleted Madera and Tulare projects in the proposed 2020 ITIP. The deletion of these projects from the ITIP undermines the long-range collaborative planning that has occurred over the past years between our regional planning agencies and the State of California. The uncertainty that occurs every two years with the ITIP, hampers our relationship with Caltrans and the California Transportation Commission, and negatively impacts our ability to plan and delivery much needed projects to our constituents.

The proposal to delete the San Joaquin Valley projects is not consistent with long term plans and the Federal Transportation Improvement Program. It appears that the Draft 2020 ITIP was prepared in a top down approach (Governor Executive Order N-19-19) and does not seem to follow Federal planning rules regarding performance measures, safety, and public input. The public has made it very clear that they want State Route 99 highway improvements with the goal of moving people and perishable agricultural freight more efficiently. We strongly believe we can meet the State's climate objectives while delivering these much-needed projects to our region.

Sincerely,

Patricia Taylor, Executive Director
Madera County Transportation Commission
Chair, San Joaquin Valley Regional Planning Agencies' Directors' Committee

Terri King, Executive Director
Kings County Association of Governments
Vice Chair, SJV Regional Planning Agencies' Directors' Committee

Ted Smalley, Executive Director
Tulare County Association of Governments

Tony Boren, Executive Director
Fresno Council of Governments

Stacie Dabbs, Executive Director
Merced County Association of Governments

Andy Chesley, Executive Director
San Joaquin Council of Governments

Ahron Hakimi, Executive Director
Kern Council of Governments

Stanislaus Council of Governments
Rosa De Leon Park, Executive Director

cc: CTC Board Members
Susan Bransen, CTC Executive Director
State Senator Anna Caballero
State Senator Shannon Grove
State Senator Cathleen Galgiani
Assemblyman Frank Bigelow
Assemblyman Devin Mathis
Caltrans Director Toks Omishakin
FHWA California Director Vince Mammano

RECEIVED
OCT 17 2019
DIRECTOR'S OFFICE

October 9, 2019

Fran Inman, Chair
California Transportation Commission
1120 N Street
Sacramento, CA 95814

RE: Draft 2020 ITIP (Interregional Transportation Improvement Program)

Dear Ms. Inman,

The California Trucking Association would like to express its concern regarding the removal of the SR 99 - South Madera 6 Lane Widening (Avenue 7-12) Project in Madera County (APDE) from the Draft 2020 Interregional Transportation Improvement Program (ITIP). The deletion of this safety and congestion relief project undermines the long-range collaborative planning process that has occurred for this vital segment of SR 99. The amount scheduled for deletion is $9 million for Plans, Specifications, and Estimates (PS&E). Environmental review work is currently underway for this project.

This crucial project was already in the environmental phase when it was scheduled for deletion in the 2016 ITIP due to a statewide funding shortfall. The currently under construction SR 99 Avenue 12-17 project was also scheduled for deletion. MCTC worked with Caltrans to keep the SR 99 Avenue 12-17 project in the ITIP and voluntarily removed the SR 99 Avenue 7-12 project on a temporary basis with the assurance that the project would be added back to the 2018 ITIP. Caltrans kept its promise and added the project back to the 2018 ITIP. However, all the previous environmental work that was underway at the time of deletion had to be restarted. The project is now once again being proposed for deletion in the 2020 ITIP with the environmental work underway. Caltrans is no longer fulfilling their promise to advance the project with its scheduled deletion. Also, there are no assurances that the project will be added back to the 2022 ITIP.

Madera has been a long-standing partner with Caltrans on SR 99 projects and has been committed to seeing the completion of all SR 99 projects. However, MCTC only learned of the proposed deletion on the day of the release of the Draft 2020 ITIP. Caltrans did not provide the opportunity for any collaboration or comments prior to the release of the document. The proposal to delete this necessary project is not consistent with long term plans and the Federal Transportation Improvement Program. It appears that the Draft 2020 ITIP was prepared in a top down approach (Governor Executive Order N-19-19) and does not seem to follow Federal planning rules regarding Federal planning performance measures, safety, and public input. The public has made it very clear that they want SR 99 road improvements with the goal of moving people and perishable agricultural freight more safely and efficiently.

SR 99 serves as the backbone to the State's goods movement system and has higher than average truck percentage volumes. Twenty-five percent of all food in the United States comes from the San Joaquin Valley. The San Joaquin Valley produces a number of agricultural goods including nuts, lettuce, dairy, fruits, tomatoes, and wine.

Approximately half of California's goods move through the San Joaquin Valley. Freight is moved through the Valley to other places within the state, outside the state, and to global markets through the ports. Trucks carrying agricultural products carrying "just in time" cargo so it must be as efficient as possible when traveling through the region to places throughout the United States and to various ports to export products. Over 500 million tons of commodities are transported through the San Joaquin Valley annually. This amount is projected to increase to 800 million tons by 2040. Over 44 percent of all employment in the San Joaquin Valley is associated with goods movement-dependent industries.

Widening this section of SR 99 will add two lanes to eliminate a current bottleneck. The project will substantially reduce the number, rate, and consequences of surface transportation-related accidents, serious injuries, and fatalities among transportation users. The current level of service will continue to rapidly deteriorate in a no-build scenario. As the current level degrades, there will be a likely increase in collision rates along this segment and associated costs in damage, delays, injuries, and lives. Completing the gaps on SR 99 will help reduce the cost of doing business by making it more efficient and cost-effective to move goods and people.

Caltrans choosing to disinvest in the Madera Region will yield a negative effect towards local, regional, statewide and national goals of reducing vehicle miles traveled (VMT) and curbing tailpipe emissions. The process to defund the project represents an undermining of the extensive planning effort taken to develop the long-range Regional Transportation Plan and Sustainable Communities Strategy which are designed to layout a comprehensive plan to fulfill said goals.

Finally, despite the controversial nature of fuel tax increases, the California Trucking Association supported SB 1 and Prop 69 and opposed Prop 6, recognizing the importance of funding road repair and responsible and necessary capacity expansions.

The slogan of that campaign, "Promises Made, Promises Kept", has been muddled by recent actions. The State must keep the public's trust that it is a responsible and honest steward of fuel tax dollars.

In that spirit, the CTA and its members will continue to work with the administration and the legislature as it implements Executive Order N-19-19.

Sincerely,

Eric Sauer
Senior Vice President of Government Affairs
(916)373-3562

cc: CTC Commissioners
Susan Bransen, Executive Director California Transportation Commission
Bruce De Terra, Caltrans Division Chief of Programming
Madera County Transportation Commission Policy Board

COUNTY OF SAN LUIS OBISPO
BOARD OF SUPERVISORS
John Peschong *District One Supervisor*

October 11, 2019

The Honorable Fran Inman
Chair, California Transportation Commission
1120 N Street, MS 52
Sacramento, CA 95819

RE: Hwy 41/46

Dear Chair Inman:

As the District 1 County Supervisor, the Highway 41/46 corridor runs through the middle of my District and has a huge impact on my constituents who use this corridor on a daily basis. This highway is a very dangerous corridor and the Public Safety widening project has begun to show beneficial results.

I write to you today to encourage you to maintain full funding to complete this essential corridor project, specifically the Antelope Grade widening on Highway 46. The widening of Highway 46 not only carries an economic benefit, but most importantly a safety one, as well. The Highway 41/46 corridor in San Luis Obispo County, otherwise known as Blood Alley, has seen a fatality rate three times higher than the state average. By widening the highway and placing a center median on the length of the highway, the state has the opportunity to save real lives.

Over the past twenty-plus years, the state has invested more than $400 million to upgrade and make this crucial, state priority highway safer and more reliable. The Antelope Grade project is the golden spike in this process – the final segment of seven to be widened.

Thank you for your consideration of this request to maintain funding for the Highway 41/46 corridor project. Please feel free to contact me if you have any questions.

Sincerely,

John Peschong
District One Supervisor

County of San Luis Obispo Government Center
1055 Monterey Street, Ste. D430 | San Luis Obispo, CA 93408 | (P) 805-781-5450 | (F) 805-781-1350
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AHPA
American Honey Producers Association

October 14, 2019

Fran Inman, Chair
California Transportation Commission
1120 N Street
Sacramento, CA 95814

RE: Draft 2020 ITIP (Interregional Transportation Improvement Program)

Dear Ms. Inman,

American Honey Producers Association would like to express its strong opposition and valid concern regarding the removal of the SR 99 - South Madera 6 Lane Widening (Avenue 7-12) Project in Madera County (APDE) from the Draft 2020 Interregional Transportation Improvement Program (ITIP). The deletion of this safety and congestion relief project undermines the long-range collaborative planning process that has occurred for this vital segment of SR 99. The amount scheduled for deletion is $9 million for Plans, Specifications, and Estimates (PS&E). Environmental review work is currently underway for this project.Also, there are thousands of semi loads of bees going in and out of the multi-million dollar almond groves providing essential pollination of those crops among others. The more the loads sit during the day on congested highways the more bees we lose and endangers the public.

This crucial project was already in the environmental phase when it was scheduled for deletion in the 2016 ITIP due to a statewide funding shortfall. The currently under construction SR 99 Avenue 12-17 project was also scheduled for deletion. MCTC worked with Caltrans to keep the SR 99 Avenue 12-17 project in the ITIP and voluntarily removed the SR 99 Avenue 7-12 project on a temporary basis with the assurance that the project would be added back to the 2018 ITIP. Caltrans kept its promise and added the project back to the 2018 ITIP. However, all the previous environmental work that was underway at the time of deletion had to be restarted. The project is now once again being proposed for deletion in the 2020 ITIP with the environmental work underway. Caltrans is no longer fulfilling their promise to advance the project with its scheduled deletion. Also, there are no assurances that the project will be added back to the 2022 ITIP.

Madera has been a long-standing partner with Caltrans on SR 99 projects and has been committed to seeing the completion of all SR 99 projects. However, MCTC only learned of the proposed deletion on the day of the release of the Draft 2020 ITIP. Caltrans did not provide the opportunity for any collaboration or comments prior to the release of the document. The proposal to delete this necessary project is not consistent with long term plans and the Federal Transportation Improvement Program. It appears that the Draft 2020 ITIP was prepared in a top down approach (Governor Executive Order N-19-19) and does not seem to follow Federal planning rules regarding Federal planning performance measures, safety, and public input. The public has made it very clear that they want SR 99 road improvements with the goal of moving people and perishable agricultural freight more safely and efficiently.
SR 99 serves as the backbone to the State's goods movement system and has higher than average truck percentage volumes. Twenty-five percent of all food in the United States comes from the San Joaquin Valley. The San Joaquin Valley produces a number of agricultural goods including nuts, lettuce, dairy, fruits, tomatoes, and wine.

Approximately half of California's goods move through the San Joaquin Valley. Freight is moved through the Valley to other places within the state, outside the state, and to global markets through the ports. Trucks carrying agricultural products carrying "just in time" cargo so it must be as efficient as possible when traveling through the region to places throughout the United States and to various ports to export products. Over 500 million tons of commodities are transported through the San Joaquin Valley annually. This amount is projected to increase to 800 million tons by 2040. Over 44 percent of all employment in the San Joaquin Valley is

will substantially reduce the number, rate, and consequences of surface transportation-related accidents, serious injuries, and fatalities among transportation users. The current level of service will continue to rapidly deteriorate in a no-build scenario. As the current level degrades, there will be a likely increase in collision rates along this segment and associated costs in damage, delays, injuries, and lives. Completing the gaps on SR 99 will help reduce the cost of doing business by making it more efficient and cost-effective to move goods and people.

Caltrans choosing to disinvest in the Madera Region will yield a negative effect towards local, regional, statewide and national goals of reducing vehicle miles traveled (VMT) and curbing tailpipe emissions. The process to defund the project represents an undermining of the extensive planning effort taken to develop the long-range Regional Transportation Plan and Sustainable Communities Strategy which are designed to layout a comprehensive plan to fulfill said goals.

This project not opening as scheduled is estimated to yield immediate effects on SR 99 travel speeds, regional VMT, and Carbon Dioxide (C02) emissions. Greenhouse Gas emissions are projected to rise over three tons per day by 2035.

Furthermore, not delivering this project negatively impacts the ability to demonstrate Federal Air Quality Conformity necessary for not just the Madera region but also seven other San Joaquin Valley counties, to adequately address criteria air pollutants that are regulated through the National Ambient Air Quality Standards.

While slower speeds will see some of the negative emissions effects isolated to SR 99 on and in the proximity of this project's extents, it's important to acknowledge VMT increases and their subsequent emissions will be attributed to higher levels of travel on the local roadway system. Avenue 12 and Avenue 9 in Madera County are east-west corridors in the projects extents that are seeing increasing levels of usage today in lieu of SR 99 or other available state highways for regional traffic. These conditions will be worsened at an accelerated rate at the cost of efficient transport and safety of travelers if the State withdraws project support in the Madera Region.

Appendix A of the Draft 2020 ITIP correctly identifies this project will provide benefits to American with Disabilities Act (ADA) facilities, make improvements to bicycle and pedestrian facilities and provide congestion relief to reduce Greenhouse Gas Emissions. Despite the Project Programming Request indicating otherwise, all of these benefits are in fact consistent with goals outlined in the Sustainable Communities Strategy for the Madera region.

It is also important to note that the project description for the SR 99 – Madera 6 Lane Widening Project (Avenue 12-17) in the Draft 2020 ITIP is incorrect in stating that "The sections of freeway to the north and south of this segment are existing six lane roadways." The sections of freeway to the north and south of the project currently under construction (including the project scheduled for deletion) are existing 4 lane roadways.

Sincerely,

Chris Hiatt
Vice President, AHPA

cc: CTC Commissioners
Susan Bransen, Executive Director California Transportation Commission
Bruce De Terra, Caltrans Division Chief of Programming
Madera County Transportation Commission Policy Board

Gary A. Giese

P. O. Box 662
Dinuba, CA 93618
email: garygiese@att.net

TO: **DATE:** Oct. 15, 2019

Caltrans
Division of Transportation Programming
1120 N Street, MS-82
Sacramento, CA 95814

Highway 99 is falling apart. The Governor can not divert funds needed to repair the 99. What a disaster he is becoming !! xx

Gary A. Giese

Stella A. Giese
P. O. Box 662
Dinuba, CA 93618
559-591-3854
email: sgiese1@att.net

October 14, 2019

Caltrans
Division of Transportation Programming
1120 N Street, MS-82
Sacramento, CA 95814

The California 99 Highway is long overdue to be widened and repaired. We have been paying extra gasoline taxes and nothing gets done. I strongly oppose Gov. Newsom pulling a Donald Trump by using this money for something other than what it was intended to be used.....FIX OUR ROADS.

Sincerely,

Stella Giese

Stella Giese

AGEE CONSTRUCTION CORPORATION

October 18, 2019

REco B.Y ere -
OCT 2 2 2019

Chair Fran Inman
California Transportation Commission
1120 N. Street, MS 52
Sacramento, CA 95814

RE: Draft 2020 ITIP

Chair Inman:

I am writing this letter to request the CTC to fully fund SR-99 project components recommended for deletion. Caltrans released the draft recommendations on October 1st with no consultation to the San Joaquin Valley that there would be a recommendation to delete the SR-99 project components. The recommendations did not include any explanation of how and when the funding would be replaced. As all of you know, SR-99 is vital to the State of California and the nation for goods movement. It is unacceptable to delay improvements to the SR-99 corridor.

Also, Caltrans district 6 worked to develop cost savings on another ITIP project in Tulare County. The reward for the local Caltrans district developing cost savings is a recommendation by Caltrans headquarters to **delete** another district project. All of the proposed deletions have a direct impact to the San Joaquin Valley.

Again I request the funding for SR-99 recommended for deletion be restored with the final ITIP adoption. In addition, I request the CTC and Caltrans develop a plan to fully fund the SR-99 corridor goods movement and safety projects in the next ten years. Thank you for your attention to this matter.

Best Regards,

Alan Dirlam
Chief Estimator

CC:
Secretary David S. Kim
California State Transportation Agency
915 Capital Mall, Suite 350B
Sacramento, CA 95814

City Council

October 22, 2019

The Honorable Gavin Newsom
Governor, State of California
State Capitol, First Floor
Sacramento, CA 95814

RE: Reinstatement of SR-99 Funding
City of Tulare

Governor Newsom:

On behalf of the City of Tulare, I am writing this letter to request the reinstatement of funding for the SR-99 Project-Tulare City Widening in Tulare County. The funds for this project were approved by Caltrans and the CTC in March of 2018, with the goal of improving goods movement, as well as making one of the most dangerous highways in the nation safer. On October 1, Caltrans released draft recommendations to delete the SR-99 project components, with no explanation of how and when the funding would be replaced. As you know, SR-99 is vital to the State of California and the nation for goods movement. The safety and economic security of all who use the SR-99 corridor is at risk without continued funding and immediate improvements to the area.

Additionally, Caltrans District 6 has been working in conjunction with Caltrans headquarters to develop cost savings on another ITIP project in Tulare County, with the ultimate recommendation being the deletion of another vital district project. The various proposed deletions have a direct and inequitable impact on the San Joaquin Valley. Although retracting the funds for multiple projects is specifically occurring in Tulare, they will have a negative impact on the entire State's farmland and produce product distribution, as much of that product is driven through Valley highways.

Again, we respectfully request the funding for the SR-99 project improvements be restored with the final ITIP adoption. In addition, we request that the CTC and Caltrans develop a plan to fully fund the SR-99 corridor goods movement and safety projects

411 East Kern Avenue • Tulare, California 93274 • 559.684.4200 • Fax 559.685.2398

in the next ten years, which will effectively benefit California's transportation and agricultural economies. Thank you for your consideration and attention to this critical issue.

Sincerely,

Respectfully,

Jose Sigala
Mayor

411 East Kern Avenue • Tulare, California 93274 • 559.684.4200 • Fax 559.685.2398

Kern Council
of Governments

October 22, 2019

RECD BY CTC
OCT 29 2019

The Honorable Fran Inman
Chair, California Transportation Commission
1120 N Street, MS 52
Sacramento, CA 95814

RE: Draft 2020 ITIP

Dear Chair Inman:

I am writing this letter out of concern for the recommendation by Caltrans to retract funding for three critical safety and congestion relief projects, two of which are in the San Joaquin Valley (Valley) and on State Route (SR) 99. The Valley is the heart of California's transportation system and a major generator of economic activity within California. SR 99 serves as the backbone to the state's goods movement system and has higher than average truck percentage volumes. Twenty-five percent of all food in the United States comes from the Valley, and freight is moved through the Valley to national and global markets.

The first project I will discuss is on State Route 99 in Tulare County referred to as the Tulare City Widening project. The Tulare City project would ensure safety and congestion relief in the south Valley with capacity enhancements that eliminate dangerous gaps in the SR 99 system. As you know, SR 99 is one of the most dangerous highways in the nation. Caltrans' recommendation to abandon this project means abandoning the communities and residents in the southern San Joaquin Valley and putting their lives at risk.

The second project is also on SR 99 in Madera County referred to as the SR 99-South Madera 6 Lane Widening project. This safety and congestion relief project was originally in the 2016 ITIP but was requested to be removed and "promised" to be added back in during the 2018 ITIP development. The project was added back in in the 2018 ITIP and once again is being proposed for deletion in the 2020 ITIP. Environmental work has already begun for the project using the 2018 ITIP funding. Widening this section of SR 99 will add two lanes to eliminate a current bottleneck. The project will substantially reduce the number, rate, and consequences of surface transportation-related accidents, serious injuries, and fatalities among transportation users. The current level of service will continue to rapidly deteriorate in a no-build scenario.

Caltrans choosing to disinvest in the Tulare and Madera regions will yield a negative

Kern Council of Governments
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effect towards local, regional, statewide and national goals of reducing vehicle miles traveled (VMT) and curbing tailpipe emissions. The process to defund these projects represents an undermining of the extensive planning efforts taken to develop the long-range Regional Transportation Plans and Sustainable Communities Strategies in the Tulare and Madera regions.

The final project that I will discuss is the proposal to remove funding for the Antelope Grade widening on SR 46. This corridor supports the annual movement of $7 billion worth of goods shipments between the coastal and central valley regions. The route is also critical to the $5 billion central coast tourism industry and the thousands of jobs that rely on it. The corridor is one of the most critical east/west links in the state's transportation network for moving people, goods and services. This corridor is also key to national security, connecting military installations on the central coast to the rest of the state and nation. The investment in SR 46 not only carries an economic benefit, but a safety one as well. The SR 46 corridor in San Luis Obispo County, otherwise known as Blood Alley, has seen a fatality rate three times higher than the state average. Over the past twenty-plus years the state has invested more than of $400 million to upgrade and make this crucial state priority highway safer and more reliable. The Antelope Grade project is the golden spike in this process, the final segment of seven to be widened. Abandoning this project at this time would endanger the traveling public.

I respectfully request that the California Transportation Commission reject Caltrans' proposal to take away the funding for the three projects outlined above. Thank you for your time and consideration.

If you have any questions, please don't hesitate to contact Executive Director, Ahron Hakimi, at 661-625-2901.

Sincerely,

Bob Smith
Chairman

MADERA COUNTY
EDC
ECONOMIC DEVELOPMENT COMMISSION

October 22, 2019

Fran Inman, Chair
California Transportation Commission
1120 N Street
Sacramento, CA 95814

RE: Draft 2020 ITIP (Interregional Transportation Improvement Program)

Dear Ms. Inman,

The Madera County Economic Development Commission would like to express its strong opposition and valid concern regarding the removal of the SR 99 - South Madera 6 Lane Widening (Avenue 7-12) Project in Madera County (APDE) from the Draft 2020 Interregional Transportation Improvement Program (ITIP). The deletion of this safety and congestion relief project undermines the long-range collaborative planning process that has occurred for this vital segment of SR 99. The amount scheduled for deletion is $9 million for Plans, Specifications, and Estimates (PS&E). Environmental review work is currently underway for this project.

This crucial project was already in the environmental phase when it was scheduled for deletion in the 2016 ITIP due to a statewide funding shortfall. Currently under construction SR 99 Avenue 12-17 project was also scheduled for deletion. The Madera County Transportation Commission (MCTC) worked with Caltrans to keep the SR 99 Avenue 12-17 project in the ITIP and voluntarily removed the SR 99 Avenue 7-12 project on a temporary basis with the assurance that the project would be added back to the 2018 ITIP. Caltrans kept its promise and added the project back to the 2018 ITIP. However, all the previous environmental work that was underway at the time of deletion had to be restarted. The project is now once again being proposed for deletion in the 2020 ITIP with the environmental work underway. Caltrans is no longer fulfilling their promise to advance the project with its scheduled deletion. Also, there are no assurances that the project will be added back to the 2022 ITIP.

Madera County has been a long-standing partner with Caltrans on SR 99 projects and has been committed to seeing the completion of all SR 99 projects. However, MCTC only learned of the proposed deletion on the day of the release of the Draft 2020 ITIP. Caltrans did not provide the opportunity for any collaboration or comments prior to the release of the document. The proposal to delete this necessary project is not consistent with long term plans and the Federal Transportation Improvement Program.

"Madera County, The Perfect Location"

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559-675-7768 • fax 559-675-3252 • www.maderacountyedc.com

It appears the Draft 2020 ITIP was prepared in a top down approach (Governor Executive Order N-19-19) and does not seem to follow Federal planning rules regarding Federal planning performance measures, safety, and public input. The public has made it very clear they want SR 99 road improvements with the goal of moving people and perishable agricultural freight more safely and efficiently.

SR 99 serves as the backbone to the State's goods movement system and has higher than average truck percentage volumes. Twenty-five percent of all food in the United States comes from the San Joaquin Valley. The San Joaquin Valley produces a number of agricultural goods including nuts, lettuce, dairy, poultry, fruits, tomatoes, and wine.

Approximately half of California's goods move through the San Joaquin Valley. Freight is moved through the Valley to other places within the state, outside the state, and to global markets through the ports. Trucks carrying agricultural products carrying "just in time" cargo so it must be as efficient as possible when traveling across the region to places throughout the United States and to various ports to export products. Over 500 million tons of commodities are transported within the San Joaquin Valley annually. This amount is projected to increase to 800 million tons by 2040. Over 44 percent of all employment in the San Joaquin Valley is associated with goods movement-dependent industries.

Widening this section of SR 99 will add two lanes to eliminate a current bottleneck. The project will substantially reduce the number, rate, and consequences of surface transportation-related accidents, serious injuries, and fatalities among transportation users. The current level of service will continue to rapidly deteriorate in a no-build scenario. As the current level degrades, there will be a likely increase in collision rates along this segment and associated costs in damage, delays, injuries, and lives. Completing the gaps on SR 99 will help reduce the cost of doing business by making it more efficient and cost-effective to move goods and people.

Caltrans choosing to disinvest in the Madera Region will yield a negative effect towards local, regional, statewide and national goals of reducing vehicle miles traveled (VMT) and curbing tailpipe emissions. The process to defund the project represents an undermining of the extensive planning effort taken to develop the long-range Regional Transportation Plan and Sustainable Communities Strategy which are designed to layout a comprehensive plan to fulfill said goals.

This project not opening as scheduled is estimated to yield immediate effects on SR 99 travel speeds, regional VMT, and Carbon Dioxide ($C0_2$) emissions. Greenhouse Gas emissions are projected to rise over three tons per day by 2035.

Furthermore, not delivering this project negatively impacts the ability to demonstrate Federal Air Quality Conformity necessary for not just the Madera region but also seven other San Joaquin Valley counties, to adequately address criteria air pollutants that are regulated through the National Ambient Air Quality Standards.

While slower speeds will see some of the negative emissions effects isolated to SR 99 on and in the proximity of this project's extents, it's important to acknowledge VMT increases and their subsequent emissions will be attributed to higher levels of travel on the local roadway system. Avenue 12 and Avenue 9 in Madera County are east-west corridors in the projects extents that are seeing increasing levels of usage today in lieu of SR 99 or other available state highways for regional traffic. These conditions will be worsened at an accelerated rate at the cost of efficient transport and safety of travelers if the State withdraws project support in the Madera Region.

Appendix A of the Draft 2020 ITIP correctly identifies this project will provide benefits to American with Disabilities Act (ADA) facilities, make improvements to bicycle and pedestrian facilities and provide congestion relief to reduce Greenhouse Gas Emissions. Despite the Project Programming Request indicating otherwise, all of these benefits are in fact consistent with goals outlined in the Sustainable Communities Strategy for the Madera region.

It is also important to note that the project description for the SR 99 – Madera 6 Lane Widening Project (Avenue 12-17) in the Draft 2020 ITIP is incorrect in stating that "The sections of freeway to the north and south of this segment are existing six lane roadways." The sections of freeway to the north and south of the project currently under construction (including the project scheduled for deletion) are existing 4 lane roadways.

Sincerely,

Robert Kahn
Executive Director

cc: CTC Commissioners
Susan Bransen, Executive Director California Transportation Commission
Bruce De Terra, Caltrans Division Chief of Programming
Madera County Transportation Commission Policy Board

SLOCOG
SAN LUIS OBISPO COUNCIL OF GOVERNMENTS

CONNECTING COMMUNITIES
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October 24, 2019

The Honorable Fran Inman
Chair, California Transportation Commission
1120 N Street, MS 52
Sacramento, CA 95814

RE: Draft 2020 ITIP | State Route 46 Corridor Improvements

Dear Chair Inman:

I am writing this letter on behalf of the San Luis Obispo Council of Governments (SLOCOG) to convey both our support and concern of the funding recommendations presented in the Draft Interregional Transportation Improvement Program (ITIP) directly related to improvements along State Route 46 (SR46).

First, I would like to emphasize that SLOCOG, along with our sister-agency to the east, the Kern Council of Governments, and Caltrans entered in to a Memorandum of Understanding in 2002 are charged to support and pursue every avenue available to ensure safety and mobility improvements along SR46 are constructed timely between Interstate 5 and US 101. This is a long-standing priority to our respective regions and to the State of California.

The federal, state, and local investments made to date in the counties of Kern and San Luis Obispo amount to over $500 million dollars. The progress made to date to improve safety and ensure the efficient movement of goods between the San Joaquin Valley and the coast could not have happened without the California Transportation Commission's (CTC) support through investments made from Proposition 1B's Corridor Mobility Improvement Account as well as the ITIP. In San Luis Obispo County, we have also had the good fortune of securing Congressional earmarks in years past for this corridor, including SLOCOG investments on a scale reflective or our agency's "ability to pay".

That said, we strongly support Caltrans Headquarters recommendation and the CTC's commitment to capture the capital cost increases for two near-term improvements (Cholame segment and the "WYE" segment).

The remaining segment on this corridor, the Antelope Grade, was funded through design in the 2018 STIP ($15M Plans, Specs., Estimates (PSE)). Working closely with Caltrans District 5, SLOCOG sought construction funding from two federal grant programs, BUILD and INFRA, leveraging the 2018 ITIP commitment made by the CTC. As we eagerly await a federal infrastructure program, it is still our responsibility to position the remaining "golden spike" segment for federal funding opportunities. In addition, the Antelope Grade segment meets the program funding criteria as defined in SB1's Trade Corridor Investment Program supported by voters in 2018. We have a responsibility to position this project for these state grant programs as well.

Deleting the design funding without a contingency plan or statement of commitment from either Caltrans Headquarters or the CTC sends a message to the motorists and taxpayers that the project, which is aimed at addressing severe safety issues along a route of statewide and regional importance, is no longer a priority**.** As a remedy, we would respectfully request that the Administration state that alternative funding opportunities are available and will be pursued through a nomination by Caltrans in Cycle 2 of the Trade Corridor Enhancement Program or by reprogramming the project and making a consideration to funding its completion in the 2022 ITIP, to ensure that funding will be accessible when needed.

I've been in public service for over 60 years. I fully understand the need for patience when it comes to funding and delivering transportation infrastructure. However, by deleting the design funds and delaying the shovel-readiness of the Antelope Grade segment without an alternative, we are missing federal and state grant opportunities that are available to fund the construction phase of this improvement. SLOCOG will be nominating the Antelope Grade segment in our region's 2020 RTIP and we will testify to the importance of this project at the STIP hearings in early 2020.

We appreciate you taking the time to consider these issues in advance of developing final STIP recommendations.

If you have any questions, please do not hesitate to contact me at 805.781.4219.

Sincerely,

Fred Strong, President
San Luis Obispo Council of Governments
1114 Marsh St.
San Luis Obispo, CA
(805)781-4219

CC Senator Bill Monning (17th District)
Assemblymember Jordan Cunningham (35th District)
David Kim, CalSTA Secretary, California State Transportation Agency
Bruce de Terra Division Chief, Caltrans, Division of Transportation Programming
Tim Gubbins, Regional Director, Caltrans, District 5

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California Legislature

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JIM PATTERSON
ASSEMBLYMAN, TWENTY-THIRD DISTRICT

October 30, 2019

Fran Inman, Chair
California Transportation Commission
1120 N Street
Sacramento, CA 95814

RE: Draft 2020 ITIP (Interregional Transportation Improvement Program)

Dear Ms. Inman,

As a member of the Legislature representing Highway 99 through Fresno County, I join the Madera County Transportation Commission (MCTC) in their strong opposition regarding the removal of the SR 99 - South Madera 6 Lane Widening (Avenue 7-12) Project in Madera County (APDE) from the Draft 2020 Interregional Transportation Improvement Program (ITIP).

The deletion of this safety and congestion relief project undermines the long-range collaborative planning process that has occurred for this vital segment of SR 99. The amount scheduled for deletion is $9 million for Plans, Specifications, and Estimates (PS&E). Environmental review work is currently underway for this project.

SR 99 is the backbone of California's goods movement system and has higher than average truck percentage volumes. The slow down created when SR 99 goes from three down to two lanes in each direction is dangerous. Cal Trans' report even notes the "bottleneck" created at these sections along this major freight corridor. This project would substantially reduce the number, rate, and consequences of surface transportation-related accidents, serious injuries, and fatalities among transportation users.

It is my hope that the funds for SR-99 in Madera as well as Tulare County would be returned to the ITIP plan so that transportation corridors in the Central Valley aren't left behind.

Sincerely,

Jim Patterson
Assemblyman, 23rd District

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lpatlan@dinuba.ca.gov

October 31, 2019

Chair Fran Inman
California Transportation Commission
1120 N. Street, MS 52
Sacramento, CA 95814

Re: Draft 2020 ITIP – Support Restoring Funding For SR-99 Project Component

Chair Inman,

I am writing this letter to request the CTC to fully fund SR-99 project components recommended for deletion. Caltrans released the draft recommendations on October 1st with no consultation to the San Joaquin Valley that there would be a recommendation to delete the SR-99 project components. The recommendations did not include any explanation of how and when the funding would be replaced. As all of you know, SR-99 is vital to the State of California and the nation for goods movement. It is unacceptable to delay improvements to the SR-99 corridor.

Also, Caltrans district 6 worked to develop cost savings on another ITIP project in Tulare County. The reward for the local Caltrans district developing cost savings is a recommendation by Caltrans headquarters to delete another district project. All of the proposed deletions have a direct impact to the San Joaquin Valley.

Again, I request the funding for SR-99 recommended for deletion be restored with the final ITIP adoption. In addition, I request the CTC and Caltrans develop a plan to fully fund the SR-99 corridor goods movement and safety projects in the next ten years. Thank you for your attention to this matter.

Sincerely,

Luis Patlan
City Manager

c: Secretary David S. Kim, California State Transportation Agency

Home of the Western Regional Vietnam Memorial Wall

City of Visalia

220 N. Santa Fe St., Visalia, CA 93292

Office of the Mayor

Tel: (559) 713-4512 Fax: (559) 713-4800

October 31, 2019

RECD BY CTC
NOV 01 2019

Chair Fran Inman
California Transportation Commission
1120 N. Street, MS 52
Sacramento, CA 95814

Robert R. Link
Mayor

Steven A. Nelsen
Vice Mayor

Gregory F. Collins
Councilmember

Phillip Cox
Councilmember

Brian Poochigian
Councilmember

RE: Draft 2020 ITIP

Chair Inman:

I am writing this letter to request the CTC to fully fund SR-99 project components recommended for deletion. Caltrans released the draft recommendations on October 1st with no consultation to the San Joaquin Valley that there would be a recommendation to delete the SR-99 project components. The recommendations did not include any explanation of how and when the funding would be replaced. As all of you know, SR-99 is vital to the State of California and the nation for goods movement. It is unacceptable to delay improvements to the SR-99 corridor.

Also, Caltrans district 6 worked to develop cost savings on another ITIP project in Tulare County. The reward for the local Caltrans district developing cost savings is a recommendation by Caltrans headquarters to delete another district project. All of the proposed deletions have a direct impact to the San Joaquin Valley.

Again, I request the funding for SR-99 recommended for deletion be restored with the final ITIP adoption. In addition, I request the CTC and Caltrans develop a plan to fully fund the SR-99 corridor goods movement and safety projects in the next ten years. Thank you for your attention to this matter.

Sincerely,

Robert R. Link
Mayor, City of Visalia

CC:
Secretary David S. Kim
California State Transportation Agency
915 Capital Mall, Suite 350B
Sacramento, CA 95814

November 1, 2019

RECD BY CTC
NOV 05 2019

Chair Fran Inman
California Transportation Commission
1120 N. Street, MS 52
Sacramento, CA 95814

RE: Draft 2020 ITIP

Dear Chair Inman:

We are writing this letter on the behalf of the City of Farmersville to request the CTC to fully fund SR-99 project components recommended for deletion. Caltrans released the draft recommendations on October 1st with no consultation to the San Joaquin Valley that there would be a recommendation to delete the SR-99 project components. The recommendations did not include any explanation of how and when the funding would be replaced. As all of you know, SR-99 is vital to the State of California and the nation for goods movement. It is unacceptable to delay improvements to the SR-99 corridor.

Also, Caltrans district 6 worked to develop cost savings on another ITIP project in Tulare County. The reward for the local Caltrans district developing cost savings is a recommendation by Caltrans headquarters to **delete** another district project. All of the proposed deletions have a direct impact to the San Joaquin Valley.

Again, we request the funding for SR-99 recommended for deletion be restored with the final ITIP adoption. In addition, I request the CTC and Caltrans develop a plan to fully fund the SR-99 corridor goods movement and safety projects in the next ten years. Thank you for your attention to this matter.

Sincerely,

Gregorio Gomez
Mayor

Rosa Vasquez
Mayor Pro Tem

Paul Boyer
Council Member

Tina Hernandez
Council Member

Ruben Macareno
Council Member

cc:
Secretary David S. Kim
California State Transportation Agency
915 Capital Mall, Suite 350B
Sacramento, CA 95814

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TULARE COUNTY ECONOMIC DEVELOPMENT CORPORATION

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Mary Waterman-Philpot
City of Exeter

November 1, 2019

California Transportation Commission
Honorable Fran Inman, Chair
1120 N Street, MS 52
Sacramento, CA 95814

Regarding: 2020 Draft Interregional Transportation Improvement Program

Chair Inman and Members of the Commission:

The Tulare County Economic Development Corporation joins the coalition of public and private organizations that request your Commission fully fund State Route 99 (SR-99) project components that have been recommended for deletion. Not only is this a setback to the dedication and collaboration between the district and local entities, but also impacts our ability to create and retain jobs in our region.

The long-term movement of goods from and through the San Joaquin Valley is critical for sustained economic growth. The SR-99 projects are a critical part of that goods movement strategy. Deprogramming these investments puts at risk the millions of dollars in exports from our County that depend on the goods movement corridor to reach their final markets.

In just a few short weeks, Governor Newsom will be in our region to discuss his commitment to sustainable and inclusive growth for California and supporting a strong foundation for sustainability in every region of California. The SR-99 projects serve as that foundation, ensuring that our region has a transportation system that supports economic vitality and sustainability.

While there has been a lack of consultation on the impacts the deletion of the SR-99 components will have on the local and regional economy, we would implore you to consider our combined appeal to fully support and fund the SR-99 projects. Thank you for your consideration and attention to this issue.

Very truly yours,

Colby Wells
Chairman

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VICE CHAIR: GOVERNMENTAL ORGANIZATION
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Assembly California Legislature

FRANK BIGELOW
ASSEMBLYMEMBER, FIFTH DISTRICT

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November 4, 2019

Fran Inman, Chair
California Transportation Commission
1120 N Street
Sacramento, CA 95814

RE: Draft 2020 ITIP (Interregional Transportation Improvement Program)

Dear Ms. Inman,

I would like to express my strong opposition and valid concern regarding the removal of the SR 99 - South Madera 6 Lane Widening (Avenue 7-12) Project in Madera County (APDE) from the Draft 2020 Interregional Transportation Improvement Program (ITIP). The deletion of this safety and congestion relief project undermines the long-range collaborative planning process that has occurred for this vital segment of SR 99. The amount scheduled for deletion is $9 million for Plans, Specifications, and Estimates (PS&E). Environmental review work is currently underway for this project.

This crucial project was already in the environmental phase when it was scheduled for deletion in the 2016 ITIP due to a statewide funding shortfall. The currently under construction SR 99 Avenue 12-17 project was also scheduled for deletion. Madera County Transportation Commission (MCTC) worked with Caltrans to keep the SR 99 Avenue 12-17 project in the ITIP and voluntarily removed the SR 99 Avenue 7-12 project on a temporary basis with the assurance that the project would be added back to the 2018 ITIP. Caltrans kept its promise and added the project back to the 2018 ITIP. However, all the previous environmental work that was underway at the time of deletion had to be restarted. The project is now once again being proposed for deletion in the 2020 ITIP with the environmental work underway. Caltrans is no longer fulfilling their promise to advance the project with its scheduled deletion. Also, there are no assurances that the project will be added back to the 2022 ITIP.

Madera has been a long-standing partner with Caltrans on SR 99 projects and has been committed to seeing the completion of all SR 99 projects. However, MCTC only learned of the proposed deletion on the day of the release of the Draft 2020 ITIP. Caltrans did not provide the opportunity for any collaboration or comments prior to the release of the document. The proposal to delete this necessary project is not consistent with long term plans and the Federal Transportation Improvement Program. It appears that the Draft 2020 ITIP was prepared in a top down approach (Governor Executive Order N-19-19) and does not seem to follow Federal planning rules regarding Federal planning performance measures, safety, and public input. The public has made it very clear that they want SR 99 road improvements with the goal of moving people and perishable agricultural freight more safely and efficiently.

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SR 99 serves as the backbone to the State's goods movement system and has higher than average truck percentage volumes. Twenty-five percent of all food in the United States comes from the San Joaquin Valley. The San Joaquin Valley produces a number of agricultural goods including nuts, lettuce, dairy, fruits, tomatoes, and wine.

Approximately half of California's goods move through the San Joaquin Valley. Freight is moved through the Valley to other places within the state, outside the state, and to global markets through the ports. Trucks carrying agricultural products carrying "just in time" cargo so it must be as efficient as possible when traveling through the region to places throughout the United States and to various ports to export products. Over 500 million tons of commodities are transported through the San Joaquin Valley annually. This amount is projected to increase to 800 million tons by 2040. Over 44 percent of all employment in the San Joaquin Valley is associated with goods movement-dependent industries.

Widening this section of SR 99 will add two lanes to eliminate a current bottleneck. The project will substantially reduce the number, rate, and consequences of surface transportation-related accidents, serious injuries, and fatalities among transportation users. The current level of service will continue to rapidly deteriorate in a no-build scenario. As the current level degrades, there will be a likely increase in collision rates along this segment and associated costs in damage, delays, injuries, and lives. Completing the gaps on SR 99 will help reduce the cost of doing business by making it more efficient and cost-effective to move goods and people.

Caltrans choosing to disinvest in the Madera Region will yield a negative effect towards local, regional, statewide and national goals of reducing vehicle miles traveled (VMT) and curbing tailpipe emissions. The process to defund the project represents an undermining of the extensive planning effort taken to develop the long-range Regional Transportation Plan and Sustainable Communities Strategy which are designed to layout a comprehensive plan to fulfill said goals.

This project not opening as scheduled is estimated to yield immediate effects on SR 99 travel speeds, regional VMT, and Carbon Dioxide (C02) emissions. Greenhouse Gas emissions are projected to rise over three tons per day by 2035.

It is also important to note that the project description for the SR 99 – Madera 6 Lane Widening Project (Avenue 12-17) in the Draft 2020 ITIP is incorrect in stating that "The sections of freeway to the north and south of this segment are existing six lane roadways." The sections of freeway to the north and south of the project currently under construction (including the project scheduled for deletion) are existing 4 lane roadways.

Sincerely,

Frank Bigelow

Frank Bigelow
Assemblymember, 5th District

November 4, 2019

RECD BY CTC
NOV 12 2019

Chair Fran Inman
California Transportation Commission
1120 N. Street, MS 52
Sacramento, CA 95814

RE: Draft 2020 ITIP

Chair Inman:

Please accept this letter on behalf of the City of Porterville to respectfully request that the California Transportation Commission (CTC) fully fund the State Route 99 (SR-99) project components recommended for deletion. It is our understanding that Caltrans released the draft recommendations on October 1st without first consulting with the San Joaquin Valley that there would be recommendations to delete the SR-99 project components, and the recommendations did not include any explanation of how and when funding would be restored. Although not located on the SR-99 corridor, the City of Porterville recognizes the vital role the corridor serves to the State of California and the larger nation for goods movement, and it is not in anyone's interest to delay improvements to the SR-99 corridor.

Further, Caltrans District 6 worked to develop cost savings on another SR-99 project in Tulare County, which the reward for the local Caltrans District developing cost savings is apparently a recommendation by Caltrans headquarters to delete another District project. All of the proposed deletions have a direct and significant impact to the San Joaquin Valley.

Again, on behalf of the City of Porterville, I respectfully request the funding for SR-99 recommended for deletion be restored unequivocally. In addition, I recommend that the CTC and Caltrans develop a plan to fully fund the SR-99 corridor goods movement and safety projects within the next ten (10) years. Thank you for your attention in this regard.

Sincerely,

Martha A. Flores

Martha A. Flores, Mayor

CC: Porterville City Council
Mr. Ted Smalley, Tulare County Association of Governments
Secretary David S. Kim, California State Transportation Agency

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CITY MANAGER
Maribel G. Reyna

RECD BY CTC
NOV 12 2019

November 4, 2019

The Honorable Fran Inman
Chair, California Transportation Commission
1120 N Street, MS 52
Sacramento, CA 95814

RE: Support Draft 2020 Interregional Transportation Improvement Program (ITIP)

Dear Chair Inman:

I am writing this letter out of concern for the recommendation by Caltrans to retract funding for three critical safety and congestion relief projects, two of which are in the San Joaquin Valley (Valley) and on State Route (SR) 99. The Valley is the heart of California's transportation system and a major generator of economic activity within California. SR 99 serves as the backbone to the state's goods movement system and has higher than average truck percentage volumes. Twenty-five percent of all food in the United States comes from the Valley, and freight is moved through the Valley to national and global markets.

The first project I will discuss is on State Route 99 in Tulare County referred to as the Tulare City Widening project. The Tulare City project would ensure safety and congestion relief in the south Valley with capacity enhancements that eliminate dangerous gaps in the SR 99 system. As you know, SR 99 is one of the most dangerous highways in the nation. Caltrans' recommendation to abandon this project means abandoning the communities and residents in the southern San Joaquin Valley and putting their lives at risk.

The second project is also on SR 99 in Madera County referred to as the SR 99-South Madera 6 Lane Widening project. This safety and congestion relief project was originally in the 2016 ITIP but was requested to be removed and "promised" to be added back in during the 2018 ITIP development. The project was added back in in the 2018 ITIP and once again is being proposed for deletion in the 2020 ITIP. Environmental work has already begun for the project using the 2018 ITIP funding. Widening this section of SR 99 will add two lanes to eliminate a current bottleneck. The project will substantially reduce the number, rate, and consequences of surface transportation-related accidents, serious injuries, and fatalities among transportation users. The current level of service will continue to rapidly deteriorate in a no-build scenario.

Caltrans choosing to disinvest in the Tulare and Madera regions will yield a negative effect

towards local, regional, statewide and national goals of reducing vehicle miles traveled (VMT) and curbing tailpipe emissions. The process to defund these projects represents an undermining of the extensive planning efforts taken to develop the long-range Regional Transportation Plans and Sustainable Communities Strategies in the Tulare and Madera regions.

The final project that I will discuss is the proposal to remove funding for the Antelope Grade widening on SR 46. This corridor supports the annual movement of $7 billion worth of goods shipments between the coastal and central valley regions. The route is also critical to the $5 billion central coast tourism industry and the thousands of jobs that rely on it. The corridor is one of the most critical east/west links in the state's transportation network for moving people, goods and services. This corridor is also key to national security, connecting military installations on the central coast to the rest of the state and nation. The investment in SR 46 not only carries an economic benefit, but a safety one as well. The SR 46 corridor in San Luis Obispo County, otherwise known as Blood Alley, has seen a fatality rate three times higher than the state average. Over the past twenty-plus years the state has invested more than of $400 million to upgrade and make this crucial state priority highway safer and more reliable. The Antelope Grade project is the golden spike in this process, the final segment of seven to be widened. Abandoning this project at this time would endanger the traveling public.

I respectfully request that the California Transportation Commission reject Caltrans' proposal to take away the funding for the three projects outlined above. Thank you for your time and consideration.

If you have any questions contact 661-721-3303.

Sincerely,

Joe E. Aguirre, Jr.
Mayor
City of Delano

November 5, 2019

RECD BY CTC
NOV 12 2019

The Honorable Fran Inman
Chair, California Transportation Commission
I120 N Street, MS 52 Sacramento, CA 95814
RE: Draft 2020ITIP

Dear Chair Inman:

On behalf of the City Council in the City of Tehachapi, I am writing this letter out of concern for the recommendation by Caltrans to retract funding for three critical safety and congestion relief projects, two of which are in the San Joaquin Valley (Valley) and on State Route (SR) 99. The Valley is the heart of California's transportation system and a major generator of economic activity within California. SR 99 serves as the backbone to the state's goods movement system and has higher than average truck percentage volumes. Twenty-five percent of all food in the United States comes from the Valley, and freight is moved through the Valley to national and global markets.

The first project I will discuss is on State Route 99 in Tulare County referred to as the Tulare City Widening project. The Tulare City project would ensure safety and congestion relief in the south Valley with capacity enhancements that eliminate dangerous gaps in the SR 99 system. As you know, SR 99 is one of the most dangerous highways in the nation. Caltrans' recommendation to abandon this project means abandoning the communities and residents in the southern San Joaquin Valley and putting their lives at risk.

The second project is also on SR 99 in Madera County referred to as the SR 99-South Madera 6 Lane Widening project. This safety and congestion relief project was originally in the 2016 ITIP but was requested to be removed and "promised" to be added back in during the 2018 ITIP development. The project was added back in in the 2018 ITIP and once again is being proposed for deletion in the 202O ITIP. Environmental work has already begun for the project using the 2018 ITIP funding. Widening this section of SR 99 will add two lanes to eliminate a current bottleneck. The project will substantially reduce the number, rate, and consequences of surface transportation-related accidents, serious injuries, and fatalities among transportation users. The current level of service will continue to rapidly deteriorate in a no-build scenario.

Caltrans choosing to disinvest in the Tulare and Madera regions will yield a negative effect towards local, regional, statewide and national goals of reducing vehicle miles traveled (VMT) and curbing tailpipe emissions. The process to defund these projects represents an undermining of the extensive planning efforts taken to develop the long range Regional Transportation Plans and Sustainable Communities Strategies in the Tulare and Madera regions.

115 South Robinson Street | Tehachapi, California 93561-1722
(661) 822-2200 | Fax: (661) 822-8559
www.tehachapicityhall.com

The final project that I will discuss is the proposal to remove funding for the Antelope Grade widening on SR 46. This corridor supports the annual movement of $7 billion worth of goods shipments between the coastal and central valley regions. The route is also critical to the $5 billion central coast tourism industry and the thousands of jobs that rely on it. The corridor is one of the most critical east/west links in the state's transportation network for moving people, goods and services. This corridor is also key to national security, connecting military installations on the central coast to the rest of the state and nation. The investment in SR 46 not only carries an economic benefit, but a safety one as well. The SR 46 corridor in San Luis Obispo County, otherwise known as Blood Alley, has seen a fatality rate three times higher than the state average. Over the past twenty-plus years the state has invested more than of$400 million to upgrade and make this crucial state priority highway safer and more reliable. The Antelope Grade project is the golden spike in this process, the final segment of seven to be widened. Abandoning this project at this time would endanger the traveling public.

While these projects are not within the City limits of Tehachapi, we believe the safety benefit to our residents that travel these routes, and the overall ability for the region to address long-standing safety concerns warrant a response from this governing body.

I respectfully request that the California Transportation Commission reject Caltrans' proposal to take away the funding for the three projects outlined above. Thank you for your time and consideration. If you have any questions contact

Sincerely,

Susan Wiggins

Susan Wiggins,
Mayor, City of Tehachapi

Cc: Phil Smith, Mayor Pro-Tem
Michael Davies, Councilmember
Joan Pogon-Cord, Councilmember
Kenneth Hetge, Councilmember
Greg Garrett, Tehachapi City Manager

City Council

November 5, 2019

Chair Fran Inman
California Transportation Commission
1120 N. Street, MS 52
Sacramento, CA 95814

RE: Draft 2020 ITIP

Chair Inman,

I am writing this letter on behalf of the Tulare City Council and the citizenry we represent to request the CTC to fully fund SR-99 project components recommended for deletion. Caltrans released the draft recommendations on October 1st with no consultation to the San Joaquin Valley that there would be a recommendation to delete the SR-99 project components. The recommendations did not include any explanation of how and when the funding would be replaced. As all of you know, SR-99 is vital to the State of California and the nation for goods movement. It is unacceptable to delay improvements to the SR-99 corridor.

Also, Caltrans district 6 worked to develop cost savings on another ITIP project in Tulare County. The reward for the local Caltrans district developing cost savings is a recommendation by Caltrans headquarters to **delete** another district project. All of the proposed deletions have a direct impact to the San Joaquin Valley.

Again, the Tulare City Council requests the funding for SR-99 recommended for deletion be restored with the final ITIP adoption. In addition, the City of Tulare requests the CTC and Caltrans develop a plan to fully fund the SR-99 corridor goods movement and safety projects in the next ten years. Thank you for your attention to this matter.

Sincerely,

Respectfully,

Jose Sigala
Mayor

cc:
Secretary David S. Kim
California State Transportation Agency
915 Capital Mall, Suite 350B
Sacramento, CA 95814

411 East Kern Avenue • Tulare, California 93274 • 559.684.4200 • Fax 559.685.2398

November 6, 2019

Fran Inman, Chair
California Transportation Commission
1120 N Street
Sacramento, CA 95814

RE: Draft 2020 ITIP (Interregional Transportation Improvement Program)

Dear Ms. Inman,

City of Madera would like to express its strong opposition and valid concern regarding the removal of the SR 99 - South Madera 6 Lane Widening (Avenue 7-12) Project in Madera County (APDE) from the Draft 2020 Interregional Transportation Improvement Program {ITIP). The deletion of this safety and congestion relief project undermines the long-range collaborative planning process that has occurred for this vital segment of SR 99. The amount scheduled for deletion is $9 million for Plans, Specifications, and Estimates (PS&E). Environmental review work is currently underway for this project.

This crucial project was already in the environmental phase when it was scheduled for deletion in the 2016 ITIP due to a statewide funding shortfall. The currently under construction SR 99 Avenue 12-17 project was also scheduled for deletion. MCTC worked with Caltrans to keep the SR 99 Avenue 12-17 project in the ITIP and voluntarily removed the SR 99 Avenue 7-12 project on a temporary basis with the assurance that the project would be added back to the 2018 ITIP. Caltrans kept its promise and added the project back to the 2018 ITIP. However, all the previous environmental work that was underway at the time of deletion had to be restarted. The project is now once again being proposed for deletion in the 2020 ITIP with the environmental work underway. Caltrans is no longer fulfilling their promise to advance the project with its scheduled deletion. Also, there are no assurances that the project will be added back to the 2022 ITIP.

Madera has been a long-standing partner with Caltrans on SR 99 projects and has been committed to seeing the completion of all SR 99 projects. However, MCTC only learned of the proposed deletion on the day of the release of the Draft 2020 ITIP. Caltrans did not provide the opportunity for any collaboration or comments prior to the release of the document. The proposal to delete this necessary project is not

205 W. Fourth Street • Madera, CA 93637 • TEL (559) 661-5400 • FAX (559) 674-2972
www.cityofmadera.ca.gov

consistent with long term plans and the Federal Transportation Improvement Program. It appears that the Draft 2020 ITIP was prepared in a top down approach (Governor Executive Order N-19-19) and does not seem to follow Federal planning rules regarding Federal planning performance measures, safety, and public input. The public has made it very clear that they want SR 99 road improvements with the goal of moving people and perishable agricultural freight more safely and efficiently.

SR 99 serves as the backbone to the State's goods movement system and has higher than average truck percentage volumes. Twenty-five percent of all food in the United States comes from the San Joaquin Valley. The San Joaquin Valley produces several agricultural goods including nuts, lettuce, dairy, fruits, tomatoes, and wine.

Approximately half of California's goods move through the San Joaquin Valley. Freight is moved through the Valley to other places within the state, outside the state, and to global markets through the ports. Trucks carrying agricultural products carrying "just in time" cargo so it must be as efficient as possible when traveling through the region to places throughout the United States and to various ports to export products. Over 500 million tons of commodities are transported through the San Joaquin Valley annually. This amount is projected to increase to 800 million tons by 2040. Over 44 percent of all employment in the San Joaquin Valley is associated with goods movement-dependent industries.

Widening this section of SR 99 will add two lanes to eliminate a current bottleneck. The project will substantially reduce the number, rate, and consequences of surface transportation-related accidents, serious injuries, and fatalities among transportation users. The current level of service will continue to rapidly deteriorate in a no-build scenario. As the current level degrades, there will be a likely increase in collision rates along this segment and associated costs in damage, delays, injuries, and lives. Completing the gaps on SR 99 will help reduce the cost of doing business by making it more efficient and cost-effective to move goods and people.

Caltrans choosing to disinvest in the Madera Region will yield a negative effect towards local, regional, statewide and national goals of reducing vehicle miles traveled (VMT) and curbing tailpipe emissions. The process to defund the project represents an undermining of the extensive planning effort taken to develop the long-range Regional Transportation Plan and Sustainable Communities Strategy which are designed to layout a comprehensive plan to fulfill said goals.

This project not opening as scheduled is estimated to yield immediate effects on SR 99 travel speeds, regional VMT, and Carbon Dioxide (C02) emissions. Greenhouse Gas emissions are projected to rise over three tons per day by 2035.

Furthermore, not delivering this project negatively impacts the ability to demonstrate Federal Air Quality Conformity necessary for not just the Madera region but also seven other San Joaquin Valley counties, to adequately address criteria air pollutants that are regulated through the National Ambient Air Quality Standards.

While slower speeds will see some of the negative emissions effects isolated to SR 99 on and in the proximity of this project's extents, it's important to acknowledge VMT increases and their subsequent emissions will be attributed to higher levels of travel on the local roadway system. Avenue 12 and Avenue 9 in Madera County are east-west corridors in the projects extents that are seeing increasing levels of usage today in lieu of SR 99 or other available state highways for regional traffic. These conditions will be worsened at an accelerated rate at the cost of efficient transport and safety of travelers if the State withdraws project support in the Madera Region.

Appendix A of the Draft 2020 ITIP correctly identifies this project will provide benefits to American with Disabilities Act (ADA) facilities, make improvements to bicycle and pedestrian facilities and provide congestion relief to reduce Greenhouse Gas Emissions. Despite the Project Programming Request indicating otherwise, all of these benefits are in fact consistent with goals outlined in the Sustainable Communities Strategy for the Madera region.

It is also important to note that the project description for the SR 99 – Madera 6 Lane Widening Project (Avenue 12-17) in the Draft 2020 ITIP is incorrect in stating that "The sections of freeway to the north and south of this segment are existing six lane roadways." The sections of freeway to the north and south of the project currently under construction (including the project scheduled for deletion) are existing 4 lane roadways.

Sincerely,

Andrew Medellin, Mayor

FCTA
FRESNO COUNTY TRANSPORTATION AUTHORITY

Fresno Council of Governments

November 6, 2019

Fran Inman, Chairwoman
California Transportation Commission
1120 N Street MS 52
Sacramento, CA 95814

Madam Chairwoman Inman:

Fresno County Transportation Authority (FCTA) and Fresno Council of Governments (Fresno COG) stand with the other San Joaquin Valley counties and communities to request that the California Transportation Commission restore funding for the two State Route 99 projects proposed for deletion in the 2020 ITIP.

FCTA administers the Measure C half-cent sales tax for transportation in Fresno County, working closely with Fresno COG to coordinate funding for major transportation improvement projects. Fresno COG is the regional planning agency for Measure C, while FCTA is the implementing agency.

In 1986, Fresno was one of the first counties to enact a "self-help" measure, which was renewed in 2006 and is targeted for a second renewal in 2022. FCTA, Fresno COG, Caltrans, and the CTC have a longstanding partnership in Fresno County. Together we have built and improved much of the county's freeway, highway, and local road systems. In addition, Measure C provides substantial funding to transit, local road rehabilitation, airports, trails, and bicycle facilities. Measure C also invests in new transportation technologies as well as transit-oriented development projects.

While the two projects proposed for deletion are not in Fresno County, they are still critical to FCTA, Fresno COG and Fresno's residents and businesses. SR 99 provides a vital link between our county and the other cities and regions in Central, Southern, and Northern California. There are no other feasible north/south links between California's fifth-largest city and the rest of the state, considering the significant separation between the urbanized areas along SR 99 and Interstate 5.

SR 99 represents the San Joaquin Valley's spine: economically, socially and culturally. Data reinforcing the SR 99's significance includes:

- 60 percent of the Valley's population lives within five miles of the SR 99 corridor. The SJV is expected to add another 1 million people in the next 20-30 years, most of who will live within that same five-mile corridor.
- In 2018, just the top three agricultural counties in the nation – Fresno, Kern and Tulare – accounted for more than $22.6 billion in ag goods, or nearly half of California's total agricultural output, much of which is transported from Valley farms along SR 99.

- SR 99 is the transportation corridor that connects four million Valley residents with their families, friends, school activities, sporting events etc. The cities in the SJV are aligned on a north-south axis and SR 99 is the link among all those communities.
- The greater Fresno area is the center of advanced health care facilities for much of the central San Joaquin Valley. Facilities like Valley Children's Hospital are unique and provide critical care to the entire Valley and much of the state. SR 99 provides a critical link for patients seeking routine and emergency health care at VCH and other state-of-the-art health care facilities located in the Fresno region.
- The State has recognized SR 99's significance in the past. It was the only freeway/expressway in California to receive an earmark from the 2006 Prop 1B program: $1 billion to improve the freeway from four to six lanes throughout the SJV.

Both of the projects proposed for deletion are in the early preliminary engineering and environmental evaluation phase. The funding necessary to retain them in the ITIP and move them toward completion is not substantial, totaling only $17 million. It is critical that we not lose two years in the delivery schedule for these projects. The remaining four-lane sections of the route contribute to congestion as well as higher-than-anticipated accident rates, leading to injuries and fatalities. Lastly, reliable and efficient goods moving along the corridor is critical to the region's economy.

FCTA and Fresno COG join the San Joaquin Valley Regional Planning Agencies Directors' Committee in encouraging the CTC to restore the funding necessary to continue progress on these two segments of SR 99. We also thank the State for retaining the other SR 99 improvement projects in the draft 2020 ITIP.

Thank you for your time and consideration.

Sincerely,

Buddy Mendes, Chairman
Fresno County Transportation Authority

David Cardenas, Chairman
Fresno Council of Governments

BAKERSFIELD

THE SOUND OF *Something Better*

November 6, 2019
The Honorable Fran Inman
Chair, California Transportation Commission
1120 N Street, MS 52
Sacramento, CA 95814

RECD BY CTC
NOV 12 2019

RE: Draft 2020 ITIP

Dear Chair Inman:

The purpose of this letter is to formalize the City of Bakersfield's concern regarding California Department of Transportation retracting of funding in the Draft 2020 ITIP from three critical safety and congestion relief projects. The three projects are the Tulare City Widening Project, State Route (SR) 99 South Madera 6 Lane Widening, and Antelope Grade Widening on SR 46.

All three projects, as stated above, are in California's Central Valley with two of the projects on SR 99 and one on SR 46. SR 99 is a vital north-south route in the central valley connecting Bakersfield to Los Angeles, Visalia, Fresno, and eight other urban areas including Tulare and Madera. The route serves a large cluster of distribution centers and the agricultural industry with truck traffic constituting up to 37 percent of the vehicles per day. SR 46 is a vital east-west route connecting Bakersfield to the coastal region. The corridor supports the annual movement of $7 billion worth of goods shipments between the coastal and central valley regions. The route is also critical to the $5 billion central coast tourism industry and the thousands of jobs that rely on it.

The corridor is one of the most critical east/west links in the state's transportation network for moving people, goods and services. This corridor is also key to national security, connecting military installations on the central coast to the rest of the state and nation.

Metropolitan Bakersfield's economy relays on the efficient movement of goods and services on both routes in order to continue to experience economic stability and growth. I respectfully request the California Transportation Commission reject Caltrans' proposal to take away funding for the three projects discussed and its associated impacts as enumerated above. Please don't hesitate to contact me if you have questions regarding the foregoing.

Sincerely,

Nick Fidler, PE
City of Bakersfield
Public Works Director

Public Works Department
1501 Truxtun Avenue, Bakersfield, CA 93301
661-326-3724 FAX: 661-852-2120

ACCREDITED AGENCY A•P•W•A

November 8, 2019

Ms. Susan Bransen
Executive Director
California Transportation Commission
1120 N Street, MS 52
Sacramento, CA 95814

Re: Draft 2020 Interregional Transportation Improvement Program

Dear Ms. Bransen,

On behalf of Transportation California and the undersigned businesses and organizations, representing the transportation industry and workforce that builds, repairs, and maintains California's statewide transportation system, we are pleased for the opportunity to submit the following comments concerning the Draft 2020 Interregional Transportation Improvement Program (ITIP).

As you are aware, Transportation California, its member organizations, and its partners were deeply involved in the development of SB 1 and continue to be active in its implementation. We are extremely gratified for the collaboration and teamwork this successful venture took, including working with the California Transportation Commission (Commission), and in the intervening period since enactment of SB 1, we have taken on an active "protective" stance towards SB 1. To this end, we have closely monitored the progress of the annual budgetary appropriations, legislative proposals, SB 1 program guideline development, as well as project selection and approvals. Consequently, we have been in position to effectively work against legislative and budget proposals that would have diminished the appropriate application of SB 1 resources, consistent with voter approval when they passed Proposition 69 (June 2018) and rejected Proposition 6 (November 2018).

With this history and role in mind, we have concerns with the Draft 2020 ITIP presented to the Commission last month. Specifically, the Draft 2020 ITIP proposes to deprogram three highway projects and set aside those revenues for yet to be identified priority rail projects and other priorities aligned with Governor Newsom's Executive Order N-19-19. We understand the Administration's decision to propose to deprogram these projects was a result of a lack of new, flexible ITIP capacity to support the Governor's priorities, that the projects are in the

early stages of development at the environmental and design phases, and that none of the projects have construction dollars committed. Moreover, we recognize that the ITIP programs the State's share of the State Transportation Improvement Program (STIP) which has as its foundational fund source the gas tax and that since Proposition 5 of 1974, the State Constitution does permit expenditure of gas tax revenues on guideway projects such as rail capital improvements in addition to highways.

However, we firmly believe that once a project is approved in a program of projects, the State must honor that action. These three projects were programmed in the 2018 ITIP as a direct result of anticipating increased revenues due to the passage of SB 1 in April 2017. Therefore, it is our strong recommendation that the Administration and the Commission seek to find funding resources to maintain the State's commitment to the three projects proposed to be deprogrammed as the final 2020 ITIP is prepared for adoption. Furthermore, this position appears consistent with recent policy expressions made by the Office of Planning and Research to the Commission and the California Air Resources Board at their joint meeting on October 10.

In closing, the undersigned organizations and businesses recognize the great need that exists across the state for continued investment into our transportation infrastructure across all modes, and that despite the historic investment provided by SB 1, needs still exceed available revenues. We stand ready to work with the Commission, the Administration and all transportation stakeholders to invest existing resources to meet the goals and commitments of SB 1, to use tax-payer dollars in the most efficient and effective manner, and also to help the State reach its other policy goals, including climate resiliency.

If you have any questions regarding our position on the Draft 2020 ITIP, please do not hesitate to contact Kiana Valentine, Executive Director, Transportation California at (916) 446-1280 or kiana@politicogroup.com for additional information.

Respectfully,

/s/

Kiana Valentine
Transportation California

John Hakel
Southern California Partnership for Jobs

Michael Quigley
California Alliance for Jobs

Jose Mejia
California State Council of Laborers

Curtis Kelly
Northern California Carpenters Regional Council

Tim Cremins
International Union of Operating Engineers

Jon P. Preciado
Southern California District Council of Laborers

Steve Clark
Granite Construction

Robert E. Sears, Jr.
Vulcan Materials

Peter Teteishi
Associated General Contractors, California

Emily Cohen
United Contractors

Wes May
Southern California Contractors Association

Ray Baca
Engineering Contractors' Association

Russell Snyder
California Asphalt Pavement Association

Gary Hambly
California Construction and Industrial Materials Association

Brad Diede
American Council of Engineering Companies, California

Eddie Sprecco
Association General Contractors, San Diego

CITY OF CHOWCHILLA CALIFORNIA

November 12, 2019

Fran Inman, Chair
California Transportation Commission
1120 N Street
Sacramento, CA 95814

RE: Draft 2020 ITIP (Interregional Transportation Improvement Program)

Dear Ms. Inman,

The City of Chowchilla would like to express its strong opposition and valid concern regarding the removal of the SR 99 - South Madera 6 Lane Widening (Avenue 7-12) Project in Madera County (APDE) from the Draft 2020 Interregional Transportation Improvement Program (ITIP). The deletion of this safety and congestion relief project undermines the long-range collaborative planning process that has occurred for this vital segment of SR 99. The amount scheduled for deletion is $9 million for Plans, Specifications, and Estimates (PS&E). Environmental review work is currently underway for this project.

This crucial project was already in the environmental phase when it was scheduled for deletion in the 2016 ITIP due to a statewide funding shortfall. The currently under construction SR 99 Avenue 12-17 project was also scheduled for deletion. MCTC worked with Caltrans to keep the SR 99 Avenue 12-17 project in the ITIP and voluntarily removed the SR 99 Avenue 7-12 project on a temporary basis with the assurance that the project would be added back to the 2018 ITIP. Caltrans kept its promise and added the project back to the 2018 ITIP. However, all the previous environmental work that was underway at the time of deletion had to be restarted. The project is now once again being proposed for deletion in the 2020 ITIP with the environmental work underway. Caltrans is no longer fulfilling their promise to advance the project with its scheduled deletion. Also, there are no assurances that the project will be added back to the 2022 ITIP.

MCTC has been a long-standing partner with Caltrans on SR 99 projects and has been committed to seeing the completion of all SR 99 projects. However, MCTC only learned of the proposed deletion on the day of the release of the Draft 2020 ITIP. Caltrans did not provide the opportunity for any collaboration or comments prior to the release of the document. The proposal to delete this necessary project is not consistent with long term plans and the Federal Transportation Improvement Program. It appears that the Draft 2020 ITIP was prepared in a top down approach (Governor Executive Order N-19-19) and does not seem to follow Federal planning rules regarding Federal planning performance measures, safety, and public input. The public has made it very clear that they want SR 99 road improvements with the goal of moving people and perishable agricultural freight more safely and efficiently.

SR 99 serves as the backbone to the State's goods movement system and has higher than average truck percentage volumes. Twenty-five percent of all food in the United States comes

130 S Second Street, Chowchilla, CA 93610
Telephone: (559) 665-8615 Fax: (559) 665-7418 www.ci.Chowchilla.CA.US

from the San Joaquin Valley. The San Joaquin Valley produces a number of agricultural goods including nuts, lettuce, dairy, fruits, tomatoes, and wine.

Approximately half of California's goods move through the San Joaquin Valley. Freight is moved through the Valley to other places within the state, outside the state, and to global markets through the ports. Trucks carrying agricultural products carrying "just in time" cargo so it must be as efficient as possible when traveling through the region to places throughout the United States and to various ports to export products. Over 500 million tons of commodities are transported through the San Joaquin Valley annually. This amount is projected to increase to 800 million tons by 2040. Over 44 percent of all employment in the San Joaquin Valley is associated with goods movement-dependent industries.

Widening this section of SR 99 will add two lanes to eliminate a current bottleneck. The project will substantially reduce the number, rate, and consequences of surface transportation-related accidents, serious injuries, and fatalities among transportation users. The current level of service will continue to rapidly deteriorate in a no-build scenario. As the current level degrades, there will be a likely increase in collision rates along this segment and associated costs in damage, delays, injuries, and lives. Completing the gaps on SR 99 will help reduce the cost of doing business by making it more efficient and cost-effective to move goods and people.

Caltrans choosing to disinvest in the Madera County Region will yield a negative effect towards local, regional, statewide and national goals of reducing vehicle miles traveled (VMT) and curbing tailpipe emissions. The process to defund the project represents an undermining of the extensive planning effort taken to develop the long-range Regional Transportation Plan and Sustainable Communities Strategy which are designed to layout a comprehensive plan to fulfill said goals.

This project not opening as scheduled is estimated to yield immediate effects on SR 99 travel speeds, regional VMT, and Carbon Dioxide (C02) emissions. Greenhouse Gas emissions are projected to rise over three tons per day by 2035.

Furthermore, not delivering this project negatively impacts the ability to demonstrate Federal Air Quality Conformity necessary for not just the Madera region but also seven other San Joaquin Valley counties, to adequately address criteria air pollutants that are regulated through the National Ambient Air Quality Standards.

While slower speeds will see some of the negative emissions effects isolated to SR 99 on and in the proximity of this project's extents, it's important to acknowledge VMT increases and their subsequent emissions will be attributed to higher levels of travel on the local roadway system. Avenue 12 and Avenue 9 in Madera County are east-west corridors in the projects extents that are seeing increasing levels of usage today in lieu of SR 99 or other available state highways for regional traffic. These conditions will be worsened at an accelerated rate at the cost of efficient transport and safety of travelers if the State withdraws project support in the Madera Region.

Appendix A of the Draft 2020 ITIP correctly identifies this project will provide benefits to American with Disabilities Act (ADA) facilities, make improvements to bicycle and pedestrian facilities and provide congestion relief to reduce Greenhouse Gas Emissions. Despite the Project Programming Request indicating otherwise, all of these benefits are in fact consistent with goals outlined in the Sustainable Communities Strategy for the Madera region.

It is also important to note that the project description for the SR 99 – Madera 6 Lane Widening Project (Avenue 12-17) in the Draft 2020 ITIP is incorrect in stating that "The sections of freeway

to the north and south of this segment are existing six lane roadways." The sections of freeway to the north and south of the project currently under construction (including the project scheduled for deletion) are existing 4 lane roadways.

Sincerely,

John Chavez
Mayor

cc: CTC Commissioners
Susan Bransen, Executive Director California Transportation Commission
Bruce De Terra, Caltrans Division Chief of Programming
Madera County Transportation Commission Policy Board

TAKAS CONSTRUCTION
QUALITY PIPELING INSTALLATIONS SINCE 1991

November 13, 2019

RECD BY CTC
NOV 13 2019

Ms. Susan Bransen
Executive Director
California Transportation Commission
1120 N Street, MS 52
Sacramento, CA 95814

Re: Draft 2020 Interregional Transportation Improvement Program

Dear Ms. Bransen,

I am writing as a strong supporter of the passage of The Road Repair & Accountability Act of 2017 (SB 1) to express my concerns with the Draft 2020 ITIP presented to the California Transportation Commission (Commission) last month.

Specifically, the Draft 2020 ITIP proposes to deprogram three highway projects and set aside those revenues for yet to be identified priority rail projects and other priorities aligned with Governor Newsom's Executive Order N-19-19. I understand the Administration's decision to propose to deprogram these projects was a result of a lack of new, flexible ITIP capacity to support the Governor's priorities, that the projects are in the early stages of development at the environmental and design phases, and that none of the projects have construction dollars committed. Moreover, I recognize that the ITIP programs the State's share of the State Transportation Improvement Program (STIP) which has as its foundational fund source the gas tax and that since Proposition 5 of 1974, the State Constitution does permit expenditure of gas tax revenues on guideway projects such as rail capital improvements in addition to highways. However, I believe that once a project is approved in a program of projects, the State must honor that action. These three projects were programmed in the 2018 ITIP as a direct result of anticipating increased revenues due to the passage of SB 1 in April 2017.

I implore the Administration and the Commission to seek to find funding resources to maintain the State's commitment to the three projects proposed to be deprogrammed as the final 2020 ITIP is prepared for adoption.

Finally, I encourage the Administration and Commission to be vigilant in protecting and defending SB1 funding, ensuring that these dollars are always used efficiently and effectively, as promised to California voters.

Respectfully,

Sharon L. Alberts
President

1470 Maria Lane – Ste 305 | Walnut Creek, CA 94596
CA Contractors License #619276

MERCED COUNTY

November 13, 2019

Chairwoman Fran Inman
California Transportation Commission
1120 N Street
Sacramento, CA 95814

RE: DRAFT 2020 ITIP—SOUTH MADERA 6 LANE WIDENING PROJECT

Dear Chairwoman Inman:

The Merced County Board of Supervisors would like to express its strong opposition to the removal of the Highway 99—South Madera 6 Lane Widening (Avenue 7-12) Project in Madera County (APDE) from the Draft 2020 Interregional Transportation Improvement Program (ITIP).

While environmental review work is already underway for this project, the ITIP puts $9 million in funding for Plans, Specifications, and Estimates (PS&E) on the chopping block. The deletion of this funding would be a significant setback for the future of this project, which is greatly needed to reduce congestion and improve safety along Highway 99 in our region.

Though this project does not cross over into Merced County, the Board of Supervisors recognizes the importance of making improvements to our region as a whole. As our neighbors find success, so do we. Highway 99 is a major corridor for commuters and commodities alike. Two-lane bottlenecks are a hindrance to both motorist safety and economic advancement.

Highway 99 is also vitally important to the effective movement of perishable agricultural products from the San Joaquin Valley. Approximately 25 percent of food in the United States comes from this region.

By reducing another bottleneck, we would greatly improve goods movement along Highway 99. It is estimated that the current 500 million tons of commodities transported through the San Joaquin Valley annually will increase to 800 million by 2040. Investing in the South Madera 6 Lane Widening Project would allow us to experience this valuable growth in a safe and effective manner. The alternative is more delays, collisions, injuries and fatalities on what is already a very dangerous section of freeway.

It's also important that we take into account the opportunity to improve air quality in the Valley. Removing another bottleneck would go a long way toward meeting the state's stricter air quality standards in a region that is already at a disadvantage due to its bowl-like geography.

Board of Supervisors

Rodrigo Espinoza
Supervisor, District One

Lee Lor
Supervisor, District Two

Daron McDaniel
Supervisor, District Three

Lloyd Pareira
Supervisor, District Four

Scott Silveira
Supervisor, District Five

James L. Brown
County Executive Officer

Merced County
Administration Building
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Merced, CA 95340
(209) 385-7366
(209) 726-7977 Fax
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Again, the Board of Supervisors has a first-hand understanding of the issues and opportunities along Highway 99 considering more than 35 miles run through Merced County. When an opportunity to improve the San Joaquin Valley and the State of California exists, we need to support it. A focus should continue to be placed on reducing congestion along Highway 99, and restoring PS&E funding for the South Madera 6 Lane Widening Project would be a crucial step in realizing that goal. The aforementioned benefits of the project should speak volumes.

Thank you for your consideration in this matter.

Sincerely,

Lloyd Pareira

Lloyd Pareira, Chairman
Merced County Board of Supervisors

cc: The Honorable Anna Caballero, Member of the State Senate
The Honorable Adam Gray, Member of the State Assembly
The Honorable Brett Frazier, Chairman of the Madera County Board of Supervisors
Paul J. Yoder, Partner, Shaw/Yoder/Antwih/Schmelzer & Lange
Karen Lange, Partner, Shaw/Yoder/Antwih/Schmelzer & Lange

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November 13, 2019

RECD BY CTC
NOV 13 2019

Ms. Susan Bransen
Executive Director
California Transportation Commission
1120 N Street, MS 52
Sacramento, CA 95814

Re: Draft 2020 Interregional Transportation Improvement Program

Dear Ms. Bransen,

I am writing as a strong supporter of the passage of The Road Repair & Accountability Act of 2017 (SB 1) to express my concerns with the Draft 2020 ITIP presented to the California Transportation Commission (Commission) last month.

Specifically, the Draft 2020 ITIP proposes to deprogram three highway projects and set aside those revenues for yet to be identified priority rail projects and other priorities aligned with Governor Newsom's Executive Order N-19-19. I understand the Administration's decision to propose to deprogram these projects was a result of a lack of new, flexible ITIP capacity to support the Governor's priorities, that the projects are in the early stages of development at the environmental and design phases, and that none of the projects have construction dollars committed. Moreover, I recognize that the ITIP programs the State's share of the State Transportation Improvement Program (STIP) which has as its foundational fund source the gas tax and that since Proposition 5 of 1974, the State Constitution does permit expenditure of gas tax revenues on guideway projects such as rail capital improvements in addition to highways. However, I believe that once a project is approved in a program of projects, the State must honor that action. These three projects were programmed in the 2018 ITIP as a direct result of anticipating increased revenues due to the passage of SB 1 in April 2017.

I implore the Administration and the Commission to seek to find funding resources to maintain the State's commitment to the three projects proposed to be deprogrammed as the final 2020 ITIP is prepared for adoption.

Finally, I encourage the Administration and Commission to be vigilant in protecting and defending SB1 funding, ensuring that these dollars are always used efficiently and effectively, as promised to California voters.

Respectfully,

Mike DeRousse
President
Conco West, Inc.

PACIFIC INFRASTRUCTURE

CONSTRUCTION, LLC

November 13, 2019

RECD BY CTC
NOV 13 2019

Ms. Susan Bransen
Executive Director
California Transportation Commission
1120 N Street, MS 52
Sacramento, CA 95814

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Respectfully, Jay Zoellner - President

871 Cotting Court STE A, Vacaville CA 95688 (707) 449-3604

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November 13, 2019

Ms. Susan Bransen
Executive Director
California Transportation Commission
1120 N Street, MS 52
Sacramento, CA 95814

RECD BY CTC
NOV 13 2019

Re: Draft 2020 Interregional Transportation Improvement Program

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If you have any questions or need additional information, please do not hesitate to contact me at 925-552-8253.

Sincerely,

Larry E Brandt
President

PrestonPipelines
General Engineering Contractor

November 13, 2019

RECD BY CTC
NOV 14 2019

Ms. Susan Bransen
Executive Director
California Transportation Commission
1120 N Street, MS 52
Sacramento, CA 95814

Re: Draft 2020 Interregional Transportation Improvement Program

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Respectfully,

Ron Bianchini,
Chief Operating Officer

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(408) 262-1870 Fax

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November 13, 2019

RECD BY CTC
NOV 13 2019

Ms. Susan Bransen
Executive Director
California Transportation Commission
1120 N Street, MS 52
Sacramento, CA 95814

Re: Draft 2020 Interregional Transportation Improvement Program

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Respectfully,

Mario Andreini
Andreini Brothers

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November 13, 2019

The Honorable Fran Inman
Chair, California Transportation Commission
1120 N Street, MS 52
Sacramento, CA 95814

RE: Draft 2020 ITIP

Dear Chair Inman:

I am writing this letter out of concern for the recommendation by Caltrans to retract funding for three critical safety and congestion relief projects, two of which are in the San Joaquin Valley (Valley) and on State Route (SR) 99. The Valley is the heart of California's transportation system and a major generator of economic activity within California. SR 99 serves as the backbone to the state's goods movement system and has higher than average truck percentage volumes. Twenty-five percent of all food in the United States comes from the Valley, and freight is moved through the Valley to national and global markets.

The first project I will discuss is on State Route 99 in Tulare County referred to as the Tulare City Widening project. The Tulare City project would ensure safety and congestion relief in the south Valley with capacity enhancements that eliminate dangerous gaps in the SR 99 system. As you know, SR 99 is one of the most dangerous highways in the nation. Caltrans' recommendation to abandon this project means abandoning the communities and residents in the southern San Joaquin Valley and putting their lives at risk.

The second project is also on SR 99 in Madera County referred to as the SR 99-South Madera 6 Lane Widening project. This safety and congestion relief project was originally in the 2016 ITIP but was requested to be removed and "promised" to be added back in during the 2018 ITIP development. The project was added back in in the 2018 ITIP and once again is being proposed for deletion in the 2020 ITIP.

Environmental work has already begun for the project using the 2018 ITIP funding. Widening this section of SR 99 will add two lanes to eliminate a current bottleneck. The project will substantially reduce the number, rate, and consequences of surface transportation-related accidents, serious injuries, and fatalities among transportation users. The current level of service will continue to rapidly deteriorate in a no-build scenario.

Caltrans choosing to disinvest in the Tulare and Madera regions will yield a negative effect towards local, regional, statewide and national goals of reducing vehicle miles traveled (VMT) and curbing tailpipe emissions. The process to defund these projects represents an undermining of the extensive planning efforts taken to develop the long-range Regional Transportation Plans and Sustainable Communities Strategies in the Tulare and Madera regions.

The final project that I will discuss is the proposal to remove funding for the Antelope Grade widening on SR 46. This corridor supports the annual movement of $7 billion worth of goods shipments between the coastal and central valley regions. The route is also critical to the $5 billion central coast tourism industry and the thousands of jobs that rely on it. The corridor is one of the most critical east/west links in the state's transportation network for moving people, goods and services. This corridor is also key to national security, connecting military installations on the central coast to the rest of the state and nation. The investment in SR 46 not only carries an economic benefit, but a safety one as well. The SR 46 corridor in San Luis Obispo County, otherwise known as Blood Alley, has seen a fatality rate three times higher than the state average. Over the past twenty-plus years the state has invested more than of $400 million to upgrade and make this crucial state priority highway safer and more reliable. The Antelope Grade project is the golden spike in this process, the final segment of seven to be widened. Abandoning this project at this time would endanger the traveling public.

I respectfully request that the California Transportation Commission reject Caltrans' proposal to take away the funding for the three projects outlined above. Thank you for your time and consideration.

If you have any questions contact Ana Chavez at 661-797-2903.

Sincerely,

Vidal Ballesteros
Board President

theWonderfulcompany

November 14, 2019

The Honorable Fran Inman
Chair, California Transportation Commission
1120 N Street, MS 54
Sacramento, CA 95814
Via Email: OCIP@dot.ca.gov

RE: Draft 2020 Interregional Transportation Improvement Program (ITIP)

Chairwoman Inman and members of the California Transportation Commission:

The Wonderful Company LLC ("Wonderful") writes to express our concerns over recent recommendations by the California Department of Transportation ("Caltrans") to eliminate critical infrastructure funding for highway improvement projects on State Route (SR) 99 and SR 46 in the Central Valley.

Wonderful, and its related entities, farm and process almonds, pistachios, various citrus varietals, pomegranates, wine grapes and nursery stock throughout Central California. Our employees use SR 99 and SR 46 on a daily basis. These transportation corridors serve as major thoroughfares for California's rich agricultural sector to transport agricultural goods, and people, up and down the state. The proposals to improve SR 99 and SR 46 are essential to the future of safe and reliable transportation in the Central Valley. Increasing the number of lanes available to commuter and agricultural vehicles on these roadways will greatly improve the safety of these notoriously dangerous roads; as well as reduce the amount of idle traffic congestion on these highways, which will help improve air quality.

For these reasons, Wonderful respectfully requests that the proposals to widen State Route 99 and State Route 46 be reinstated as part of the Draft 2020 Interregional Transportation Improvement Program.

Sincerely,

Andy Anzaldo
Chief Operating Officer of Wonderful Health + Wellness

Cc: Bruce De Terra

11444 West Olympic Boulevard, Los Angeles, California 90064

November 14, 2019

Secretary David S. Kim
California State Transportation Agency
915 Capitol Mall, Suite 350B
Sacramento, CA 95814

Re: Draft 2020 Interregional Transportation Improvement Program (ITIP)

Dear Secretary Kim:

The undersigned organizations support safe, equitable, accessible, and clean transportation and mobility options for all California residents, regardless of race, wealth, income or place. We work to support rural and urban, low-income communities and communities of color in the San Joaquin Valley, Eastern Coachella Valley and statewide, to advocate for sound and just policies and programs to ensure smart climate decisions, transportation and land use planning, fair and affordable housing, and clean air and water.

The Draft 2020 Interregional Transportation Improvement Program (ITIP) begins the work of implementing Governor Newsom's Executive Order N-19-19, which provides clear direction on aligning the State's $5 billion annual transportation investments with its climate goals. We are supportive of the Executive Order because it is an important first step towards reducing greenhouse gas emissions from the transportation sector, which accounts for almost half of California's total emissions, and contributes to poor air quality.

As organizations primarily based in the San Joaquin and Eastern Coachella Valleys and that advocate at regional and statewide levels, we are encouraged to see that the Draft ITIP includes funds that align with Executive Order N-19-19 and, if linked to appropriate land use policies and equitable investments, could increase connectivity and mobility options for people living in the San Joaquin and Eastern Coachella Valleys, while preserving necessary SB 1 road maintenance and safety projects.

We know that community priorities include projects such as rideshare, active transportation infrastructure, improved transit frequencies, and creative planning and development that helps people access safe, affordable mobility options, rather than relying on single occupancy vehicles[1]. As the State begins to direct transportation funds towards meeting our climate goals, investments must simultaneously address the priorities identified by our state's most disenfranchised communities, including in rural areas.

[1] See, for example, the Overview of the Draft Mobility Plans for the Unincorporated Communities of the Eastern Coachella Valley (October 2019), at: https://rctlma.org/Portals/7/documents/Trans%20Planning%20Docs/Overview%20of%20Eastern%20Coachella%20Valley%20Mobility%20Plans.pdf?ver=2019-10-28-085144-827

We urge CalSTA to demonstrate bold and swift leadership in implementing the Executive Order through an integrated approach that addresses our air and climate crisis, reduces dependence on fossil fuels, encourages clean, safe, and equitable transportation options, and invests in communities that are most impacted by climate change. This will require coordination among various agencies working on transportation, air quality and housing.

There is an opportunity to meaningfully shift transportation investments in a way that reaches the climate goals required by SB 32, and that also improves air quality, includes social equity, and prioritizes meaningful public participation in the implementation of infrastructure projects.

We look forward to working with you and other state agencies to ensure that transportation investments do not perpetuate patterns that sacrifice the health and well-being of low-income communities and communities of color, and instead contribute to healthy, safe, just, and livable neighborhoods.

Sincerely,

Julia Jordan
Policy Coordinator
Leadership Counsel for Justice & Accountability

Kimberly McCoy
Project Director
Fresno Building Healthy Communities

Caroline Farrell
Executive Director
Center on Race, Poverty & the Environment

Genevieve Gale
Executive Director
Central Valley Air Quality Coalition

Jim Grant, Director
Social Justice Ministry
Diocese of Fresno

Kevin D. Hamilton, RRT
Chief Executive Officer
Central California Asthma Collaborative

Esther Rivera
Deputy Director
California Walks

Ildi Carlisle-Cummins
Executive Director
California Institute for Rural Studies

Nayamin Martinez, MPH
Director
Central California Environmental Justice Network

Ashley Crystal Rojas
Executive Director
Fresno Barrios nidos

Sandra F. Celedon
Friends of Calwa

Jean Hays, Catherine Fowler, Chrs.
WILPF, Fresno
Earth Democracy Issues Group

Allen Hernandez, MSW
Executive Director
Center for Community Action & Environmental Justice (CCAEJ)

Silvia Paz
Executive Director
Alianza Coachella Valley

CC: Toks Omishakin, California Department of Transportation
Kate Gordon, Office of Planning and Research
Susan Bransen, California Transportation Commission
Mary Nichols, California Air Resources Board
Jason Elliot, Office of the Governor
Ronda Paschal, Office of the Governor

VISALIA CHAMBER OF COMMERCE

The Honorable Gavin Newsom
Governor, State of California
California State Capitol
Sacramento, CA 95814

Dear Governor Newsom:

We need your help. Please restore funding to the CA Highway 99 and 46 projects.

CA Highways 99 and 46 are critical to the delivery of agriculture globally. As you know, the San Joaquin Valley produces most of the agriculture in our country. Our farmers use Highways 99 and 46 to ship that food within our state, country and to the ports, so we can feed the world.

Additionally, our region has become a distribution hub for companies receiving goods from California's ports then shipping goods throughout the west. The arrival of distribution warehouses in our region has brought much-needed jobs as we diversify our agricultural roots.

While multi-modal transportation solutions are necessary as we plan for the future of California, cutting funding for projects on Highway 99 and 46 will unnecessarily punish tens of thousands of Californians, put our global food supply delivery chain in peril, and has the potential of costing our region precious jobs as distribution hubs will locate elsewhere.

Governor Newsom, we appreciate your interest, commitment and increased focus on Central California. We applaud your promise for creating inclusive economic development. As a region, we need your administration's support as we tackle important issues. However, removing these funds will deeply hurt your work in this arena. Removing these funds means our region is at an even greater economic disadvantage. We urge you to reaffirm your commitment to the vitality of central California by restoring, programing and providing dates when these important funds will begin implementing the improvement of California's primary good movement corridors.

Sincerely,

The Visalia Chamber of Commerce
Representing 140,000 Central California Residents

CC: Transportation Secretary David S. Kim
CTC Chair Fran Inman
Caltrans Acting Director Bob Franzoia

November 15, 2019

Secretary David S. Kim
California State Transportation Agency
915 Capitol Mall, Suite 350B
Sacramento, CA 95814

Re: Draft 2020 Interregional Transportation Improvement Program (ITIP)

Dear Secretary Kim:

The undersigned organizations are committed to ensuring the State of California reaches its ambitious climate goals while improving the health and wellbeing of our communities.

Our transportation system is the greatest emitter of climate-warming carbon pollution, yet it is precisely this sector where the state has made the least progress in reducing emissions.

We appreciate Governor Newsom's Executive Order N-19-19, which presents an important first step towards aligning the State's $5 billion annual transportation investment with the State's climate goals, which are statutorily obligated by SB 32 (2016).

Further, we are encouraged to see that the Draft 2020 Interregional Transportation Improvement Program (ITIP) includes prioritized investment for shovel-ready mobility projects that will give Californians more convenient ways to get around our state without having to get in a car.

We strongly support this and other measures to invest in low-carbon transportation choices for Californians. We are confident this can be accomplished while safeguarding commitments to the voters to invest SB 1 (2017) gas tax revenue in critical road maintenance and safety projects.

We look forward to working with you and CalSTA, as well as the California Transportation Commission and the Air Resources Board, to fully implement E.O. N-19-19 and set California on a path where our transportation system is a leading source of success in our efforts to reduce pollution, improve mobility, increase productivity, and create more equitable and healthy communities.

Best,

Carter Rubin,
Mobility and Climate Advocate
Natural Resources Defense Council

Bill Magavern
Policy Director
Coalition for Clean Air

Esther Rivera
Deputy Director
California Walks

Chuck Mills
Public Policy & Grants Director
California ReLeaf

Dan Jacobson
State Director
Environment California

Dave Snyder
Executive Director
CalBike

Joshua Stark
State Policy Director
TransForm

Chanell Fletcher
Executive Director
ClimatePlan

Linda Rudolph MD, MPH
Senior Advisor on Climate, Health, and Equity
Public Health Institute

Wesley Reutimann
Special Programs Director
Active San Gabriel Valley

Bryn Lindblad
Deputy Director
Climate Resolve

Jonathan Matz
California Senior Policy Manager
Safe Routes Partnership

Emily Rusch
Executive Director
CALPIRG

Matthew Baker
Policy Director
Planning & Conservation League

Yolanda Park
Director
EJ58 of Cafe Coop

Colin Parent,
Executive Director and General Counsel
Circulate San Diego

CC:

Kate Gordon, Office of Planning and Research
Mary Nichols, Air Resources Board
California Transportation Commission

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November 22, 2019

California Transportation Commission
1120 N Street, MS 52
Sacramento, CA 95814

Caltrans Director Toks
Omishakin 1120 N Street, MS 52
P.O. Box 942873
Sacramento, CA 95273-001

Subject: 2020 Draft Interregional Transportation Improvement Program (ITIP) Hearing

Dear Commissioners and Director Omishakin:

The purpose of this correspondence is to thank the Commission for the opportunity to provide testimony on behalf of the Butte County Association of Governments (BCAG) for consideration into the development of the 2020 Interregional Transportation Improvement Program. In addition, BCAG would like to provide the entire Commission and Caltrans Director Toks Omishakin with a brief summary of Butte County's talking points which are germane to the development of the ITIP. It's my understanding that not all Commissioners are typically present during the ITIP hearings.

BCAG, Caltrans District 3, Yuba County and the City of Marysville are working to complete the last remaining project on State Route 70 from Laurellen Road, just north of the City of Marysville in Yuba County to the Yuba/Butte County line. If funding is approved by the Commission in the 2020 STIP, the State Route 70 corridor improvements that was directed by the CTC in 1988 will finally be completed and Butte County will finally be served by a continuous 4-lane highway.

Addressing fatalities continues to be our top priority in developing BCAG's 2020 RTIP recommendations. With this in mind, BCAG continues to recommend the SR 70 Corridor for joint Regional and Interregional funding in the STIP. We offer the following points for ITIP funding consideration:

<u>ITIP Considerations</u>

- **44 fatalities on State Route 70 since 2010, 4 have occurred on this segment this year.**

- This project is partially funded with SHOPP funds, the remaining $32 million to complete the project is being requested as part of the 2020 STIP.

- This last project segment from Laurellen Road to the County line is lined with 158 driveways with heavy a.m. and p.m. commuter traffic, increased truck traffic that is part of the Paradise Clean-up and the agricultural industry……bottom line, these fatalities are not going to decrease until this last project is complete.

- After 30 years and over $1 billion in transportation investments, the Commission and Caltrans are poised to complete the State Route 70 Corridor between Sacramento and Chico by funding the last project in Yuba County.

- BCAG, Caltrans District 3 and with the support of the Yuba County Board of Supervisors and the Marysville City Council have agreed to a funding plan to complete this final project in Yuba County which includes a funding contribution of $4 million from BCAG, a $4 million contribution from Yuba County Board of Supervisors and a $24 million contribution from Caltrans' ITIP.

  State Route 70 serves as a critical emergency access route as demonstrated in the Oroville Dam Crisis of 2017 with 180,000 evacuees and the Paradise Camp Fire in 2018.

Attached are our most recent fatality map and a corridor map highlighting the 68 miles of four lanes that have completed and the remaining gap of 9.6 miles left in Yuba County. We recognize the limited funding capacity in the ITIP and the funding needs from the rest of the state. We believe we have extenuating circumstances for this "grandfathered corridor" as highlighted above.

BCAG has already contributed $4 million of RIP funding to complete the environmental component for this corridor and we are willing to match Yuba County's pledge of $4 million thru SACOG leaving a request of $24 million from Caltrans.

If we are unable to identify a plan to complete this remaining gap and this corridor becomes a future separate project, Caltrans District 03 has indicated the cost estimate would exceed $50 million at which point BCAG would be financially unable to further partner. We sincerely hope we can come together and finish the job. If approved and programmed, the project can be delivered for construction within the timeframe of the 2020 STIP.

Thank you for your time,

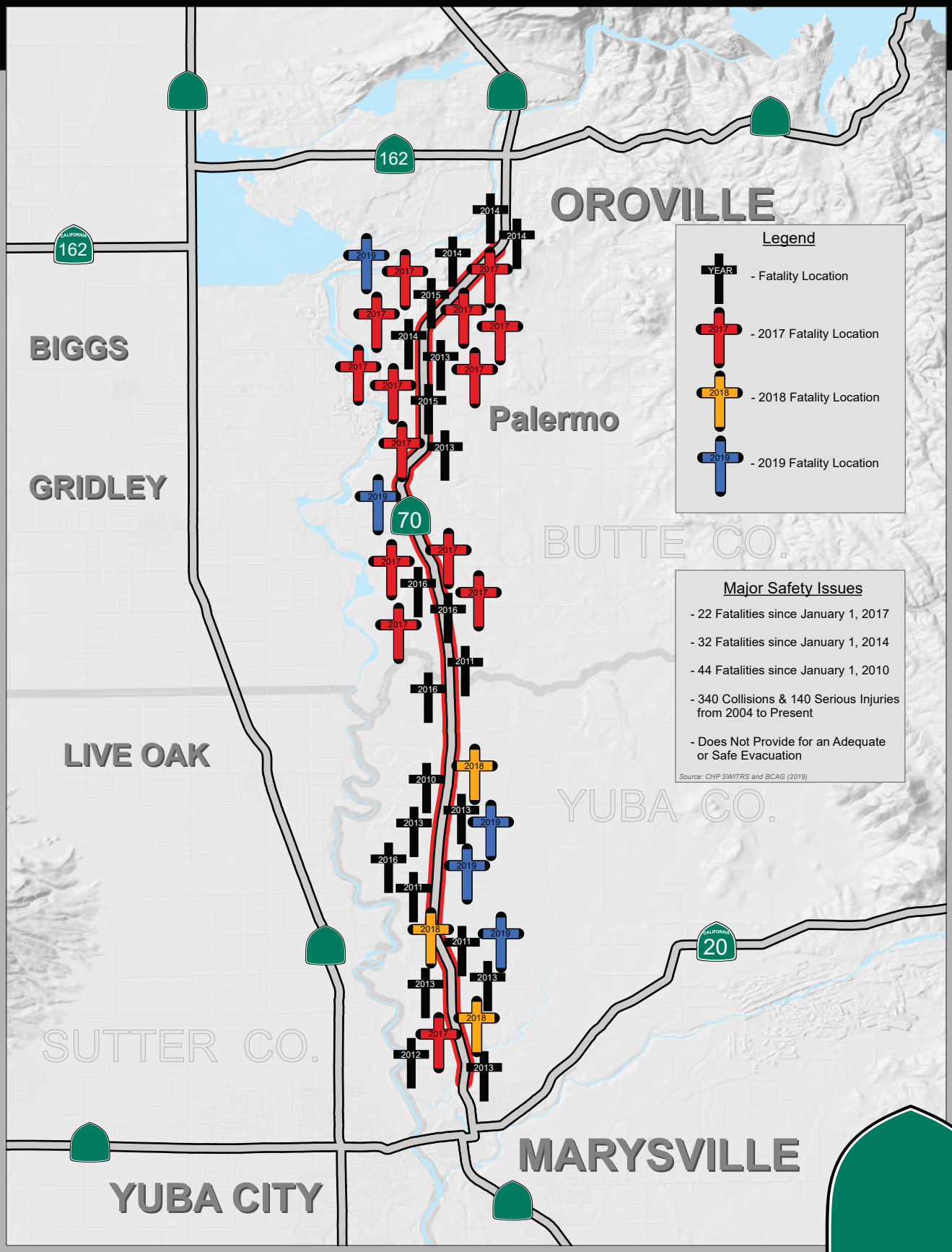
Bill Connelly

Bill Connelly, Chair
Butte County Association of Governments

HIGHWAY 70 FATALITIES

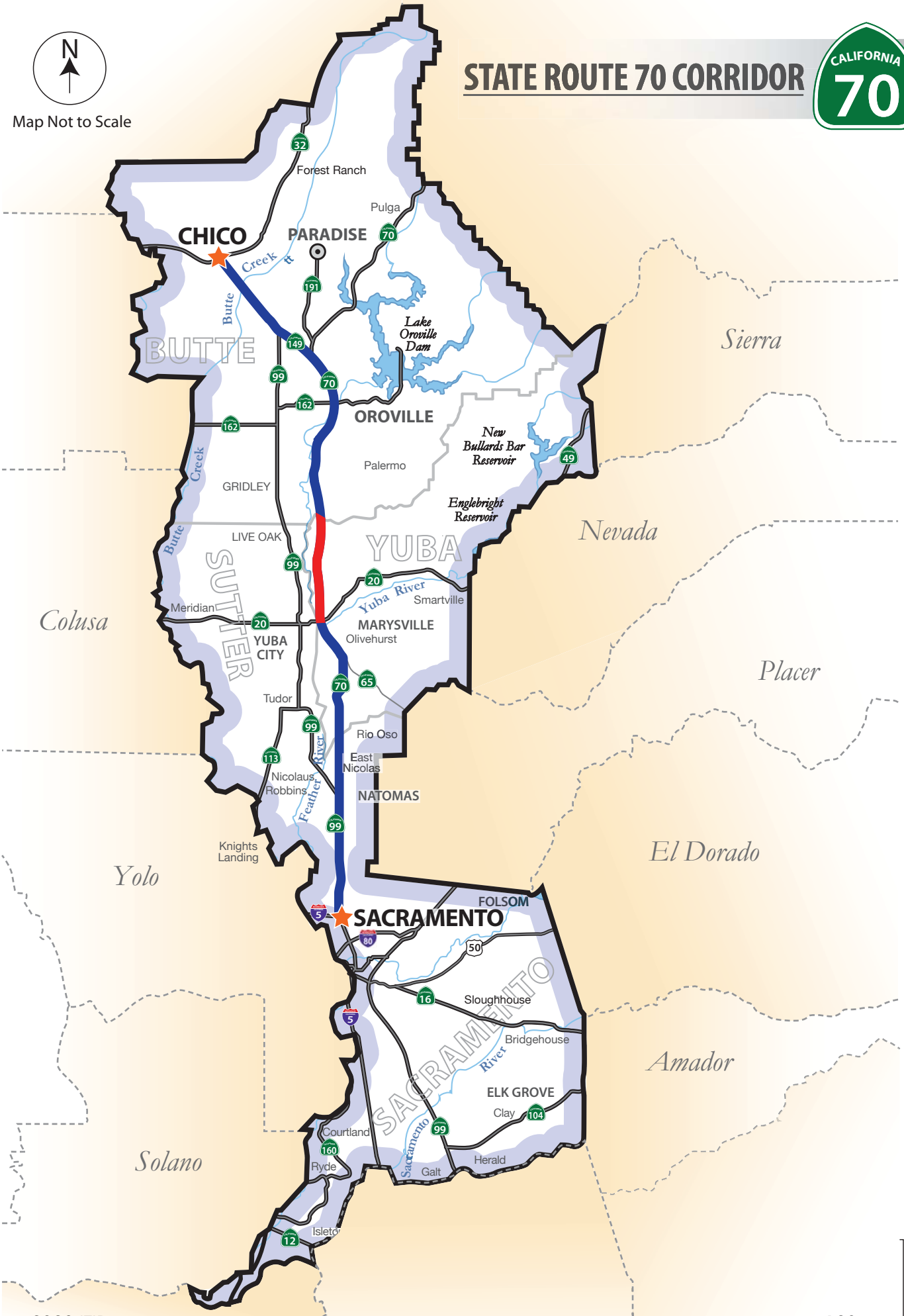
MARYSVILLE TO OROVILLE

2010 - 2019



Last Updated: November 8, 2019

STATE ROUTE 70 CORRIDOR



SLOCOG
SAN LUIS OBISPO COUNCIL OF GOVERNMENTS

CONNECTING COMMUNITIES
ARROYO GRANDE | ATASCADERO | GROVER BEACH
MORRO BAY | PASO ROBLES | PISMO BEACH
SAN LUIS OBISPO | SAN LUIS OBISPO COUNTY

November 25, 2019

The Honorable Fran Inman
Chair, California Transportation Commission
1120 N Street, MS 52
Sacramento, CA 95814

RE: Draft 2020 Interregional Transportation Improvement Program (ITIP) | SLOCOG SUPPORT FOR REVISED ITIP

Dear Chair Inman:

First, I would like to acknowledge and thank you personally for conducting a third public hearing on the Draft 2020 Interregional Transportation Improvement Program (ITIP) held in Fresno last week. You and your staff provide a valuable service by facilitating a very important discussion of the concerns we raised in our October 24th letter to the California Transportation Commission (CTC) on the Draft 2020 ITIP.

To restate, in both our October 24th correspondence and the testimony provided by SLOCOG staff at the Fresno hearing, SLOCOG has emphasized concern for the deletion of pre-construction funding for the remaining segment (Antelope Grade) of the State Route 46 Corridor Improvement Project (US 101 to Interstate 5). One of our primary objectives is to continue to work closely with Caltrans District 5 and the Kern Council of Governments and secure capital funding for the Antelope Segment from federal discretionary grants such as INFRA and/or BUILD, or by way of SB1's Trade Corridor Program. It is imperative that preconstruction activities remain fully funded in the ITIP if such efforts are to bear fruit.

We are grateful for the solution developed by Caltrans Headquarters, in close coordination with your staff, to modify the draft 2020 ITIP and re-commit ITIP funding of $10.3M for the preconstruction phase (design) of the Antelope Grade Segment. SLOCOG will reflect our strong support of this proposed solution by including a Project Programming Request Form in SLOCOG's 2020 RTIP transmittal.

We appreciate the Commission taking the time to consider these issues in advance of developing the final 2020 State Transportation Improvement Program (STIP) recommendations.

If you have any questions, please do not hesitate to contact me at (805) 781-4219.

Sincerely,

Fred Strong, President

Cc: Assembly member Jordan Cunningham (35th District)
Tim Gubbins, Regional Director, Caltrans, District 5
Bruce de Terra, Division Chief, Caltrans, Division of Transportation Programming

♦ 1114 Marsh Street, San Luis Obispo, CA 93401 ♦ Tel. (805) 781-4219 ♦ Fax (805) 781-5703 ♦ Email: slocog@slocog.org
♦ Web: www.slocog.org

MERCED COUNTY ASSOCIATION OF GOVERNMENTS

PH: 209.723.3153
FAX: 209.723.0322
www.mcagov.org
369 W. 18th Street
Merced, CA 95340

November 25, 2019

Bruce DeTerra, Division Chief of Programming
Caltrans
Division of Transportation Programming
1120 N Street, MS-82
Sacramento, CA 95814

RE: Draft 2020 Interregional Transportation Improvement Program (ITIP)

Dear Bruce,

The Merced County Association of Governments (MCAG) would like to express our appreciation that the Draft 2020 Interregional Transportation Improvement Program (ITIP) maintains programming for the construction of the Highway 99 Livingston Widening Southbound project (PPNO 0161B) in Fiscal Year 2021-22. We value the long-standing partnership between the state (Caltrans) and MCAG and the San Joaquin Valley, which has resulted in numerous much-needed improvements to Highway 99 addressing safety and goods movement priorities of the state and our member jurisdictions.

However, we are also concerned that the Draft ITIP proposed deleting Highway 99 projects in Madera and Tulare counties. The work on Highway 99 is not complete. There are critical safety and goods movement needs on 99, including these projects, which will directly benefit the State as well as the Valley. We understand the commitment to reduce greenhouse gases and are doing our part, but at a time when the Governor is talking about investing in inland California, the proposed deletions are sending a message contradictory to that.

We understand that a solution is in the works which will preserve these projects, and we look forward to that. In the Valley we support each other on Highway 99 as we recognize the benefits cross county lines, and indeed extend far beyond the Valley.

Thank you for your consideration of our comments. If you have any questions, please do not hesitate to contact me at stacie.guzman@mcagov.org or 209-723-3153 extension 109.

Sincerely,

Stacie Guzman
Executive Director

SBCOG
Council of
San Benito
County Governments

November 25, 2019

Bruce De Terra, Chief
Division of Transportation Programming
Caltrans
1120 N Street , MS-82 Sacramento, CA 95814

Re: Support for 2020 ITIP – San Benito State Route 156 Improvement Project

Dear Mr. De Terra:

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 $44 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 and its full share of Regional Transportation Improvement Program funds to 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

Email Comments:

In addition to the verbal comments and letters, numerous emails were received with comments regarding the initial proposal of deprogramming of pre-construction phases on three projects on SR 46 and SR 99. The full set of emails is included in this section.

From: Minnie Lansdale
To: California Transportation Commission@CATC
Subject: Road widening projects
Date: Wednesday, October 9, 2019 11:34:47 AM

Please, do not allow the governor to use road tax funds for anything else besides the road widening projects already proposed on the 99 highway in the central valley. Those two projects are so important to safety that it can't be compared to any other proposed idea.
I am sure that there are a majority of voters who agree with me on this. California roads are the most important thing for gasoline tax money.
Thank you, Minnie Lansdale minnitoo@gmail.com 1641
W Lloyd Ave, Porterville, CA 93257

From: Penny Martinez
To: California Transportation Commission@CATC
Subject: Loss of Funding to Hiway 46 project
Date: Wednesday, October 9, 2019 11:28:36 AM
Importance: High

As a resident of Shandon, living near the "Y" I still get a knot in my stomach every time I hear sirens in the area. It is because I know someone will needlessly lose their life. The area, known for fatal accidents has not changed, even with the completion of the area west of the Y. Enough of Cal Trans employees have attended the advisory meetings for Shandon to know how much we want this project to be completed.

Driver's coming off of Highway 5 and 101 are in a mind set to drive at speeds of 75 to 85 mph, this often includes semi's. The Shandon area lacks the emergency crews needed for this accident prone area, if the county cannot afford stationed ambulances, then it is up to the state finish what it started.

Either finish fixing the road that kills, or station CHP's 24/7 in that stretch or have it on your conscience that another life will be taken. How would you feel if it was your loved one hit head on by an over anxious driver passing another car without thought? We live this every day in that area. With the holidays approaching it only puts more lives at risk. The railroad can wait, or find the money elsewhere. Do not take funds from this project.

Penny Martinez

Penny Martinez, Chairperson
Shandon Advisory Council

From: Jason Holt
To: California Transportation Commission@CATC
Date: Wednesday, October 9, 2019 4:19:00 PM

How about you thieving bastards leave the money alone to fix roads. This money is guaranteed to roads, wasnt supposedvto be possible to re allocate but you do it anyway. Dirty communist lying bastards

From: SHERRILLYN SARGENT
To: California Transportation Commission@CATC
Subject: HWY 99 and HWY 46 Funding
Date: Wednesday, October 9, 2019 8:55:02 PM

Funding needs to be reinstated so the widing of hwy 99 and HWY 46 be completed!
The completion will help improvement of traffic flows.. The congestion that is so pronounced on both highways is a major factor in a the loss of lives. With repairs completed these lives could be saved.
My vote as a taxpayer is for these lives to be saved. Reinstated funds will do that! Sincerely,

Marie Sargent, Ivanhoe, CA
Sent from Yahoo Mail on Android

From: Doug Barth
To: California Transportation Commission@CATC
Subject: Funding for the Highway 41/46 corridor project
Date: Wednesday, October 9, 2019 5:26:55 PM

California Transportation Commission
1120 N Street
Sacramento, CA 95819

RE: Funding for the Highway 41/46 corridor
project In the area of Antelope Grade

It has come to my attention your commission is considering revoking funding to widen the Highway 41/46 corridor in the Antelope Grade area within San Luis Obispo County in response to a recent executive order from the Governor requesting the Commission redirect gas tax funds towards rail projects.

As a resident of Paso Robles for 40+ years, I drive Highway 41/46 on a regular basis. As a former volunteer firefighter for the City of Paso Robles, I've had the unfortunate opportunity to personally respond to and witness the tragic results of many automobile accidents along this section of highway. Often times, these accidents do not have positive outcomes. The 41/46 intersection in Cholame is one of the most dangerous highway intersections within the state. This is supported by fatality statistics.

The state has made tremendous progress in recent years widening the 41/46 corridor from Highway 101 to Interstate 5. The Antelope Grade segment is the final segment to be completed.

Please do your best to ensure the funding for the Antelope Grade stays intact for modernizing this crucial section of highway to improve the safety of our traveling public between Highway 101 and Highway 5 and save lives.

Respectfully,
Douglas Barth 25
12th St
Paso Robles, CA 93446

From: Joni Nay
To: California Transportation Commission@CATC
Subject: 46 Highway Upgrade
Date: Wednesday, October 9, 2019 1:52:14 PM

I want to see the highway 46 at the Y improved. The number of deaths and bad accidents is staggering. I need to drive that highway to see my sister who is developmentally disabled living in Clovis and it terrifies me every time! I hate it! There is no other way to go.

Please allocate the funds to improve that highway. Stop the death! Regards,
Joni Nay
952-532-2712

Sent from my iPhone

From: Mike
To: California Transportation Commission@CATC
Subject: Highway 46 and 166
Date: Wednesday, October 9, 2019 11:53:44 AM

To whom it may concern,

I have read recently that continued improvements for highway 46 have been set on the back burner and canceled overall. Highway 166 and 46 are main connecting roads to major freeways. The improvements to 46 have made the road safer and need to be continued! It is almost criminal how unsafe highway 166 is now. I drive 166 from Bakersfield to Cuyama everyday and witness first hand how people drive. My father died on this road in 2006. I have no doubt if you organization does not act, a similar situation could take me from my daughter. We pay and exorbitant amount of money for taxes in this state and it is disgusting the state of the roads. No mater how many trains you build people will have to drive, and neglecting roadways that are dangerous is a great way to get people killed. I hope that your organization and our fearless leader make improving the vehicle infrastructure as much a part of their plan as their environmental agenda.

Sent from my iPhone

From: AOL
To: California Transportation Commission@CATC
Subject: Cholamne Y funding -hwy 46
Date: Thursday, October 10, 2019 6:39:35 AM

Saving lives should be a higher priority than some train program. Every time my family members pass through this intersection I hope they survive. I have past fatal accidents there many times. Hwy 46 has improved significantly over the last 30 years and this would complete it. Please finish it ASAP. How many lives do you want to save today?

Kristen C.

From: Jacob Niemi
To: California_Transportation_Commission@CATC
Subject: Traffic in San Gorgonio Pass is Unacceptable!
Date: Sunday, October 13, 2019 6:07:08 PM

Hello,

With the increase in human movement from the coast to the Coachella Valley and further east, the San Gorgonio Pass has become Los Angeles residents' highway, rendering its own residents immobile and stuck until the traffic gets better, particularly every Sunday night.

Frankly, I am 30 years old and have lived in Banning my entire life. This is absolutely unacceptable and unprecedented since my childhood. Up until about ten years ago, it was rare to see traffic in our community. Up until about five years ago, it was easily predictable to a few weekends here and there (Coachella, Stagecoach, holiday, etc.).

Now, it's almost EVERY WEEKEND. You need to put in toll roads to the freeways to discourage people from using the same highway every week. I have to divert my plans because people decide that Banning and Beaumont should be filled with their cars. WE DON'T WANT THEM HERE. WE GOT ENOUGH OF THEM WHEN BANNING AND BEAUMONT BETRAYED ITS RESIDENTS BY BUILDING MORE HOUSES WE DIDN'T WANT FIFTEEN YEARS AGO.

I was content to live in a small town, detached from the rest of the state and the world. I'm not a globalist and I don't want to be connected to China or south of the border, or L.A. for that matter. You and the rest of the state leadership have betrayed us and have now destroyed our quality of life.

Thanks.

Jacob Niemi

From: Jessica Ann
To: OCIP@DOT
Subject: Regarding funding for HWY99 & HWY46
Date: Sunday, October 13, 2019 10:48:30 AM

Why is the money is being siphoned to the "climate change" coffers? Wouldn't it be more responsible and effective to the environment to NOT have cars sit and idle on freeways due to being overcrowded and in disrepair, which also cause accidents and even MORE CO2 in the atmosphere?

From: Philip Beglin
To: OCIP@DOT
Subject: Piano Recital after the Tradegy on Hwy 46
Date: Sunday, October 13, 2019 10:17:20 PM

Dear Commissioners,

While attending my children's piano recital a young man walked to the piano with one arm hanging at his side and proceeded to play a beautiful piece with his one arm that still functioned. His family was there and I noticed that it took awhile for his father to walk in.

I then realized this was the family that was devastated by a car accident on HWY 46-"Blood Alley."

You might ask why I knew this. Because my colleague, a Registered Nurse, came upon the accident and assisted in their stabilization and took his ARM to the helicopter that was flying him out.

What joy I felt seeing the determination and miracle that this family survived.

What joy I felt when the widening of "Blood Alley" ensued. I say a prayer every time our family drives that route for the lives lost and for GRATITUDE that the widening has begun.

What sorrow I feel with the proposition to stop funding a life saving road improvement, that was voted for by me and my fellow constituents of the Central Valley and the Central Coast of California.

What joy or sorrow will you bring to the Citizens of the Central Portion of California?

Do you want to be responsible for the next devastating accident on HWY 46-"Blood Alley?"

Please take your time to research all the Citizens of California who's lives were lost or impacted by car accidents on "BLOOD ALLEY."

Bring JOY,

Kelley Beglin RN BSN CCRN CNRN
American Association of Critical Care Nurses
Ambassador Central Valley Chapter of American Critical
Care Nurses Member American Association of
Neuroscience Nurses Member American Nurses
Association Member
Critical Care Staff Nurse
Bakersfield, California

From: Patricia Smyth-Brewer
To: OCIP@DOT
Subject: Keep the 99 and 46 projects
Date: Sunday, October 13, 2019 12:20:43 PM

Please do not delay or postpone these projects. Lives matter and the delays will most assuredly cause unnecessary deaths and injuries.
Thank you, Patricia
Brewer Fresno

Sent from my iPad

From: Margaret Tejerian
To: OCIP@DOT
Subject: Interregional Transportation Improvement Program
Date: Sunday, October 13, 2019 3:07:50 PM

Recently, Governor Newsom decided that it would be a good idea to shift $5 billion in roadway construction and maintenance funding toward a series of climate change goals. This money was taken from promised projects that were suppose to widen sections of Highway 99 in Madera and Tulare counties and to also upgrade Highway 46 where it meets Highway 41 (better known as blood alley). Instead the Governor wants to shift this money to projects that would not benefit anyone living in these areas. Highway 99 and Highway 46 are crucial projects for many of us that travel on these highways. These highways are also crucial to all the trucks that deliver goods to other parts of the state. If you drove on any of these highways, you would understand why these projects are necessary.

By delaying the widening of these highways, the roads would remain unsafe and lead to more pollution from slowed vehicle -the very thing that the Governor wants to stop. We must keep these crucial projects going and let the governor looks elsewhere for he climate-change projects.

I hope that the commission will vote against Governor Newsom's proposal.

Margaret Tejerian
Clovis, CA

From: Dee Bee
To: OCIP@DOT
Subject: Hwys 99 and 46
Date: Sunday, October 13, 2019 4:52:34 PM

I would like to add my voice to those protesting to you the changing in the funding for repairs and improvements to highways 99 and 46. We paid our tax monies to repair and improve what we have not to create a "green" rainy day fund. Get it together and make our roads better.

A voter,

D Barnett, Bakersfield, CA.

From: janicemontoya54@gmail.com
To: OCIP@DOT
Subject: Highway Dollars
Date: Sunday, October 13, 2019 9:10:02 AM

To whom it May Concern-
We are requesting the funds allocated to Highway 99 and 46 be used as promised to the people in Kern and San Luis Obispo counties. Because Highway 99 is the artery through the State it only makes logical sense to upgrade that highway to accommodate the significant number of cars and semi trucks that travel back and forth. In addition, Highway 46, known as "blood alley" to residents in Kern and San Luis ObIspo counties needs to continue finishing the road widening to eliminate the MANY deaths that have occurred over the past several years. We do object to the fact that these funds are now being redirected to be used for the high speed train.

Thank you, Janice

Montoya

From: Mark Curfman
To: OCIP@DOT
Subject: Highway 99
Date: Sunday, October 13, 2019 10:40:41 AM

Please, Governor, in your position, I hope you are playing naïve on road construction. You know how many times people have voted on bills with the assurance the money is directed strictly to road reconstruction. Only to have it diverted by emergency or directive order. And yet California has the worst roads and bridges in the nation!! Highway 99 should be three lanes from LA to Sacramento.
Yet some stretches are still two lanes. And you, our Governor, wants to cut funding to make it three lanes. I appreciate going green and high speed rail. But making Highway 99 three lanes should be a priority. And less expensive. Since you don't seem to understand the importance, you should ask your limo driver. He probably knows better than you about the congestion it causes. Or I am sure you can get around by taking a plane or helicopter. Nice for you, but what about the general public. Please just make Highway 99 three lanes. In the grand scheme of things is not that expensive compared to the waste you are spending on many other projects.

From: Janice Rimmer
To: OCIP@DOT
Subject: Cutting funding for Highway 99 and 46
Date: Sunday, October 13, 2019 8:18:35 PM

Totally against this recent proposal by the Governor. That money has already been allocated to make these improvements and I don't believe this should be. We, in the Central Valley deserve the widening of 99 and 46. This state is not just Northern California.
Sent from my iPad

From: Perry Christensen
To: OCIP@DOT
Subject: Funding Delay for Highway projects on Highways 99 and 46
Date: Sunday, October 13, 2019 7:47:58 PM

I'm writing to express my disappointment and dismay at the decision to delay funding for two important projects on Highway 99 in Madera and Tulare counties as well one project on on Highway 46 in San Luis Obispo county.

The two widening projects on Highway 99 are critical to both safety and usage. These section of the highway are highway traveled each day by commercial trucks and private vehicles and need to be both maintained and improved. The project on highway 46 is a critical for safety. It is no accident that this section of road is called "Blood Alley."

While I support our states efforts to fight climate change delaying these projects will not help that goal and will only further erode ares of the center of state that two often are undeserved and neglected. I respectfully urge you to not to delay funding for these projects.

.
--
Regards,
Perry Christensen

Perry Christensen
christensen.perry@gmail.com

From: don heflin
To: OCIP@DOT
Subject: Diversion of GAS TAX MONEY!
Date: Sunday, October 13, 2019 7:12:13 PM

To whom it may concern.
I am appalled at the thought of our hard earned money that is going to the GAS TAX being ripped off for anything other than ROAD REPAIR. The roads are beating our vehicles to death. Add in the safety issues of the terrible road conditions and it should be TOP PRIORITY. Every PENNY of the GAS TAX should be for ROAD REPAIR ONLY. They've been neglected for years.

Sincerely, Don
Heflin
Retired and Disappoint Citizen Sent

from Yahoo Mail on Android

From: bryan5195
To: OCIP@DOT
Subject: Don"t cut funding!
Date: Sunday, October 13, 2019 6:58:13 PM

Please do not cut funding for Hwy 46 and 99! These are vital routes for the Bakersfield area and we need them maintained!! Cut out the special interests instead!!

Sent on my Boost Mobile Samsung Galaxy S8.

From:	Cheryl Scott
To:	OCIP@DOT
Cc:	Darren Scott
Subject:	DO NOT REDIRECT MONEY FROM HWY 46 & HWY 99!
Date:	Sunday, October 13, 2019 5:50:44 PM

SUBJECT: Letter of Opposition RE: Redirecting of Hwy 46 and Hwy 99 Funds

My husband and my are lifelong residents of Kern County and to say we are baffled and disappointed about the proposal to divert funds from the Hwy 46 and Hwy 99 widening projects would be an understatement. Once again, our region's residents are getting the short end of the stick — at a time when the Governor's own office on economic development itself has been spending time here talking about inland regions rising together! How will this help Kern County rise?

Each of our sons graduated from Cal Poly SLO (one in 2015 and one this past June). Making the decision to allow them to attend school in San Luis Obispo was made, in part, because Hwy 46 (BLOOD ALLEY) was in the process of being widened. One of our sons has now returned to Kern County for work, and one is pursuing his career in San Luis Obispo. We frequently travel that route, and have been so excited to see the project come to fruition.

Thanks to the widening that has already occurred, the highway is much safer for San Joaquin Valley students and families traveling back and forth. It has also provided a safer trip for families in the valley traveling to the coast for recreation.

Now what? Lives will be put in danger, and most certainly lost, if this reckless proposal is approved. **Let's finish what we started and complete the Hwy 46 project!**

We also shocked to hear that Hwy 99 expansion funds may be redirected for a reserve fund to be used sometime in the future! I don't need to tell you the type of traffic that uses Hwy 99, but I will emphasize how important it is NOT JUST FOR RESIDENTS OF THE VALLEY, but also to facilitate the commerce that Kern County is increasingly relying on to create jobs (especially logistics jobs and value-added agriculture jobs) — jobs that are even more precious because our economic mainstay, the petroleum industry, is facing higher and higher hurdles built by The State of California, resulting in job losses for Kern County residents.

Let's finish what we've started!

Cheryl & Darren Scott
309 Windsor Park Drive
Bakersfield, CA 93311

From: JUDY KENNEDY
To: OCIP@DOT
Subject: Ca Highway 99 road projects funds
Date: Sunday, October 13, 2019 3:21:45 PM

I am writing as a long time California commuter on HWY 99 and life long California resident. For the past 4 years I have commuted from Fresno to Merced 3 days a week. Each year it has gotten progressively worse. A 45 minute trip takes sometimes 2 hours one way with traffic/trucks/autos backed up for miles starting at ave 20 and all the way through to Ave 7 in Fresno County. I am outraged over the dumb ass Govenor taking funds away from this Madera improvement along 99 and going to San Luis Obispo HWY 46. Semi trucks delivering goods take up miles of these routes often causing major slowing of traffic. I voted the tax increase these highway improvements only to see the bait and switch go in again. There is too much traffic entering for the Highway to accomodate it. It is truely a nightmare. Rest assured when the school bond is up for vote in March and anyother request for funding I, as a long term voter will not support anything. Also the dumb ass governor stopped the death penalty that all california voted in for his own selfish reasons. How in the world did he ever get elected?

Disgusted, Judy

Cipriani

From: Mary Jane Carter
To: OCIP@DOT
Subject: Highway 99 & Highway 46 Projects
Date: Sunday, October 13, 2019 2:13:40 PM

To Whom It May Concern:

Please do not delay funding for widening Freeway 99 through the central valley or the planned improvements for the Highway 41 and Highway 46 interchange. They are long needed safety improvements that will save lives. Any other projects should not take precedence over necessary safety improvements to existing infrastructure.

Respectfully submitted,

Miary Carter
Fresno, California

From: Allen Amaro
To: OCIP@DOT
Subject: Diverting road improvement and maintenance funds from 99 and 46
Date: Sunday, October 13, 2019 1:43:44 PM

We were told that repealing the new gas tax would cause road improvement projects to be delayed or canceled. The new gas tax was upheld and now funds are being diverted away from vital improvements to 99 and 46. This feels like a bait and switch. Worse it feels like just another lie coming from state officials.

I strongly disagree with state's decision to transfer highway improvement funds from two vital projects for Central Valley residents. This decision will only make traveling 99 less safe. It's called the "highway of death" for good reason. 46 is also dangerous and needs important safety improvements.

Please do not forsake the hardworking people who depend on 99 and 46.

Regards,

Allen Amaro
7688 E Saginaw Ave
Selma, Ca 93662

Sent from my iPad

From: Sherry Woods
To: California Transportation Commission@CATC
Subject: Gas tax money
Date: Sunday, October 13, 2019 1:37:15 PM

I read about the executive order to divert gas tax money to mass transit. That tax was approved by voters to fix roads and bridges. Do NOT allow the money to go to other projects and continue to allow our roads and bridges to deteriorate. This is your opportunity to do the right thing and use the money as it was intended by the voters.

Sent from my iPad

From: DEANNA HARTSON
To: OCIP@DOT
Subject: Funding for Hwy 99 & 46
Date: Sunday, October 13, 2019 12:20:58 PM

We approved an increase in GAS TAXES to be used to improve our roads and now there is a proposal to take the needed funds to widen Hwy 99 in Madera and Tulare counties and to widen Hwy 46 in San Luis Obispo county.

How dare you risk our safety on our roads for a political agenda.

California voter,
Rudy Polak
Visalia, CA

From: Roger Reese
To: OCIP@DOT
Subject: California
Date: Sunday, October 13, 2019 12:18:47 PM

I don't appreciate gas tax dollars being used to fund other projects. Gas tax dollars are to be used to fix worn and congested highways and roads. One project that is way overdue is widening highways 99 and 46. I implore you not to cut improvements on highways 99 and 46.

Roger Reese Bakersfield
CA

From: Brian wilson
To: OCIP@DOT
Subject: Hwy 99 & 46 Funding
Date: Sunday, October 13, 2019 11:20:26 AM

I'm writing to voice my disapproval of Gov. Newsome pulling money for the construction projects to widen the highways and installing shoulders.

Highway 46 is nicknamed "Blood Alley" due to all of the accidents.

Return the tax payer money to these projects as agreed upon when we tax payers approved the increased gas tax.

Brian Wilson
Ca Tax Payer

From: Michael Carter
To: OCIP@DOT
Subject: Defunding of Highway 99 and Highway 46 projects
Date: Sunday, October 13, 2019 10:47:40 AM

To Whom It May Concern:

Please do not delay funding for widening Freeway 99 through the central valley or the planned improvements for the Highway 41 and Highway 46 interchange. The danger and the death toll in both places justify a sense of urgency that they must be completed expeditiously. Neither project is about increasing the capacity of vehicle rights of way.
Instead they are long needed safety improvements that will save lives. The Governor's long term goals of moving people to cleaner forms of transportation, while laudable, should not take precedence over necessary safety improvements to existing infrastructure.

Respectfully Submitted

Michael Carter
Fresno, California

From: Rosa Hammond
To: OCIP@DOT
Subject: Highway 99 and 46
Date: Sunday, October 13, 2019 9:32:39 AM

Hello my name is Rosa Hammond and the reason for my email is to plead with you to not pull the funds for Highway 99 and Highway 46 improvement projects. There has been many deaths on Highway 46 please let the project finish. Please allow the highway 99 projects to be completed.

Thank You

Sent from my iPhone

From: Jesus Perez
To: OCIP@DOT
Subject: Highway 46
Date: Sunday, October 13, 2019 9:14:31 AM

Hello;
I am writing to this body of government as a result of an attempt to divert the funds from highway 46 to other projects. I respectfully request you seriously reconsider other projects (projects that do not have to do with safety). I want to tell you a story of a 19 year old girl; full of life, bright young woman attending college at cal state bakersfield who lost her life on highway 46. Her name was Karina Ramierez. Her young life had a great impact on so many people not just at csub but in her home town of Wasco, ca. There is not a day that goes by people do not talk about what she could have done and/contributed to society. Karina was not drink. She was simply on death alley and California's lack of this road continues to claim lives. By diverting funds you are condemning people to death. I thank you for the improvements that have been completed already but unless 46 is improved from 101 to 99/I-5 it will continue to be death alley. Please don't condemn Californians to death. Please continue with the highway 46 projects and do not postpone or delay... that will just cause unneeded death.

Respectfully

Jesús Pérez
Bakersfield, CA
Sent from my iPhone

From: Gilbert P. Gia
To: OCIP@DOT
Subject: funds for road to coast, 99
Date: Sunday, October 13, 2019 9:01:59 AM

I oppose diversion of road funds from current-need road improvements. Gilbert Gia
7702 Clifftop Way 93306

From: Ken P Taylor
To: OCIP@DOT
Subject: Highway 46 Road Improvement Funding
Date: Sunday, October 13, 2019 8:43:00 AM

I am writing in "strong opposition" to your proposal to remove the planned funding for the final segment of the Highway 46 road improvement.

This is a highway that was extremely dangerous for decades and is extremely valuable to Central Valley residents. The decision to improve the highway was correct.

The decision to pull the funding to finish the job is just another example of Sacramento and our current governor making it clear they do not care about those of us who live in the Central Valley.

The decision to pull the funding for this project is also a clear statement that Sacramento and our current governor do not intend to use the new road tax funds to improve our roads. Time for a new initiative to remove the tax.

Thanks

Ken Taylor

From: Angie Ellis
To: OCIP@DOT
Subject: Highways 99 & 46 improvements
Date: Monday, October 14, 2019 9:48:04 AM

Dear Governor Newsom,

Please continue with the upgrades to Hwy 98 and Hwy 46. They are both so badly needed and we citizens in Kern County have been anxiously waiting for these improvements to be completed.

Hwy 99 where there are now 3 lanes in each direction is a pleasant drive, but the 2 lane section is not. This Hwy is heavily traveled by freight hauling trucks and anytime they want to pass each other, the passenger cars have to wait in line behind them while they pass. This then puts a long line of passenger cars and trucks to move forward at different speeds until we hit the next bottleneck of a freight truck passing another freight truck. I'm an older driver, traveling to see my family, and I so want three lanes to travel more easily.

Hwy 46
This is so heavily traveled to the coast from the Central Valley. We have been patient as the two lane road is turned into four lanes. It has improved the journey, not worrying about oncoming traffic passing in dangerous areas. To not complete the last sections, especially over the hills is a mistake. Passing slow moving campers, motor homes, and other vehicles, especially in the up & down grades is so important for safe travel.

Please, please let these projects be completed for our
Central Valley! Thank you for your time.
Angela Ellis

Sent from my iPhone

From: Patricia Fickess
To: OCIP@DOT
Subject: Highway 99
Date: Monday, October 14, 2019 5:23:25 PM

It is obvious that you do not drive Highway 99 from Fresno to Loni, CA.and on north from there. That is the route that I take and it is so dangerous!!!! I have family in Lodi, and visit them. You go from 2 lanes, to 3, and then back to 2 all the way. It is nerve wracking and causes so much stress. The highway is clogged with big rig trucks, buses, trucks with trailers, and sooooo much more. Everyone on the commission should have to drive this route on a good Friday night!!!! See if you like it. I have heard for so long that Highway 99 would be at least three lanes going north or south. I am sooo tires of this, and now we have a Governor that doesn't care either. He just wants the "high-speed rail, which most will not take anyway. Thank you for listening to many peoples problems. P. Fickess

From: Mark Mitchell
To: OCIP@DOT
Subject: Highway 99 and 46 improvement projects
Date: Monday, October 14, 2019 4:38:53 PM

Hello,

I'm not normally a letter writer, but this plan of Cal Trans to cut funding of Highway 46 and 99 really doesn't make any sense at all. It seems after decades of no road improvements because of money tagged for this purpose was directed to the General Fund instead. Now after a NEW bill was introduced (SB 1), and billions of taxpayers money is finally going to be used for which it is suppose to, Cal Trans wants to pull money off a very high volume road.(46). This money is just going to sit and wait till somebody decides what it is needed for? I.m seeing a number of 61 million dollars. Squirreled away? We need to use that money NOW! This is a very poor decision on the part of Cal Trans. Our Gov. Newsom doesn't even know what is going on. He just stalls when asked about the outrage of this callous and short-sighted act.
Please see beyond and do not let Cal-Trans delete the work needed on our very sad highways in California. Specifically Hwy 46 improvements and Hwy 99 work in Madera and Tulare counties. Rail and innovative greenhouse gas-reducing projects are just ideas right now. We have solid highways that need the money.
Thank you.

Mark S.
Mitchell

From: Andy Wahrenbrock
To: OCIP@DOT
Subject: Comment Hwy 99
Date: Monday, October 14, 2019 2:12:15 PM

DOT:

If I'm to understand this, Hwy 99 funds are being moved into rail, etc., it could be the dumbest idea coming from the state political leadership in a very long time. Yes, I know, the bar is low.

Suggest leaders pretend they are just regular citizens of California

Andy Wahrenbrock
Bakersfield, CA

From: Howard Eriksen
To: OCIP@DOT
Subject: Highway 99 Funding Delay
Date: Monday, October 14, 2019 1:54:09 PM

Please leave the 5 Billion funding for highway construction where it is currently. There are times on Hwy 99 where the traffic is backed for miles particularly where the three lanes reduces to two. This not only adds to the valley's polluted air; but increases the number of accidents and the loss of productive time by all that are delayed.

Many of us in the central valley only voted for higher taxes to clear the congestion we experience daily. My personal health has been going down because of the air quality we have. it is most likely the worst in the nation.

The goal to get people out of their cars and into alternate transportation is really suitable for metro areas, but it is not feasible for the rural environment at this time. Technology is advancing so rapidly that it may well provide us a solution soon. During the interim before that happens we need to keep things working for all of California. Please remember the central valley has needs as well as the metro areas.

Depending on you to do the right thing,
Howard Eriksen

From: Morris Sealy
To: California Transportation Commission@CATC
Subject: Hwy: 46 widening
Date: Monday, October 14, 2019 10:53:19 PM

Really……

60 people have died on Hwy. 46 side 2006

How many more fucking people need to die before this becomes important enough to fix.

Please, some one with half a brain make the right call. End this. 75 % of Hwy. 46 from Hwy. 101 to Hwy. 5 is done. Just complete the 4 lanes.

There's a reason locals call it "Blood Alley"

Morris Sealy
805-466-0043
702-595-8079 (C)
msealy@execucleanlv.com

From: Nancy OMalley
To: California Transportation Commission@CATC
Subject: Hwy 46 road widening diversion of funds
Date: Monday, October 14, 2019 6:03:09 PM

To Whom it May Concern:

I am against the pulling of funds from the road improvement project to widen Hwy 46 and diverting those funds to train service. I'm against it for both safety and economic reasons.

I drive this road regularly and it is extremely stressful and dangerous. A 2 lane highway with intense traffic and trucking with a death rate 3 times the state average should make this road a priority for road widening.
This road is also the only road connecting the Salinas Valley with the Central Valley and to Hwy 5. Billions of dollars of goods and services are transported each year on this road.

Please prioritize widening Hwy 46 so we can change the name of this road from Death Alley and keep our economy growing.

Thank you,

Nancy O'Malley, MD
Avila Beach, CA
nomalleymd@gmail.com

From: Marty Zeeb
To: California Transportation Commission@CATC
Subject: Gas Tax Robbery
Date: Tuesday, October 15, 2019 4:39:52 PM

Dear California Transportation Committee,

you must do all you can to stop the pillaging of road funds that were meant to widen roads and improve transportation on our Highways. The Governors action to take funds from badly needed projects here in the central valley to increase light rail in the cities is tantamount to stealing! We voted in a gas tax to fix and widen/improve roadways that those of us paying the tax are using. These funds need to be used on the roads!!! Period!

If they want light rail or other alternative transportation options, a tax, bond or other mechanism needs to be used to fund it, not taking funds earmarked for badly needed road widening projects.
Taking the voter approved gas tax funds for rail is "Bait and Switch" of the highest order...It is criminal and you can not let it go through!

Please Please Please stop this

travesty! Thank you

Marty Zeeb, SIOR
Zeeb Commercial Real Estate
559-625-2128 x11
559-799-0724 cell

From: Marty Zeeb
To: California Transportation Commission@CATC
Subject: Road Tax-gas tax robbery
Date: Tuesday, October 15, 2019 6:38:50 PM

Dear CTC Commissioners,

You need to stop the Governor from raiding the tax moneys paid for by folks driving cars, and being siphoned to inter-city rail and other non-road improvement projects. The gas tax was passed to raise funds to improve our badly congested freeways, and 99 is one of the worst. To take the money from approved projects to widen Hwy 99 is “Bait and Switch” of the highest order. These funds are badly needed to expand to 3 lanes each direction in the left over 2 lane gaps that cause accidents and deaths as well as plugging up commerce. The truck traffic is enormous on 99 and makes it dangerous for cars due to the congestion.

Please Please Please do what you can to stop this robbery!!!

Martin Zeeb

From: Francesca Sullivan
To: OCIP@DOT
Subject: money for Highway 46 and 99
Date: Tuesday, October 15, 2019 10:52:27 AM

When our Governor announced that he wanted to improve the economy of the San Joaquin Valley I was impressed, but now apparently that only applies to areas north of Bakersfield. For years we have needed improvements on Highway 46 as many of us avoided driving it because of the high fatal accident rate. Finally Bill Thomas was able to obtain the money to improve the road. We all sighed in relief as construction began. Now we hear that Governor Newsom is taking away the money to keep it in an undesignated fund so that Bakersfield people trying to get to the coast will now be in jeopardy. This makes no sense in terms of his promises or logic. I am all for green energy, but it cannot replace the safety of the people.

Francesca Sullivan
Bakersfield

From:	Sheryl Barbich
To:	OCIP@DOT
Cc:	vincent.fong@sbcglobal.net; shannon.grove2010@gmail.com
Subject:	completion of Highway 46 East corridor
Date:	Tuesday, October 15, 2019 10:03:28 AM

The completion of the highway improvements to the Highway 46 East corridor is of the utmost importance due primarily to public safety

Funds should not be diverted. The improvements, thus far, to Highway 46 East have reduced traffic accidents and death on this "blood alley", but the most dangerous part of this corridor, the widening of the last remaining two lane portion and the creation of a central median at the Cholame Y, must be completed to significantly improve the safety of this highway. We travel this highway twice a week, and have seen how **dangerous** this section is.

- The change from a four lane highway to a two lane highway causes significant friction between automobiles and trucks on this highway.
- The slowdown and left turn at the Cholame Y is a constant threat to oncoming traffic, as is the merging of Highway 41 into Highway 46 East.
- The necessarily reduced speeds of trucks driving up the grade past the Cholame Y, invites risky passing behavior on the part of automobiles.

Highway 46 East is the major conduit between the coast and residents of the Central Valley communities of Bakersfield, Tulare, Hanford, Visalia, Fresno and others, as well as the necessary truck traffic between these areas, and as such, is highly traveled. Please do not risk the lives of residents of these communities by not completing this important piece of infrastructure.

Sheryl Barbich
BARBICH CONSULTING
Facilitating Change
www.barbich.com
3801 Claremont Street
Bakersfield, CA 93306
661.301.6763

From: Georgia Stewart
To: OCIP@DOT
Subject: Highway 99 and Highway 46 road projects may lose funds
Date: Tuesday, October 15, 2019 4:47:26 AM

Governor Newsom and Members of the Transportation Commission,

As a resident of Visalia who travels to Fresno and Merced via Highway 99, I urge Governor Newsom and the Transportation Commission to keep both the Highway 99 and Highway 46 projects funded and not shift the $5 billion in roadway construction and maintenance toward a series of climate- changing goals. I live in the Valley and agree that climate change is a pressing issue for California. However, the Valley does not have alternative transportation such as the Bay Area and the Los Angeles area. The Valley is the main corridor for freight movement, i.e., freight traffic, and Highway 99 is the main route through the Valley. In San Luis Obispo (SLO) County the center median is needed for "Blood Alley". Residents of Visalia have been among those killed on this section of the highway.

As a commuter from Visalia to Fresno, I have seen a great increase in trucks hauling freight on Highway 99. On today's commute, for example, numerous trucks were driving in the center lane as they were passing slower trucks/vehicles. The length of time it takes a truck to pass a slower truck or trucks resulted in overall slower traffic and more pollution. The slow moving traffic, in my opinion, contributed to unsafe road conditions due to "road rage" manifested by multiple drivers. I also believe Highway 99 has been the recipient of "deferred maintenance", such as the numerous pot holes, inadequate or old reflectors, white lines that need repainting, and sections of the slow lane that need resurfacing and/or repair. As the fog season is approaching, there is a need for adequate reflectors and reflective white lines for the safety of all who travel Highway 99 in the Valley.

I believe the safety of the traveling public should be of the utmost priority – keep both the Highway 99 and Highway 46 road projects funded.

Sincerely,

Georgia Stewart
1606 E Laura Ave.
Visalia, CA

From: Barbara Ulman
To: OCIP@DOT
Subject: Highways 99 & 46
Date: Wednesday, October 16, 2019 3:51:05 PM

As a resident of Eastern Madera County, I feel that we have been cheated by having highway funds diverted to other means of transportation.

It's true that we need to reduce pollution; however, because of the condition of Highways 99 and 46, more pollution is created than it would be if the roads were repaired, AS WE HAD BEEN PROMISED. Vehicles have to slow down on Highway 99 because it is so narrow -- increasing pollution as it happens and creating hazardous conditions. Accidents occur on the Antelope Grade of Highway 46 -- bad for the environment and definitely for the people who are hurt or killed there.

Please find other ways to fund alternate means of travel, which I agree are also very important -- just not as urgent as Highways 46 and 99.

Yours truly, Barbara
Ulman 43988
Trabuco Rd.
Coarsegold, CA 93614

From: Gail Nelson
To: OCIP@DOT
Subject: Diversion of Highway 46 East Corridor Improvements
Date: Wednesday, October 16, 2019 3:43:12 PM

Once again our state government has betrayed the citizens of California in diverting revenue away from the final widening improvement on Highway 46. I am totally opposed to the "theft " of funds from this project for "rail" improvements. We need our roads fixed now not later! Too many people have lost their lives on Highway 46 and their families have suffered. It is time for the state government to follow through and restore these funds to this highway project and others that will save lives! My next vote will be to vote those out of office that think they can overrule the will of your consituents. Highway 99 also is horrendous and need funds restored for improvements!1 Sincerely. Gail

From: Linda Roselund
To: California Transportation Commission@CATC
Date: Thursday, October 17, 2019 2:10:42 PM

Dear CTC,
I was shocked to hear that funds for completion of the widening of Hwy 46 on Antelope Grade had been deleted. Please reject Caltrans' proposal and restore all funding. This is a major safety issue and should receive priority. I am an environmentalist myself, but I have traveled this highway many times and realize it is a major connection between the 5 and the 101.
This should have highest priority to save lives! Thank you.
Linda Roselund
A concerned native-born resident of our Golden State

From: Linda Collins
To: OCIP@DOT
Subject: Highway 99
Date: Thursday, October 17, 2019 9:55:39 AM

Please, please, please do NOT take funding away from fixing Highway 99. We in the Valley desperately need to have a modern freeway to facilitate travel. The high-speed train is such a fiasco here (we never wanted it in the first place), and it is so disheartening to see our tax money poured down the drain for it. We were looking forward to at least some of our money being used for something we could actually use, and now you're talking about taking that little bit away from us. Please reconsider. We vote every election.

--
Linda Collins

From: Tom and Jackie Spencer
To: OCIP@DOT
Subject: Road Improvement Projects for the SJ Valley
Date: Friday, October 18, 2019 3:14:45 PM

A plan to eliminate or delay improvements to State Highway 99 and 46 is once again treating Valley residents like the state's ugly stepchildren. We have one of the worst air qualities in the state, thanks in part to being the backbone of truck transportation between the more populous Bay Area and Southern California, have highways that are so beat up it's like driving on a washboard, have areas that narrow down to only two lanes causing traffic jams that add to the pollution, and yet you're considering not adding lanes that would eliminate some of the traffic problems and contribute to a smoother, cleaner traffic flow. Driving 99 is hell. We deserve better. Jacqueline Spencer

From: Stephen Montgomery
To: OCIP@DOT
Subject: Public comment: Proposed funding cuts to CA-46 & CA-99
Date: Monday, October 21, 2019 4:40:36 PM

Regarding the release of a state transportation department plan to divert $32 million from CA-46 and CA-99 improvements into an uncommitted fund by Gov. Gavin Newsom in an executive order, this would be shortsighted. Unfortunately, history shows this would actually accomplish the opposite of our shared goals of reducing carbon and particulate pollution. A little history is illuminating.

Former Bakersfield Assistant Public Works Director Jacques LaRochelle, in a 2008 Californian story, said that in 1976, Gov. Jerry Brown, during his first term, appointed a new transportation director, Adriana Gianturco, and together they killed funding for new freeways in the state. "She implemented his policy — which was to de-emphasize highway work and put more stock in mass transit," said LaRochelle, who wasn't around then but who had researched the period.

This resulted in funding cuts that affected, among other projects, CA-58 between Cottonwood and Real roads. This freeway, planned for a design needed six lanes, ended up being built with four. That, and with its dead end at Real Road, made the connection to CA-58 west of CA-99 awkward as is the continued connections, Bakersfield to I-5 and the coast west of CA-99. This has exacerbated traffic on both Stockdale Hwy. and Rosedale Hwy. with that continued awkward CA-58 dogleg at Enos Ln.

Now one of the two projects threatened with a change in priorities is the one slated to close the gap on CA-46 in the Cholame area including the infamous intersection where the young ladies' heart throb actor James Dean was killed in an auto crash.

In the early 1970s when I was attending Cal Poly San Luis Obispo and working a part time job in Bakersfield, I commuted this route regularly. Often referred to as a "blood alley," I personally witnessed a number of ugly fatal crashes. Ironically, with one exception, they were on that stretch of road now facing project suspension.

The pending project on CA-99 is to upgrade a section of the now state highway is a remaining part that has not been given any serious upgrade since the 1940s when it was part of long decommissioned US-99 and the state had a population of around 10 million. Compare that to today's state population of just short of 40 million.

The fact remains CA-99 remains a very heavily used route because, unlike I-5, it connects all the intermediate communities, the largest of which are Bakersfield, Fresno and Modesto. None of these towns are connected by I-5 that is routed through the sparsely populated west side of the valley. Passenger rail service along the CA-99 corridor is good but the need for rubber tire transportation remains very important and cannot be abated by failing to keep up with the needed assets to support the traffic demand that has arrived with our increase in population.
With the well documented traffic demand cutting funding to the long overdue upgrades to this section of CA-99 would be not just short sighted. From a traffic safety standpoint, it would be dangerous.

While this also parallels the route of the high-speed rail project, restricting such upgrade projects does nothing for the environment or does it promote alternate transportation. There is no evidence that Gianturco's project cuts in the early 1970s accomplished anything other than increase traffic density with its increase in traffic delay, air pollution and crash-related incidents.

While we need to strongly support increasing mass transit and carbon-free options for transportation in our high population, high air pollution state, cutting funding to these specific projects would result only in increasing traffic delays with its resulting increase in per mile per vehicle air pollution while ignoring very real safety issues. Thank you for your consideration of this matter.

Sincerely,

Stephen A.
Montgomery 2115
1st Street
Bakersfield CA 93304-2707
661-496-6585

From: ds12711@aol.com
To: OCIP@DOT
Subject: Hwy 46 & 99
Date: Monday, October 21, 2019 1:11:24 PM

We pay the highest prices for gas because of our increased taxes. Many of our roads are a disgrace but, of course, these taxes were suppose to make a difference but now we are told that you have decided to divert $5 billion to other things and $61 million will be squirreled away. I guess you think we will forget about the $61 million when you decide to spend it on something other than roads. You are taking from two highways in the middle of the state that are major arteries rethink this decision and use the money as it was intended. The voters won't be with you the next time around.

Patricia L. Sherrill

From: Lorraine Borges
To: OCIP@DOT
Subject: Highway $$ reassigned
Date: Monday, October 21, 2019 8:00:50 AM

PLEASE do not take BILLIONS of $$ from any highway expansion or maintenance, especially Hwy 99 and 41/46 going to the coast!!!!
You have to live in this area and travel those roads to know how important they are!!
No rail system can replace those important routes!!
Thank you,
Lorraine Borges

From: Dorothy R Carrasco
To: OCIP@DOT
Subject: Highway 99 in Tulare, Ca.
Date: Monday, October 21, 2019 6:42:45 AM

I am very upset that funding for this expansion on Hwy 99 in Tulare is not going to happen. Is it known that an on- ramp going north from J Street, enters on the fast lane of the freeway? On ramp speed is 45 mph, then within 400 feet speed limit 70 miles mph. Then, one has merge with fast lane traffic going 70-75 mph. How safe is this? I would like to invite you and use this on-ramp and see how safe you feel entering this freeway.

By the way, I know of one other on ramp like this, with is on the Santa Ana fwy in Los Angeles and was closed over 70 years ago. Please make me feel safe for my life, continue with your word and go forward with funding for this very important project.
Sent from my iPad

From: Kim Lee
To: OCIP@DOT; Kim Lee
Subject: Tulare"s 99 expansion should proceed...
Date: Tuesday, October 22, 2019 8:46:19 PM

Tulare has been neglected by CAL TRANS too long. It just recently paved 99 after no maintenance was done over 30 years. We never complained!
Tulare County is a billion dollar industry for the state of California. Highway 99 is the most busiest non-interstate in America. In denying this project you affect the entire state traffic circulation and keep 99 being a dangerous entry through Tulare and its residents in perilous conditions.

We urge you to reconsider your decision to delete funds for this much needed and well deserved for Tulare County and California!

Kim Edward
Lee
559.368.9055
kedwlee@gmail.com

From: Ann Poythress
To: OCIP@DOT
Subject: ITIP plan
Date: Tuesday, October 22, 2019 3:18:28 PM

Dear Caltrans,
I am writing in opposition to the Caltrans draft 2020 ITIP plan that removes 3 projects in the San Joaquin Valley from the list of highways that have programmed for widening, including the project on 99 from Ave 12 to Ave 7. These are our road funds that Caltrans wants to reallocate elsewhere.
Sincerely,
Ann Parker

From: marditaubert@comcast.net
To: OCIP@DOT
Subject: Canceling road project in Madera County hwy 99
Date: Tuesday, October 22, 2019 4:59:55 PM

Please put back on Ave 12 to 7 lane widening. All day long it is backed up as bad as all hwys in Bay Area at rush hour. The truck travel in both lanes and slow it down to 20 mph all day

Come down an see

Sent from my iPad

From: Nick Biscay
To: OCIP@DOT
Cc: nick.biscay@gmail.com
Subject: I OPPOSE Draft 2020 ITIP Plan
Date: Tuesday, October 22, 2019 8:20:15 PM

To whom it may concern,

I oppose Caltrans draft 2020 ITIP plan which removes the 3 projects in the San Joaquin Valley from the list of highways that have programmed for widening, including the project on **99 from Ave 12 to Ave 7.**

Immediate public safety is at risk due to adversely heavy commercial traffic which transports goods and agricultural food commodities between all California's municipal centers, throughout the U.S. and the World! San Joaquin Valley residents have and will continue to have significant passenger traffic increasing along the Highway 99 corridor due to limited jobs and limited economy in the region. Also, high speed rail will not reduce the 80,000 pound type commercial traffic generated from food production which takes place in the region and is increasing due food demand related to increasing populations.

I support restoring funds for the above mentioned road

projects! Respectfully,

Nick Biscay
2436 Trevor Court
Madera, CA 93637

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From: Jafar Mykos
To: OCIP@DOT
Subject: Highway widening projects
Date: Wednesday, October 23, 2019 11:01:04 AM

Please reinstate all funding for highway projects. Bait and Switching transportation funds away from roads is insulting and bad governance; the people of California approved SB1 on the guise of roads, roads and more roads. A sizeable proportion of SB1 is obviously directed towards transit and changing the original aims of SB1 is unacceptable. $5 Billion over 10 years is a lot regions could miss out on if it's redirected to hugely expensive transit projects in major cities. Widening CA-99 (and the others) is vital for the transportation of people and (especially) freight across the state and nation, yet the costs are millions not billions! Don't let fiscally responsible regions, who rely more on State Funds for road projects, down! These projects, like widening CA-99 from 4 to 6 lanes, benefit all in the state (and nation) from better freight movement, it's a no brainer.
Reinstate the funds, keep your promises.

From: Steve Copland
To: OCIP@DOT
Subject: Highway 99 Widening project in Madera CA.
Date: Wednesday, October 23, 2019 1:21:59 PM

I am writing to urge you to continue funding the Hwy 99 widening project from Ave. & to Ave. 12. This is a horribly dangerous section of Hwy 99 and is long overdue for modernization.
I also find it incredulous and immoral for Gov. Newsome to circumvent the intentions and will, of the voters/citizens of Calif.
I strongly urge you to resist any and all attempts to steal these highway improvement funds. Sincerely,

Steve Copland
Seabury Copland & Anderson
P. O. Box 1169
Madera CA 93639
PH: 559-673-7027
Fax 559-673-9210
License #0074577
Member of PacWest Alliance Insurance Svcs

From: David Sylvester
To: OCIP@DOT
Subject: 2020 Interregional Transportation Improvement Plan
Date: Wednesday, October 23, 2019 12:13:26 PM
Attachments: MCBS Opposition Letter.pdf

As a resident of the City of Madera who commutes to work in Fresno, the current condition of State Route 99 (between Madera and Fresno) is unacceptable. The continued traffic and congestion produces accidents and injuries on a regular basis. I am opposed to the cancellation of the approved highway expansion plan between Ave 7 and Ave 12 and stand in agreement with the Madera County Board of Supervisors.

Thank You, David Sylvester

From: margaret mcguire
To: OCIP@DOT
Subject: Funds for Project 99 From Ave. 12 to Ave. 7
Date: Wednesday, October 23, 2019 10:46:02 AM

Dear Caltrans,
I am making an urgent plea that the funds be allocated for this project as we so, so desperately need this stretch of the road to be widened!!! You people do not have to commute from Madera to Fresno on 99 and incur the headaches and frustration we encounter each and every day traveling on this 2 lane stretch which should be 3 lanes if not more!!!! The high speed rail can wait but this freeway cannot!!!! The funds need to go to the Freeway 99 project and not to the high speed rail!!!! The 99 freeway corridor from Madera into Fresno is atrocious!!!
I plead and beg that we get the funds allowed to finish this project and that the funds are not allocated to some useless form of transportation that my generation is never going to benefit from ANYWAY!!!!!! The here and now is what needs to be taken care of and addressed!!!!
I will write my congressman if I have to. But I am letting it be known to you that this stinks royal!!! The freeway 99 stretch from Madera into Fresno needs attention badly!!!!!!

From: Garry and Nancy Griesser
To: OCIP@DOT
Subject: CA Highway 99 Funding
Date: Thursday, October 24, 2019 10:10:49 AM

While we support climate-change goals, we also see the critical need to improve CA Highway 99. As a major conduit for the Central Valley, it needs to be widened to support the huge amount of truck traffic using 99. As it is, Highway 99 is poorly maintained and dangerous, especially for automobile traffic. Currently, the trucks slow down traffic, thereby increasing exhaust fumes, while also making it difficult for automobile traffic to flow.

Hwy 99 needs to be widened so truck lanes can accommodate truck traffic while car lanes can accommodate the faster traffic.

We urge you not to delay funding for Hwy 99. Widening and maintenance are long overdue.

From: James Kendall
To: OCIP@DOT
Subject: Highway 99
Date: Friday, October 25, 2019 5:56:00 PM

To Whom It May Concern,

I was very saddened to know that the funding for widening Hwy 99 through Madera County are going to moved to fund other issues. I sat on Hwy 99 today going both ways and never came close to hitting the speed limit. Most of the time, I was going under 30 MPH because traffic was so heavy. As someone who travels that road every day, I can attest that traffic is usually backed up because there are only two lanes. Sitting in traffic is bad for the environment so claiming that the money is being moved for environmental reasons is false reasoning.

Please actually spend the money for what it was voted on to be spent on and widen Hwy 99 from Ave 12 to Ave 7.

Thank you!

James

From: Carol Poythress
To: OCIP@DOT
Subject: Opposition to removal of widening project on highway 99
Date: Monday, October 28, 2019 4:02:03 PM

To Whom it may Concern:

I am writing to voice my opposition to the Caltrans draft 2020 ITIP plan that removes 3 projects in the San Joaquin Valley from the list of highways that have programmed for widening, including the project on 99 from Ave 12 to Ave 7.

It is absurd to think that Caltrans would think that it would be acceptable to defund this vital project needed in the San Joaquin Valley. As a Madera Resident who uses highway 99 between Madera and Fresno, I know how necessary it is to complete the widening project between Ave 12 and Ave
7. There is traffic on this stretch all the time that is increasing air pollution from cars idling and causing accidents, serious injuries, and fatalities! There are so many trucks that use the highway 99 corridor! We need this stretch to be widened to 6 lanes!

Redirecting money to rail transport does not make sense in this area! Obviously the people who came up with this idea have no understanding of transportation in our area!

Please change the deletion of this project IMMEDIATELY! You have the people in this region SO UPSET!
Anxiously awaiting to hear that this ridiculous proposal has been deleted!!!

Sincerely,
Carol Poythress

From: ggray18@aol.com
To: OCIP@DOT
Subject: Highway 46 and 99 Improvement Plans
Date: Monday, October 28, 2019 3:40:19 PM

To whom it may concern,

I am very troubled that Caltrans plans to cut Highway 46 and 99 improvement projects. I am especially upset about the Highway 46 construction plans being cut. I have driven Highway 46 for more than 50 years and have seen my share of accidents and known of people and families affected by accidents on the dangerous highway. Finally, in recent years, improvements have been made but one of the most dangerous stretches is still in need of improvements.

The section where 46 and 41 meet is especially dangerous and must be improved. There is so much traffic turning onto 41 toward Fresno and merging onto 46 from 41 towards Paso Robles. The traffic on 46 west is also heavy. This intersection is clearly dangerous and not able to safely handle the current traffic. Also the grade east of the 41 cutoff on 46 is dangerous because of the semi truck traffic. The amount of traffic has continued to grow.

The time to complete highway 46 is way overdue. This heavily traveled highway must be widened to at least 2 lanes each way from Interstate 5 to the 101 and an overpass at the 41 and 46 intersection. The safety of Californians depends on it. We are tired of this project being delayed!

Please do not cut these improvement projects.

Sincerely,
Sharon Ellington

From: caissoares@aol.com
To: OCIP@DOT
Subject: Restore highway 99 expansion funding for Tulare & Madera counties
Date: Friday, November 1, 2019 12:07:48 AM

To Whom it may concern:

Please restore the funding to increase Highway 99 from two to three lanes between Delano and Tulare & also

in Madera County. We citizens voted for the extra taxes for the highways and repair the roads. These areas

get congested and slow the flow of traffic down, which increases pollution in the air. Also, restore the

expansion funding for Highways 41 and 46 to the central coast because they get very congested & dangerous

without the two lanes each way. You folks have an obligation to follow the will of the taxpayers & voters and

restore funding to the projects that we voted for and are paying heavy taxes for them.

Sincerely,
Carl & Maria Isabel
Soares 394 Yale St.
Tulare, CA 93274
(559)217-4274

From: Sherry"s Yahoo
To: OCIP@DOT
Subject: Highway 46 project
Date: Sunday, November 3, 2019 4:52:10 PM

California Transportation Commission Department of Transportation

Please do not delete the $15.5 million project to widen Highway 46 between the Kern County line and the Cholame "Y" intersection in San Luis Obispo County. This is a very dangerous intersection which has been the site of many accidents over the years.

Please make this intersection more safe for the thousands of people that travel it yearly by adding lanes and shoulders.

Sincerely,

Sherry Gomez
14900 Vista Florida
Bakersfield, CA 93306

Sent from my iPad

From: Tony Castro
To: OCIP@DOT
Subject: Road Repairs
Date: Monday, November 11, 2019 8:09:00 PM

We want to send, as strongly as possible, our objection to Govenor Newsom's robbery of our money that was designated for repair of our aged roads and bridges. I am so tired of dodging the mammoth potholes in our local roads and even more mad about the front-end-wrecking potholes on the connecting freeways.

You asked us to believe in your promises of road repairs if we would support gas tax increases to make our roads great again. However, now we find that the Governor is ripping us off, once again. Be aware that we can reverse this situation at the polls at our next opportunity.

We ask you to reconsider your decision to move funds from our roads to a lowly supported project of a money-sucking bullet train project. Make no mistake about our power at the polls! We represent a good number of people in our community.

Arthur A. Castro
Bakersfield, CA

From: Michelle Kachelhoffer
To: OCIP@DOT
Subject: Do Not De-fund Hwy 46 and 99 Improvement Projects
Date: Friday, November 15, 2019 3:44:54 PM

I drive the route from Bakersfield to Paso Robles twice a month via Hwy 46. . While the road improvements implemented so far have greatly increased safety along that route, we still have sections that remain very dangerous for travelers.

CalTrans' proposal to de-fund the Highway 46 and 99 widening projects is unacceptable. Drivers' lives are at risk and we cannot afford to delay these safety projects any longer. I strongly urge CalTrans to submit a proposal to the California Transportation Commission that includes the immediate reinstatement of these projects by the December 15 deadline.
The Newsom Administration's grab of taxpayer dollars that was slated for road

improvements is WRONG. Thank you,

Michelle Kachelhoffer, a Central Valley resident

From: bobbydaj@sbcglobal.net
To: OCIP@DOT
Subject: Widening of CA Hwy. 99 and CA hwy. 46
Date: Saturday, November 16, 2019 12:32:23 PM

Greetings:

Both highways 99 and 46 are heavily traveled roads in the Central Valley and both are badly in need of widening to improve safety for vehicles and drivers. Many big rigs or 18-wheelers use Hwy. 99 to travel north and south through the Valley because Interstate 5 is congested and also in need of repairs. Hwy. 46 is part of the principal route used by many travelers to and from the Central Coast. It is congested and dangerous because of the traffic and the fact that the Hwy. is only two lanes for much of its length.

I encourage you to reconsider the moving of funds from the gas tax system to other projects and use the funds as originally voted on by the public,
to restore and widen Hwy. 99 and Hwy. 46. I encourage you to have a heartfelt discussion with the Governor's Office to salvage these funds from the other transportation plans espoused by the Governor.

Thank you for considering this email.

Sincerely, Douglas A. Jackson
bobbydaj@sbcglobal.net

From: J. Tatum
To: OCIP@DOT
Subject: CA 99
Date: Saturday, November 16, 2019 9:13:25 AM

The voters gave our representatives a mandate to work on these roads, vital to our transportation and delivery systems. Now, this?The Central Valley considers this a theft and a huge snub! Specifically, the 99 is already considered a dangerous road and it is in disrepair.
You are responsible for people's lives here, plain and simple! Do the right thing! We are all watching if you actually represent us or not. Thank you.
Joanne R Tatum, ret. teacher and community

activist Sent from AT&T Yahoo Mail on Android

From: Margaret Junker
To: OCIP@DOT
Subject: Widening 99
Date: Saturday, November 16, 2019 9:07:27 AM

To whom this may concern the widening of 99 is long overdue. I have lived in the valley 40 years and this stretch of Highway is very dangerous to drive, the traffic on those two lanes is bumper to bumper at high speeds, with the semi trucks who are using it also. I voted for the gas tax to fix our roads which were in bad repair on condition that the funds were to be used for that purpose only. I understand you want the money toward railroads and projects but that is not a realistic goal when there is long stretches of highways connecting us to other cities. We need safe roads in the valley and it isn't fair to steal funds that were earmarked for that purpose. We demand that the money be returned and the job finished. Thank you Margaret

Sent from my iPad

From: DOROTHY JILLSON
To: OCIP@DOT
Subject: Hwy 99 and 46
Date: Monday, November 18, 2019 8:42:58 AM

Please do not spend our highway money on High-speed Rail. We need our roads for everyday living and to keep our economy going. High-speed rail has already gone over the original budget and isn't going to benefit the majority of the working people in the Central Valley as much as repairs to 99 and 46.

D. Jillson
Sanger, CA.

From: Gary H
To: OCIP@DOT
Subject: Proposed deletion of Highway 99 funding for widening between Ave 7 and Ave 12.
Date: Wednesday, November 20, 2019 6:41:10 PM

As a daily commuter between Madera and Fresno, widening between Ave 7 and Ave 12 is a MUST! It is a nightmare to drive this strecth of road. The Daily commuters like myself need the extra lane especially for the semi trucks that are constantly hogging the fast lane when trying to pass other slow moving trucks. This sets a snowball effect that creates a traffic hazzard in itself with 40 or more cars piled behind a slow moving truck that does not stay in the slow lane.

It should only take 20 mins for the commute, Now it takes up to 45 min. to an hour.
Drive it sometime between 6:30am & 7:30am and 5pm thru 7 pm. if you don't believe.
Thank you.

From: Directormarv
To: OCIP@DOT
Subject: Central Valley freeways
Date: Thursday, November 21, 2019 8:18:15 AM

Hello,
I'm writing in behalf of all of my co-workers and myself. We work for a county-wide educational entity in Fresno and must drive to the Capitol Sacramento several times a month for work.
In our experience, the most congested section of this stretch is from Fresno to Chowchilla with Madera City limita being stop-and-go slow at least 80% of travel days.
Furthermore, all sections that are two lane are most often congested with much of that due to semi-trucks principally consuming the right lane.
There is not a trip I take where I don't witness absolutely crazy cut-off driving and near-accidents (and typically one or two actual accidents) along the two lane stretches of freeway.

I watched the meeting held in Fresno and understand why we are where we are today with the process, but I don't think the "decision makers" live here and therefore don't fully understand the safety and health (air quality) issues because they don't experience them regularly like we do.

Please take into consideration the safety and environmental issues and assign funding to complete these Central Valley projects as soon as possible.

Sincerely,

Marvin Baker

Changing Lives One Future at a Time

(Please forgive any grammatical or word substitution errors. I am communicating via my mobile device. Thank you.)

Thank you,
Marvin
Baker,
(Sent from my iPhone)
•Please forgive any grammatical or word substitution errors. Due to my current circumstance, I am communicating via my mobile device. Thank you!•

Appendix B – Project Programming Requests

County	RTE	PPNO	Project	Page
HUM	101	0072	Eureka/Arcata Corridor Improvement	167
HUM	255	2389	Eureka/Arcta Restoration Project for Mitigation - 3 Parcels	172
LAK	29	3121	Lake 29 Expressway - Segment 2B	176
LAK	29	3122	Lake 29 Expressway - Segment 2A	181
BUT	70	9801A	SR70 Passing Lanes (Segment 2)	186
BUT	70	9801B	SR 70 Passing Lanes (Segment 3)	191
MON	156	0057C	Route 156 West Corridor	196
SBT	156	0297	San Benito Route 156 Improvement	201
SLO	46	0226J	Cholame	206
SLO	46	0226K	Route 46/41 Wye	210
SLO	46	0226L	Route 46 Antelope Grade	215
SB	101	7101C	South Coast 101 HOV Lanes - Carpinteria (Segment 4A)	219
SB	101	7101D	South Coast 101 HOV-Padaro (Segment 4B)	226
SB	101	7101E	South Coast 101 HOV-Summerland (Segment 4C)	232
FRE	41	6705	Excelsior Expressway	238
KER	14	8042B	Freeman Gulch Widening - Segment 2	243
MAD	99	6297	South Madera 6 Lane	248
TUL	99	6369	Tulare City Widening	252
TUL	99	6400G	Tagus 6-Lane Widening (Combined)	257
INY	395	0170	Olancha and Cartago Expressway	261
MER	99	0161B	Livingston Widening Southbound	267
ALA	-	2194	Coast Subdivision Rail Corridor Improvements	271
FRE	-	2191	San Joaquin Corridor 2nd Platforms for Bi-hourly and Morning Express Service	275
LA	-	2002A	Rosecrans / Marquardt Grade Seperation	279
LA	-	2098	Raymer to Bernson Double Track	285
LA	-	9882	Link Union Station	290
SD	-	2190	San Onofre to Pulgas Double Track Phase 2	296
VAR	-	2065R	Mini-High Platform Improvements	300
VAR	-	2194A	Coast Subdivision Positive Train Control Implementation	304
VAR	-	2195	Central Coast Layover Facility Expansion	309
SJ	-	9883	Stockton Diamond Grade Separation	313
SJ	-	9884	Stockton Regional Rail Maintenance Facility Expansion	318

	Highway Projects
	Rail Projects

STATE OF CALIFORNIA ● DEPARTMENT OF TRANSPORTATION

PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised Mar, 1 2018 v7.08) *General Instructions*

Amendment (Existing Project) Y/N					**Date:**	09/10/19
District	**EA**	**Project ID**	**PPNO**	**MPO ID**	**Alt Proj. ID / prg.**	
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)834-9529	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	**Implementing Agency**
PA&ED	Caltrans
PS&E	Caltrans
Right of Way	Humboldt County
Construction	Caltrans

Legislative Districts

Assembly:	2	**Senate:**	2	**Congressional:**	2

Project Benefits

The project will improve traffic safety by eliminating unsafe operational conflicts at seven at-grade intersections. Eliminating delays at these intersections will result in reduction in Greenhouse Gas (GHG) emissions due to an efficient movement of the traffic. The improved pedestrian and bike facilities will be provided by a follow-up project that will Construct Class I bike trail between Eureka and Arcata.

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	Operational improvement(s)	Each	1
Local streets and roads	At-grade crossings eliminated	Each	1
Local streets and roads	New roadway lane-mile(s)	Miles	0.64
State Highway Road Construction	New bridge(s)	Each	1

ADA Improvements Y	Bike/Ped Improvements Y	Reversible Lane analysis N
Inc. Sustainable Communities Strategy Goals N	Reduces Greenhouse Gas Emissions N	

Project Milestone			**Existing**	**Proposed**
Project Study Report Approved				
Begin Environmental (PA&ED) Phase			07/01/2001	
Circulate Draft Environmental Document	**Document Type**	EIS	06/21/2007	
Draft Project Report			06/21/2007	
End Environmental Phase (PA&ED Milestone)			01/10/2017	
Begin Design (PS&E) Phase			01/11/2017	
End Design Phase (Ready to List for Advertisement Milestone)			08/01/2020	01/15/21
Begin Right of Way Phase			09/15/2017	
End Right of Way Phase (Right of Way Certification Milestone)			09/15/2018	12/15/20
Begin Construction Phase (Contract Award Milestone)			03/17/2021	04/15/21
End Construction Phase (Construction Contract Acceptance Milestone)			12/01/2023	12/01/26
Begin Closeout Phase			12/01/2024	12/01/27
End Closeout Phase (Closeout Report)			09/01/2027	12/01/28

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Additional Information

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STATE OF CALIFORNIA ● DEPARTMENT OF TRANSPORTATION

PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised Mar, 1 2018 v7.08)

Date: 09/10/19

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

Project Title: Eureka/Arcata Corridor Improvement

Existing Total Project Cost ($1,000s)									
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	**Implementing Agency**
E&P (PA&ED)	3,063							3,063	Caltrans
PS&E	4,989							4,989	Caltrans
R/W SUP (CT)	585							585	Humboldt County
CON SUP (CT)		4,052						4,052	Caltrans
R/W	2,660							2,660	Humboldt County
CON		34,114						34,114	Caltrans
TOTAL	11,297	38,166						49,463	
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)		9,252						9,252	
R/W	2,660							2,660	
CON		49,630						49,630	
TOTAL	11,297	58,882						70,179	

Fund No. 1:	**RIP - National Hwy System (NH)**								**Program Code**
Existing Funding ($1,000s)									20.30.600.620
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	**Funding Agency**
E&P (PA&ED)									Humboldt County Association of Go
PS&E									$2000 PSE EXT. TO 2000
R/W SUP (CT)									$2000 RW voted 10/18/18
CON SUP (CT)									
R/W	2,000							2,000	
CON									
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	2,000							2,000	
CON									
TOTAL	2,000							2,000	

Fund No. 2:	**RIP - State Cash (ST-CASH)**								**Program Code**
Existing Funding ($1,000s)									20.XX.075.600
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	**Funding Agency**
E&P (PA&ED)	2,613							2,613	Humboldt County Association of Go
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	20-21	21-22	22-23	23-24	24-25	25-26+	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	20-21	21-22	22-23	23-24	24-25	25-26+	Total	Funding Agency
E&P (PA&ED)									Caltrans
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	
	Proposed Funding ($1,000s)								Notes
E&P (PA&ED)									
PS&E	1,983							1,983	
R/W SUP (CT)	158							158	
CON SUP (CT)		6,859						6,859	
R/W									
CON		38,198						38,198	
TOTAL	2,141	45,057						47,198	

Fund No. 5:	RIP - National Hwy System (NH)								Program Code
	Existing Funding ($1,000s)								20.XX.075.600
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	Funding Agency
E&P (PA&ED)									Humboldt County Association of Go
PS&E	350							350	
R/W SUP (CT)	427							427	
CON SUP (CT)		2,393						2,393	
R/W	660							660	
CON		11,432						11,432	
TOTAL	1,437	13,825						15,262	
	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	660							660	
CON		11,432						11,432	
TOTAL	1,437	13,825						15,262	

STATE OF CALIFORNIA ● DEPARTMENT OF TRANSPORTATION

PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised Mar, 1 2018 v7.08)

Complete this page for amendments only **Date:** 09/10/19

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

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 SB1 Projects Only

Project Amendment Request (Please follow the individual SB1 program guidelines for specific criteria)

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

STATE OF CALIFORNIA ● DEPARTMENT OF TRANSPORTATION

PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised Mar, 1 2018 v7.08) *General Instructions*

Amendment (Existing Project) Y/N						Date:	09/10/19
District	**EA**	**Project ID**		**PPNO**	**MPO ID**	**Alt Proj. ID / prg.**	
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)834-9529		jeffrey.pimentel@dot.ca.gov			

Project Title

Eureka/Arcta 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	Implementing Agency
PA&ED	Caltrans
PS&E	Caltrans
Right of Way	Caltrans
Construction	Caltrans

Legislative Districts

Assembly:	2	**Senate:**	2	**Congressional:**	2

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
Local streets and roads	# Sign(s), light(s), greenway, or other safety / beautification	Each	1

ADA Improvements N	Bike/Ped Improvements N	Reversible Lane analysis N
Inc. Sustainable Communities Strategy Goals Y	Reduces Greenhouse Gas Emissions N	

Project Milestone			**Existing**	**Proposed**
Project Study Report Approved				
Begin Environmental (PA&ED) Phase			10/01/2014	
Circulate Draft Environmental Document	**Document Type**		04/01/2018	
Draft Project Report			04/01/2018	
End Environmental Phase (PA&ED Milestone)			11/01/2018	
Begin Design (PS&E) Phase			11/02/2018	
End Design Phase (Ready to List for Advertisement Milestone)			01/20/2020	
Begin Right of Way Phase			12/01/2018	
End Right of Way Phase (Right of Way Certification Milestone)			01/05/2020	
Begin Construction Phase (Contract Award Milestone)			06/06/2020	
End Construction Phase (Construction Contract Acceptance Milestone)			12/01/2021	
Begin Closeout Phase			12/01/2022	
End Closeout Phase (Closeout Report)			09/01/2025	

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PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised Mar, 1 2018 v7.08)

Date: 09/10/19

Additional Information

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STATE OF CALIFORNIA ● DEPARTMENT OF TRANSPORTATION

PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised Mar, 1 2018 v7.08)

Date: 09/10/19

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

Project Title: Eureka/Arcta Restoration Project for Mitigation - 3 Parcels

Existing Total Project Cost ($1,000s)									
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	Implementing Agency
E&P (PA&ED)	950							950	Caltrans
PS&E	2,100							2,100	Caltrans
R/W SUP (CT)	320							320	Caltrans
CON SUP (CT)	1,900							1,900	Caltrans
R/W	2,042							2,042	Caltrans
CON	10,007							10,007	Caltrans
TOTAL	17,319							17,319	
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	17,319							17,319	

Fund No. 1:	RIP - National Hwy System (NH)								Program Code
Existing Funding ($1,000s)									20.XX.075.600
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	Funding Agency
E&P (PA&ED)	304							304	Humboldt County Association of Go
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	6,159							6,159	
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	6,159							6,159	

Fund No. 2:	IIP - National Hwy System (NH)								Program Code
Existing Funding ($1,000s)									20.XX.025.700
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	Funding Agency
E&P (PA&ED)	646							646	Caltrans
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	11,160							11,160	
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	11,160							11,160	

STATE OF CALIFORNIA ● DEPARTMENT OF TRANSPORTATION

PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised Mar, 1 2018 v7.08)

Complete this page for amendments only **Date:** 09/10/19

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

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 SB1 Projects Only

Project Amendment Request (Please follow the individual SB1 program guidelines for specific criteria)

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

STATE OF CALIFORNIA ● DEPARTMENT OF TRANSPORTATION

PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised Mar, 1 2018 v7.08) *General Instructions*

Amendment (Existing Project) Y/N						Date:	08/13/19
District	**EA**	**Project ID**	**PPNO**	**MPO ID**	**Alt Proj. ID / prg.**		
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	CO

Project Manager/Contact	Phone	E-mail Address
Jaime Matteoli	(707)441-2097	jaime.matteoli@dot.ca.gov

Project Title

Lake 29 Expressway - Segment 2B

Location (Project Limits), Description (Scope of Work)

In Lake County near Kelseyville on Lake 29 Expressway. 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 Rote 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
Local streets and roads	New roadway lane-mile(s)	Miles	5.38

ADA Improvements N	Bike/Ped Improvements N	Reversible Lane analysis N
Inc. Sustainable Communities Strategy Goals N	Reduces Greenhouse Gas Emissions 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)	11/30/2016	
Begin Design (PS&E) Phase	07/01/2018	
End Design Phase (Ready to List for Advertisement Milestone)	07/01/2020	
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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STATE OF CALIFORNIA ● DEPARTMENT OF TRANSPORTATION

PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised Mar, 1 2018 v7.08)

Date: 08/13/19

District	County	Route	EA	Project ID	PPNO	Alt. ID
01	LAK, ,	29, ,	29831	0118000079	3121	

Project Title: Lake 29 Expressway - Segment 2B

Existing Total Project Cost ($1,000s)									
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	Implementing Agency
E&P (PA&ED)									Caltrans
PS&E	6,000							6,000	Caltrans
R/W SUP (CT)					2,000			2,000	Caltrans
CON SUP (CT)					9,000			9,000	Caltrans
R/W					12,000			12,000	Caltrans
CON					65,000			65,000	Caltrans
TOTAL	6,000				88,000			94,000	
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	20-21	21-22	22-23	23-24	24-25	25-26+	Total	Funding Agency
E&P (PA&ED)									Lake County/City Area Planning Co
PS&E	900							900	
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL	900							900	
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	20-21	21-22	22-23	23-24	24-25	25-26+	Total	Funding Agency
E&P (PA&ED)									Caltrans
PS&E	5,100							5,100	
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL	5,100							5,100	
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	

Fund No. 3:	Future Need - Future Funds (NO-FUND)								Program Code
	Existing Funding ($1,000s)								FUTURE
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	Funding Agency
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	
	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	

STATE OF CALIFORNIA ● DEPARTMENT OF TRANSPORTATION

PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised Mar, 1 2018 v7.08)

Complete this page for amendments only **Date:** 08/13/19

District	County	Route	EA	Project ID	PPNO	Alt. ID
01	LAK	29	29831	0118000079	3121	

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 SB1 Projects Only

Project Amendment Request (Please follow the individual SB1 program guidelines for specific criteria)

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

STATE OF CALIFORNIA ● DEPARTMENT OF TRANSPORTATION

PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised Mar, 1 2018 v7.08) *General Instructions*

Amendment (Existing Project) Y/N					**Date:**	08/13/19
District	**EA**	**Project ID**	**PPNO**	**MPO ID**	**Alt Proj. ID / prg.**	
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	CO

Project Manager/Contact	**Phone**	**E-mail Address**
Jaime Matteoli	(707)441-2097	jaime.matteoli@dot.ca.gov

Project Title

Lake 29 Expressway - Segment 2A

Location (Project Limits), Description (Scope of Work)

In Lake County near Kelseyville on Lake 29 Expressway. Construct Segment 2A, 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

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

Category	**Outputs/Outcomes**	**Unit**	**Total**
State Highway Road Construction	Mixed flow lane-mile(s) constructed	Miles	5.09

ADA Improvements N	Bike/Ped Improvements N	Reversible Lane analysis N
Inc. Sustainable Communities Strategy Goals N	Reduces Greenhouse Gas Emissions 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)			11/30/2016	
Begin Design (PS&E) Phase			07/01/2018	
End Design Phase (Ready to List for Advertisement Milestone)			01/01/2020	
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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STATE OF CALIFORNIA ● DEPARTMENT OF TRANSPORTATION

PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised Mar, 1 2018 v7.08)

Date: 08/13/19

District	County	Route	EA	Project ID	PPNO	Alt. ID
01	LAK, ,	29, ,	29841	0118000078	3122	

Project Title: Lake 29 Expressway - Segment 2A

Existing Total Project Cost ($1,000s)									
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	Implementing Agency
E&P (PA&ED)									Caltrans
PS&E	6,000							6,000	Caltrans
R/W SUP (CT)					2,000			2,000	Caltrans
CON SUP (CT)					9,000			9,000	Caltrans
R/W					12,000			12,000	Caltrans
CON					65,000			65,000	Caltrans
TOTAL	6,000				88,000			94,000	
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	20-21	21-22	22-23	23-24	24-25	25-26+	Total	Funding Agency
E&P (PA&ED)									Lake County/City Area Planning Co
PS&E	900							900	
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL	900							900	
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	20-21	21-22	22-23	23-24	24-25	25-26+	Total	Funding Agency
E&P (PA&ED)									Caltrans
PS&E	5,100							5,100	
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL	5,100							5,100	
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	

Fund No. 3:	Future Need - Future Funds (NO-FUND)								Program Code
Existing Funding ($1,000s)									FUTURE
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	Funding Agency
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	
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	

STATE OF CALIFORNIA ● DEPARTMENT OF TRANSPORTATION

PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised Mar, 1 2018 v7.08)

Complete this page for amendments only **Date:** 08/13/19

District	County	Route	EA	Project ID	PPNO	Alt. ID
01	LAK	29	29841	0118000078	3122	

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 SB1 Projects Only

Project Amendment Request (Please follow the individual SB1 program guidelines for specific criteria)

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

STATE OF CALIFORNIA ● DEPARTMENT OF TRANSPORTATION

PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised Mar, 1 2018 v7.08) *General Instructions*

Amendment (Existing Project) Y/N					**Date:**	08/13/19
District	**EA**	**Project ID**	**PPNO**	**MPO ID**	**Alt Proj. ID / prg.**	
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	**Implementing Agency**
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

The project will improve traffic safety by providing safe passing lanes which reduce the possibility of fatal head-on collisions. The project will improve bike and pedestrian facilities by providing wider shoulders. The project will also facilitate effcient movement of goods through the Sacramento Valley.

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	Operational improvement(s)	Each	1
State Highway Road Construction	Passing lane mile(s) constructed	Miles	6

ADA Improvements N	Bike/Ped Improvements Y	Reversible Lane analysis N
Inc. Sustainable Communities Strategy Goals Y	Reduces Greenhouse Gas Emissions Y	

Project Milestone		**Existing**	**Proposed**
Project Study Report Approved			
Begin Environmental (PA&ED) Phase		07/01/2014	
Circulate Draft Environmental Document	**Document Type**	11/01/2017	
Draft Project Report		11/01/2017	
End Environmental Phase (PA&ED Milestone)		07/18/2018	
Begin Design (PS&E) Phase		07/18/2018	
End Design Phase (Ready to List for Advertisement Milestone)		01/02/2020	
Begin Right of Way Phase		07/18/2018	
End Right of Way Phase (Right of Way Certification Milestone)		12/01/2019	
Begin Construction Phase (Contract Award Milestone)		06/01/2020	
End Construction Phase (Construction Contract Acceptance Milestone)		12/01/2022	
Begin Closeout Phase		12/01/2023	
End Closeout Phase (Closeout Report)		12/01/2025	

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PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised Mar, 1 2018 v7.08)

Date: 08/13/19

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STATE OF CALIFORNIA ● DEPARTMENT OF TRANSPORTATION

PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised Mar, 1 2018 v7.08)

Date: 08/13/19

District	County	Route	EA	Project ID	PPNO	Alt. ID
03	BUT, ,	70, ,	3F281	0314000057	9801A	

Project Title: SR70 Passing Lanes (Segment 2)

Existing Total Project Cost ($1,000s)									
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	**Implementing Agency**
E&P (PA&ED)	1,805							1,805	Butte County Association of
PS&E	2,980							2,980	Caltrans
R/W SUP (CT)	2,590							2,590	Caltrans
CON SUP (CT)		4,740						4,740	Caltrans
R/W	5,020							5,020	Caltrans
CON		33,750						33,750	Caltrans
TOTAL	12,395	38,490						50,885	
Proposed Total Project Cost ($1,000s)									**Notes**
E&P (PA&ED)	1,805							1,805	
PS&E	2,980							2,980	
R/W SUP (CT)	2,590							2,590	
CON SUP (CT)		4,740						4,740	
R/W	5,020							5,020	
CON		33,750						33,750	
TOTAL	12,395	38,490						50,885	

Fund No. 1:	**RIP - National Hwy System (NH)**								**Program Code**
Existing Funding ($1,000s)									20.XX.075.600
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	**Funding Agency**
E&P (PA&ED)									Butte County Association of Govern
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	
Proposed Funding ($1,000s)									**Notes**
E&P (PA&ED)									
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. 2:	**IIP - National Hwy System (NH)**								**Program Code**
Existing Funding ($1,000s)									20.XX.025.700
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	**Funding Agency**
E&P (PA&ED)									Caltrans
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	
Proposed Funding ($1,000s)									**Notes**
E&P (PA&ED)									
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. 3:	Other State - National Hwy System (NH)								Program Code
	Existing Funding ($1,000s)								SHOPP
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	Funding Agency
E&P (PA&ED)	980							980	
PS&E	2,180							2,180	
R/W SUP (CT)	1,590							1,590	
CON SUP (CT)		3,540						3,540	
R/W	3,220							3,220	
CON		25,350						25,350	
TOTAL	7,970	28,890						36,860	
	Proposed Funding ($1,000s)								Notes
E&P (PA&ED)	980							980	
PS&E	2,180							2,180	
R/W SUP (CT)	1,590							1,590	
CON SUP (CT)		3,540						3,540	
R/W	3,220							3,220	
CON		25,350						25,350	
TOTAL	7,970	28,890						36,860	

Fund No. 4:	Demo - Demonstration-State TEA21 (DEMOS21)								Program Code
	Existing Funding ($1,000s)								20.30.010.680
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	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	

STATE OF CALIFORNIA ● DEPARTMENT OF TRANSPORTATION

PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised Mar, 1 2018 v7.08)

Complete this page for amendments only **Date:** 08/13/19

District	County	Route	EA	Project ID	PPNO	Alt. ID
03	BUT	70	3F281	0314000057	9801A	

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 SB1 Projects Only

Project Amendment Request (Please follow the individual SB1 program guidelines for specific criteria)

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

STATE OF CALIFORNIA ● DEPARTMENT OF TRANSPORTATION

PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised Mar, 1 2018 v7.08) *General Instructions*

Amendment (Existing Project) Y/N					**Date:**	08/13/19
District	**EA**	**Project ID**	**PPNO**	**MPO ID**	**Alt Proj. ID / prg.**	
03	3F282	0318000039	9801B			

County	**Route/Corridor**	**PM Bk**	**PM Ahd**	**Project Sponsor/Lead Agency**	
BUT	70	0	3.6	Butte County Association of Governments	
YUB	70	25.5	25.8	**MPO**	**Element**
				BCAG	CO

Project Manager/Contact	**Phone**	**E-mail Address**
Andy Newsum	(530)809-4616	anewsum@bcag.org

Project Title

SR 70 Passing Lanes (Segment 3)

Location (Project Limits), Description (Scope of Work)

On Route 70 from 0.4 mile South or East of Gridley Road to 0.3 mile South of Butte/Yuba County line. Widen roadway.

Component	**Implementing Agency**
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

The project will improve traffic safety by providing safe passing lanes which reduce the possibility of fatal head-on collisions. The project will improve bike and pedestrian facilities by providing wider shoulders. The project will also facilitate effcient movement of goods through the Sacramento Valley.

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 mile(s) constructed	Miles	6
State Highway Road Construction	Operational improvement(s)	Each	1

ADA Improvements N	Bike/Ped Improvements Y	Reversible Lane analysis Y
Inc. Sustainable Communities Strategy Goals Y	Reduces Greenhouse Gas Emissions Y	

Project Milestone		**Existing**	**Proposed**
Project Study Report Approved			
Begin Environmental (PA&ED) Phase		12/01/2017	
Circulate Draft Environmental Document	**Document Type**	05/01/2019	
Draft Project Report		07/01/2019	
End Environmental Phase (PA&ED Milestone)		07/01/2019	
Begin Design (PS&E) Phase		07/01/2019	
End Design Phase (Ready to List for Advertisement Milestone)		10/15/2021	
Begin Right of Way Phase		07/01/2019	
End Right of Way Phase (Right of Way Certification Milestone)		09/15/2021	
Begin Construction Phase (Contract Award Milestone)		04/15/2022	
End Construction Phase (Construction Contract Acceptance Milestone)		12/15/2024	
Begin Closeout Phase		12/15/2025	
End Closeout Phase (Closeout Report)		09/15/2029	

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PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised Mar, 1 2018 v7.08)

Date: 08/13/19

Additional Information

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STATE OF CALIFORNIA ● DEPARTMENT OF TRANSPORTATION

PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised Mar, 1 2018 v7.08)

Date: 08/13/19

District	County	Route	EA	Project ID	PPNO	Alt. ID
03	BUT, YUB,	70, 70,	3F282	0318000039	9801B	

Project Title: SR 70 Passing Lanes (Segment 3)

Existing Total Project Cost ($1,000s)									
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	**Implementing Agency**
E&P (PA&ED)	4,000							4,000	Butte County Association of
PS&E	4,200							4,200	Caltrans
R/W SUP (CT)	4,000							4,000	Caltrans
CON SUP (CT)			5,400					5,400	Caltrans
R/W	4,518							4,518	Caltrans
CON			43,750					43,750	Caltrans
TOTAL	16,718		49,150					65,868	
Proposed Total Project Cost ($1,000s)									**Notes**
E&P (PA&ED)	4,000							4,000	
PS&E	4,200							4,200	
R/W SUP (CT)	4,000							4,000	
CON SUP (CT)			5,400					5,400	
R/W	4,518							4,518	
CON			43,750					43,750	
TOTAL	16,718		49,150					65,868	

Fund No. 1:	**Other State - State Cash (ST-CASH)**								**Program Code**
Existing Funding ($1,000s)									20.XX.800.200
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	**Funding Agency**
E&P (PA&ED)	3,400							3,400	
PS&E	3,000							3,000	
R/W SUP (CT)	2,500							2,500	
CON SUP (CT)			3,200					3,200	
R/W	3,218							3,218	
CON			28,750					28,750	
TOTAL	12,118		31,950					44,068	
Proposed Funding ($1,000s)									**Notes**
E&P (PA&ED)	3,400							3,400	
PS&E	3,000							3,000	
R/W SUP (CT)	2,500							2,500	
CON SUP (CT)			3,200					3,200	
R/W	3,218							3,218	
CON			28,750					28,750	
TOTAL	12,118		31,950					44,068	

Fund No. 2:	**RIP - National Hwy System (NH)**								**Program Code**
Existing Funding ($1,000s)									20.XX.075.600
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	**Funding Agency**
E&P (PA&ED)	300							300	Butte County Association of Govern
PS&E	600							600	
R/W SUP (CT)	750							750	
CON SUP (CT)			1,100					1,100	
R/W	650							650	
CON			7,500					7,500	
TOTAL	2,300		8,600					10,900	
Proposed Funding ($1,000s)									**Notes**
E&P (PA&ED)	300							300	
PS&E	600							600	
R/W SUP (CT)	750							750	
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. 3:	IIP - National Hwy System (NH)								Program Code
Existing Funding ($1,000s)									20.XX.025.700
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	Funding Agency
E&P (PA&ED)	300							300	Caltrans
PS&E	600							600	
R/W SUP (CT)	750							750	
CON SUP (CT)			1,100					1,100	
R/W	650							650	
CON			7,500					7,500	
TOTAL	2,300		8,600					10,900	
Proposed Funding ($1,000s)									Notes
E&P (PA&ED)	300							300	
PS&E	600							600	
R/W SUP (CT)	750							750	
CON SUP (CT)			1,100					1,100	
R/W	650							650	
CON			7,500					7,500	
TOTAL	2,300		8,600					10,900	

STATE OF CALIFORNIA ● DEPARTMENT OF TRANSPORTATION

PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised Mar, 1 2018 v7.08)

Complete this page for amendments only **Date:** 08/13/19

District	County	Route	EA	Project ID	PPNO	Alt. ID
03	BUT YUB	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 SB1 Projects Only

Project Amendment Request (Please follow the individual SB1 program guidelines for specific criteria)

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

STATE OF CALIFORNIA ● DEPARTMENT OF TRANSPORTATION

PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised Mar, 1 2018 v7.08) *General Instructions*

Amendment (Existing Project) Yes						Date:	08/02/19
District	**EA**	**Project ID**	**PPNO**	**MPO ID**	**Alt Proj. ID / prg.**		
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)

On Route 156 near the City of Castroville from west of Castroville BLVD to the route 101/156 Separation and on Route 101 from 0.1 mile north of Pesante Road to 0.2 mile north of Messik Road.

Component	Implementing Agency
PA&ED	Caltrans
PS&E	Caltrans
Right of Way	Caltrans
Construction	Caltrans

Legislative Districts

Assembly:	27,28	Senate:	12,15	Congressional:	17

Project Benefits

Provides traffic congestion relief for 32,000 vehicles per weekday; Improves safety for Oak Hills and other local communities; Improves safety at intersections; Supports our $2 billion per year visitor economy; Improves movement of valuable goods to market.

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 corridors role as a

Category	Outputs/Outcomes	Unit	Total

ADA Improvements Y/N	Bike/Ped Improvements Y/N	Reversible Lane analysis	Y/N
Inc. 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	07/01/22
Begin Design (PS&E) Phase			05/07/2012	07/01/22
End Design Phase (Ready to List for Advertisement Milestone)			01/03/2017	10/02/26
Begin Right of Way Phase			09/03/2012	10/25/22
End Right of Way Phase (Right of Way Certification Milestone)			07/06/2016	07/02/26
Begin Construction Phase (Contract Award Milestone)			07/10/2017	04/07/27
End Construction Phase (Construction Contract Acceptance Milestone)			10/07/2022	04/21/31
Begin Closeout Phase			02/22/2023	04/21/31
End Closeout Phase (Closeout Report)			02/22/2024	04/26/33

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STATE OF CALIFORNIA ● DEPARTMENT OF TRANSPORTATION

PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised Mar, 1 2018 v7.08)

Date: 08/02/19

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

Existing Total Project Cost ($1,000s)									
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	**Implementing Agency**
E&P (PA&ED)	13,294							13,294	Caltrans
PS&E									Caltrans
R/W SUP (CT)									Caltrans
CON SUP (CT)									Caltrans
R/W									Caltrans
CON									Caltrans
TOTAL	13,294							13,294	
Proposed Total Project Cost ($1,000s)									**Notes**
E&P (PA&ED)	13,294							13,294	
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL	13,294							13,294	

Fund No. 1:	**IIP - State Cash (ST-CASH)**								**Program Code**
Existing Funding ($1,000s)									20.XX.025.700
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	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	20-21	21-22	22-23	23-24	24-25	25-26+	Total	**Funding Agency**
E&P (PA&ED)	431							431	Federal Highway Administration (FI
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	20-21	21-22	22-23	23-24	24-25	25-26+	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	20-21	21-22	22-23	23-24	24-25	25-26+	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:	RIP - National Hwy System (NH)								Program Code
	Existing Funding ($1,000s)								20.XX.075.600
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	Funding Agency
E&P (PA&ED)	1,600							1,600	Transportation Agency For Montere
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL	1,600							1,600	
	Proposed Funding ($1,000s)								Notes
E&P (PA&ED)	1,600							1,600	
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL	1,600							1,600	

STATE OF CALIFORNIA ● DEPARTMENT OF TRANSPORTATION

PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised Mar, 1 2018 v7.08)

Complete this page for amendments only **Date:** 08/02/19

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

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 SB1 Projects Only

Project Amendment Request (Please follow the individual SB1 program guidelines for specific criteria)

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

STATE OF CALIFORNIA ● DEPARTMENT OF TRANSPORTATION

PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised Mar, 1 2018 v7.08)

General Instructions

Amendment (Existing Project)	Yes	**Date:**	08/02/19

District	EA	Project ID	PPNO	MPO ID	Alt Proj. ID / prg.	
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	Implementing Agency
PA&ED	Caltrans
PS&E	Caltrans
Right of Way	Caltrans
Construction	Caltrans

Legislative Districts

Assembly:	28	Senate:	12	Congressional:	17

Project Benefits

Purpose and Need

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

Category	Outputs/Outcomes	Unit	Total

ADA Improvements Y/N	Bike/Ped Improvements Y/N	Reversible Lane analysis Y/N
Inc. 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			07/01/1998	
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)			05/05/2019	12/12/19
Begin Right of Way Phase			11/01/2013	11/12/13
End Right of Way Phase (Right of Way Certification Milestone)			03/01/2019	10/07/19
Begin Construction Phase (Contract Award Milestone)			10/15/2019	07/09/20
End Construction Phase (Construction Contract Acceptance Milestone)			12/31/2021	08/09/22
Begin Closeout Phase			10/19/2022	06/01/23
End Closeout Phase (Closeout Report)			11/05/2024	08/14/23

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PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised Mar, 1 2018 v7.08)

Date: 08/02/19

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STATE OF CALIFORNIA ● DEPARTMENT OF TRANSPORTATION

PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised Mar, 1 2018 v7.08)

Date: 08/02/19

District	County	Route	EA	Project ID	PPNO	Alt. ID
05	SBT, ,	156, ,	34490	0500000505	0297	
Project Title:	San Benito Route 156 Improvement Project					

Existing Total Project Cost ($1,000s)									
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	**Implementing Agency**
E&P (PA&ED)	3,936							3,936	Caltrans
PS&E	8,410							8,410	Caltrans
R/W SUP (CT)	2,720							2,720	Caltrans
CON SUP (CT)	11,000							11,000	Caltrans
R/W	22,488							22,488	Caltrans
CON	57,339							57,339	Caltrans
TOTAL	105,893							105,893	
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	105,893							105,893	

Fund No. 1:	**RIP - National Hwy System (NH)**								**Program Code**
Existing Funding ($1,000s)									20.XX.075.600
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	**Funding Agency**
E&P (PA&ED)									Council of San Benito County Gov
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON	14,700							14,700	
TOTAL	14,700							14,700	
Proposed Funding ($1,000s)									**Notes**
E&P (PA&ED)									
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	20-21	21-22	22-23	23-24	24-25	25-26+	Total	**Funding Agency**
E&P (PA&ED)									Caltrans
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	
Proposed Funding ($1,000s)									**Notes**
E&P (PA&ED)									
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	20-21	21-22	22-23	23-24	24-25	25-26+	Total	Funding Agency
E&P (PA&ED)	3,936							3,936	Caltrans
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	
	Proposed Funding ($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)									
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	20-21	21-22	22-23	23-24	24-25	25-26+	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	

STATE OF CALIFORNIA ● DEPARTMENT OF TRANSPORTATION

PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised Mar, 1 2018 v7.08)

Complete this page for amendments only **Date:** 08/02/19

District	County	Route	EA	Project ID	PPNO	Alt. ID
05	SBT	156	34490	0500000505	0297	

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 SB1 Projects Only

Project Amendment Request (Please follow the individual SB1 program guidelines for specific criteria)

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

STATE OF CALIFORNIA ● DEPARTMENT OF TRANSPORTATION

PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised Mar, 1 2018 v7.08)

General Instructions

Amendment (Existing Project) Y/N					Date:	09/13/19
District	**EA**	**Project ID**	**PPNO**	**MPO ID**	**Alt Proj. ID / prg.**	
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

Project Benefits:
-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

See Page 2

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
Inc. 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)			05/09/2006	
Begin Design (PS&E) Phase			02/03/2015	
End Design Phase (Ready to List for Advertisement Milestone)			02/01/2020	04/21/21
Begin Right of Way Phase			07/01/2015	
End Right of Way Phase (Right of Way Certification Milestone)			12/01/2019	04/07/21
Begin Construction Phase (Contract Award Milestone)			08/01/2020	12/10/21
End Construction Phase (Construction Contract Acceptance Milestone)			04/28/2023	08/01/24
Begin Closeout Phase			05/01/2024	07/01/25
End Closeout Phase (Closeout Report)			01/26/2027	07/01/28

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PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised Mar, 1 2018 v7.08)

Date: 09/13/19

Additional Information

Purpose and Needs:
Heavy trucks and RVs 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 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 and Route 101. Additionally, District 6 has programmed Route 46 widening in the western side of Kern County.

Outputs/Outcomes:
SHRC New roadway lane-miles miles 9.8

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STATE OF CALIFORNIA ● DEPARTMENT OF TRANSPORTATION

PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised Mar, 1 2018 v7.08)

Date: 09/13/19

District	County	Route	EA	Project ID	PPNO	Alt. ID
05	SLO, ,	46, ,	3307A	0514000027	0226J	

Project Title: Cholame

Existing Total Project Cost ($1,000s)									
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	**Implementing Agency**
E&P (PA&ED)									Caltrans
PS&E	13,900							13,900	Caltrans
R/W SUP (CT)	2,700							2,700	Caltrans
CON SUP (CT)		11,221						11,221	Caltrans
R/W	14,000							14,000	Caltrans
CON		61,200						61,200	Caltrans
TOTAL	30,600	72,421						103,021	
Proposed Total Project Cost ($1,000s)									**Notes**
E&P (PA&ED)									
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		82,734						82,734	
TOTAL	30,600	93,955						124,555	

Fund No. 1:	**IIP - National Hwy System (NH)**								**Program Code**
Existing Funding ($1,000s)									20.XX.025.700
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	**Funding Agency**
E&P (PA&ED)									Caltrans
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	
Proposed Funding ($1,000s)									**Notes**
E&P (PA&ED)									Increase Con Cap by $21,534k (from $61,200k to $82,734k)
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		82,734						82,734	
TOTAL	30,600	93,955						124,555	

STATE OF CALIFORNIA ● DEPARTMENT OF TRANSPORTATION

PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised Mar, 1 2018 v7.08)

Complete this page for amendments only **Date:** 09/13/19

District	County	Route	EA	Project ID	PPNO	Alt. ID
05	SLO	46	3307A	0514000027	0226J	

SECTION 1 - All Projects

Project Background

Programming Change Requested

Update Project Location to:
Near Shandon, from 0.2 miles east of Shandon Safety Roadside Rest Area to 0.1 miles west of Davis Road

Update post mile limits to: 49.7/54.7

Increase Con capital component from $61,000,000 to $82,734,000 (difference of $21,734,000)

Reason for Proposed Change

More detailed design has resulted in refinement of postmile limits and location description.

Construction capital increase due to increased earthwork due to lower profile, increase in drainage systems/animal connectivity, additional concrete reinforcement per Final Geotech Design Report, addition of CHP Mini Site, improved erosion control, addition of CMS, increase in unit costs across entire project, and increase in contingencies. In addition, the previous construction estimate anticipated construction in FY 19/20 which was an accelerated schedule. Now the project will reach construction in FY 20/21 which is the originally scheduled delivery year, but additional funds are needed to align the estimate with the current schedule.

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

Cost increase funded through 2020 ITIP

Other Significant Information

SECTION 2 - For SB1 Projects Only

Project Amendment Request (Please follow the individual SB1 program guidelines for specific criteria)

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
David Rasmussen		Project Manager	

Attachments

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

STATE OF CALIFORNIA ● DEPARTMENT OF TRANSPORTATION

PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised Mar, 1 2018 v7.08)

General Instructions

Amendment (Existing Project)	Yes	**Date:**	08/02/19

District	EA	Project ID	PPNO	MPO ID	Alt Proj. ID / prg.	
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

Wye Segment

Location (Project Limits), Description (Scope of Work)

In San Luis Obispo County, 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 intersection, a location exceeding the statewide collision average by nearly three times, by replacing the at-grade intersection 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

Purpose and Need:

Heavy trucks and RVs 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

Category	Outputs/Outcomes	Unit	Total
Local streets and roads	New roadway lane-mile(s)	Miles	7.4

ADA Improvements Y/N	Bike/Ped Improvements Y/N	Reversible Lane analysis Y/N
Inc. 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**	EIR/FONSI		
Draft Project Report				
End Environmental Phase (PA&ED Milestone)			05/09/2006	
Begin Design (PS&E) Phase			08/01/2018	
End Design Phase (Ready to List for Advertisement Milestone)			06/29/2022	04/07/22
Begin Right of Way Phase			08/01/2018	10/01/19
End Right of Way Phase (Right of Way Certification Milestone)			04/25/2022	03/23/22
Begin Construction Phase (Contract Award Milestone)			12/30/2022	10/26/22
End Construction Phase (Construction Contract Acceptance Milestone)			08/01/2025	07/28/25
Begin Closeout Phase			08/03/2026	05/28/27
End Closeout Phase (Closeout Report)			08/01/2027	07/27/27

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PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised Mar, 1 2018 v7.08)

Date: 08/02/19

Additional Information

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STATE OF CALIFORNIA ● DEPARTMENT OF TRANSPORTATION

PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised Mar, 1 2018 v7.08)

Date: 08/02/19

District	County	Route	EA	Project ID	PPNO	Alt. ID
05	SLO, ,	46, ,	3307C	0514000028	0226K	
Project Title:	Wye Segment					

Existing Total Project Cost ($1,000s)									Implementing Agency
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	
E&P (PA&ED)									
PS&E	13,200							13,200	Caltrans
R/W SUP (CT)	2,400							2,400	Caltrans
CON SUP (CT)			13,400					13,400	Caltrans
R/W	9,400							9,400	Caltrans
CON			97,800					97,800	Caltrans
TOTAL	25,000		111,200					136,200	
Proposed Total Project Cost ($1,000s)									**Notes**
E&P (PA&ED)									
PS&E	13,200							13,200	
R/W SUP (CT)	2,400							2,400	
CON SUP (CT)			13,400					13,400	
R/W	19,400							19,400	
CON			97,800					97,800	
TOTAL	35,000		111,200					146,200	

Fund No. 1:	**IIP - National Hwy System (NH)**								**Program Code**
Existing Funding ($1,000s)									20.XX.025.700
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	**Funding Agency**
E&P (PA&ED)									Caltrans
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	
Proposed Funding ($1,000s)									**Notes**
E&P (PA&ED)									Increase R/W capital from
PS&E	13,200							13,200	$9,400,000 to $19,400,000.
R/W SUP (CT)	2,400							2,400	
CON SUP (CT)			13,400					13,400	
R/W	19,400							19,400	
CON			95,300					95,300	
TOTAL	35,000		108,700					143,700	

Fund No. 2:	**Future Need - Future Funds (NO-FUND)**								**Program Code**
Existing Funding ($1,000s)									FUTURE
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	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:	RIP - State Cash (ST-CASH)								Program Code
Existing Funding ($1,000s)									20.XX.075.600
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	Funding Agency
E&P (PA&ED)									San Luis Obispo County Council o
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON			2,500					2,500	
TOTAL			2,500					2,500	
Proposed Funding ($1,000s)									Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON			2,500					2,500	
TOTAL			2,500					2,500	

STATE OF CALIFORNIA ● DEPARTMENT OF TRANSPORTATION

PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised Mar, 1 2018 v7.08)

Complete this page for amendments only **Date:** 08/02/19

District	County	Route	EA	Project ID	PPNO	Alt. ID
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 SB1 Projects Only

Project Amendment Request (Please follow the individual SB1 program guidelines for specific criteria)

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

STATE OF CALIFORNIA ● DEPARTMENT OF TRANSPORTATION

PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised Mar, 1 2018 v7.08) *General Instructions*

Amendment (Existing Project)	Yes	**Date:**	08/02/19

District	EA	Project ID	PPNO	MPO ID	Alt Proj. ID / prg.	
05	3307E	0518000075	0226L			

County	Route/Corridor	PM Bk	PM Ahd	Project Sponsor/Lead Agency	
SLO	46	55.1	60.9	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 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 of Kern County Line. Convert to 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

Purpose and Need

Project Benefits:

Reduce congestion and greenhouse gas emmissions, 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.

Category	Outputs/Outcomes	Unit	Total

ADA Improvements Y/N	Bike/Ped Improvements Y/N	Reversible Lane analysis Y/N
Inc. 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)			06/29/2005	
Begin Design (PS&E) Phase			08/01/2018	
End Design Phase (Ready to List for Advertisement Milestone)			06/25/2022	04/07/23
Begin Right of Way Phase			08/01/2018	10/01/22
End Right of Way Phase (Right of Way Certification Milestone)			04/25/2022	03/23/23
Begin Construction Phase (Contract Award Milestone)			11/20/2022	10/26/23
End Construction Phase (Construction Contract Acceptance Milestone)			05/01/2025	07/28/26
Begin Closeout Phase			05/01/2025	05/28/28
End Closeout Phase (Closeout Report)			11/01/2027	07/27/29

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Additional Information

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STATE OF CALIFORNIA ● DEPARTMENT OF TRANSPORTATION

PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised Mar, 1 2018 v7.08)

Date: 08/02/19

District	County	Route	EA	Project ID	PPNO	Alt. ID
05	SLO, ,	46, ,	3307E	0518000075	0226L	

Project Title: Route 46 Antelope Grade

Existing Total Project Cost ($1,000s)									Implementing Agency
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	
E&P (PA&ED)									
PS&E			10,300					10,300	Caltrans
R/W SUP (CT)			2,170					2,170	Caltrans
CON SUP (CT)			11,900					11,900	Caltrans
R/W			3,024					3,024	Caltrans
CON			70,100					70,100	Caltrans
TOTAL			97,494					97,494	
Proposed Total Project Cost ($1,000s)									**Notes**
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			10,300	87,194				97,494	

Fund No. 2:	Future Need - Future Funds (NO-FUND)								Program Code
Existing Funding ($1,000s)									FUTURE
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	**Funding Agency**
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	
Proposed Funding ($1,000s)									**Notes**
E&P (PA&ED)									
PS&E									
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				87,194				87,194	

Fund No. 1:	IIP - State Cash (ST-CASH)								Program Code
Existing Funding ($1,000s)									20.XX.025.700
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	**Funding Agency**
E&P (PA&ED)									Caltrans
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	
Proposed Funding ($1,000s)									**Notes**
E&P (PA&ED)									Delete R/W
PS&E			10,300					10,300	
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL			10,300					10,300	

STATE OF CALIFORNIA ● DEPARTMENT OF TRANSPORTATION

PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised Mar, 1 2018 v7.08)

Complete this page for amendments only **Date:** 08/02/19

District	County	Route	EA	Project ID	PPNO	Alt. ID
05	SLO	46	3307E	0518000075	0226L	

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 SB1 Projects Only

Project Amendment Request (Please follow the individual SB1 program guidelines for specific criteria)

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

STATE OF CALIFORNIA ● DEPARTMENT OF TRANSPORTATION

PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised Mar, 1 2018 v7.08) *General Instructions*

Amendment (Existing Project) Y/N					**Date:**	08/02/19
District	**EA**	**Project ID**	**PPNO**	**MPO ID**	**Alt Proj. ID / prg.**	
05	0N701	0518000112	7101C			

County	**Route/Corridor**	**PM Bk**	**PM Ahd**	**Project Sponsor/Lead Agency**	
SB	101	1.4	R4.8	Caltrans	
				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 - Carpinteria (Segment 4A)

Location (Project Limits), Description (Scope of Work)

In Santa Barbara County, in Carpinteria from 0.2 miles south of Bailard Avenue to 0.5 miles south of S. Padaro Lane. Construct HOV lanes.

This is a grandchild of parent project 05-0N700 (PPNO 7101) and child of parent 05-0N70A (PPNO 7101A).

Component	**Implementing Agency**
PA&ED	Caltrans
PS&E	Caltrans
Right of Way	Caltrans
Construction	Caltrans

Legislative Districts

Assembly:	37	**Senate:**	19	**Congressional:**	24

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. The delay reduction amount shown above is associated with the parent project and will be fulfilled when the entire parent project is completed. A coordinated rehabilitation strategy within the same limits will install long-life (40+) [illegible]

Purpose and Need

Reduce congestion and delays, provide capacity for future travel demand, improve travel time, and provide for HOV lane continuity (in southern Santa Barbara County, per the 2017 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 [illegible]

Category	**Outputs/Outcomes**	**Unit**	**Total**
State Highway Road Construction	Modified/Reconstructed bridge(s)	Each	4
State Highway Road Construction	Sound wall mile(s) constructed	Miles	1.47
State Highway Road Construction	Modified/Improved interchange(s)	Each	0
State Highway Road Construction	HOV/HOT lane-mile(s) constructed	Miles	5.8

ADA Improvements N	Bike/Ped Improvements N	Reversible Lane analysis Y
Inc. Sustainable Communities Strategy Goals Y	Reduces Greenhouse Gas Emissions Y	

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)			08/26/2014	
Begin Design (PS&E) Phase			07/01/2018	
End Design Phase (Ready to List for Advertisement Milestone)			02/01/2020	01/31/20
Begin Right of Way Phase			07/01/2018	
End Right of Way Phase (Right of Way Certification Milestone)			01/15/2020	
Begin Construction Phase (Contract Award Milestone)			08/15/2020	08/05/20
End Construction Phase (Construction Contract Acceptance Milestone)			08/15/2024	02/21/24
Begin Closeout Phase			08/15/2025	10/15/24
End Closeout Phase (Closeout Report)			02/15/2027	12/13/24

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PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised Mar, 1 2018 v7.08)

Date: 08/02/19

Additional Information

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STATE OF CALIFORNIA ● DEPARTMENT OF TRANSPORTATION

PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised Mar, 1 2018 v7.08)

Date: 08/02/19

District	County	Route	EA	Project ID	PPNO	Alt. ID
05	SB, ,	101, ,	0N701	0518000112	7101C	
Project Title:	South Coast 101 HOV Lanes - Carpinteria (Segment 4A)					

Existing Total Project Cost ($1,000s)									
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	**Implementing Agency**
E&P (PA&ED)	12,245							12,245	Caltrans
PS&E	9,700							9,700	Caltrans
R/W SUP (CT)	1,140							1,140	Caltrans
CON SUP (CT)	22,060							22,060	Caltrans
R/W	10,620							10,620	Caltrans
CON	86,500							86,500	Caltrans
TOTAL	142,265							142,265	
Proposed Total Project Cost ($1,000s)									**Notes**
E&P (PA&ED)	12,245							12,245	
PS&E	9,700							9,700	
R/W SUP (CT)	1,140							1,140	
CON SUP (CT)	22,060							22,060	
R/W	10,620							10,620	
CON	86,500							86,500	
TOTAL	142,265							142,265	

Fund No. 1:	**RIP - State Cash (ST-CASH)**								**Program Code**
Existing Funding ($1,000s)									20.XX.075.600
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	**Funding Agency**
E&P (PA&ED)									Santa Barbara County Assoc. of G
PS&E	6,320							6,320	
R/W SUP (CT)	920							920	
CON SUP (CT)	3,620							3,620	
R/W	500							500	
CON									
TOTAL	11,360							11,360	
Proposed Funding ($1,000s)									**Notes**
E&P (PA&ED)									
PS&E	6,320							6,320	
R/W SUP (CT)	920							920	
CON SUP (CT)	3,620							3,620	
R/W	500							500	
CON									
TOTAL	11,360							11,360	

Fund No. 2:	**RIP - State Cash (ST-CASH)**								**Program Code**
Existing Funding ($1,000s)									20.XX.075.600
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	**Funding Agency**
E&P (PA&ED)									Various Agencies
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W	5,240							5,240	
CON									
TOTAL	5,240							5,240	
Proposed Funding ($1,000s)									**Notes**
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W	5,240							5,240	
CON									
TOTAL	5,240							5,240	

Fund No. 3:	Local Funds - Local Transportation Funds (LTF)								Program Code
	Existing Funding ($1,000s)								20.XX.400.100
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	Funding Agency
E&P (PA&ED)									Santa Barbara County
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON	2,470							2,470	
TOTAL	2,470							2,470	
	Proposed Funding ($1,000s)								Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON	2,470							2,470	
TOTAL	2,470							2,470	

Fund No. 4:	IIP - State Cash (ST-CASH)								Program Code
	Existing Funding ($1,000s)								20.XX.025.700
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	Funding Agency
E&P (PA&ED)	495							495	Caltrans
PS&E	2,000							2,000	
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL	2,495							2,495	
	Proposed Funding ($1,000s)								Notes
E&P (PA&ED)	495							495	
PS&E	2,000							2,000	
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL	2,495							2,495	

Fund No. 5:	RIP - State Cash (ST-CASH)								Program Code
	Existing Funding ($1,000s)								20.XX.075.600
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	Funding Agency
E&P (PA&ED)	2,550							2,550	Santa Barbara County Assoc. of G
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL	2,550							2,550	
	Proposed Funding ($1,000s)								Notes
E&P (PA&ED)	2,550							2,550	
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL	2,550							2,550	

Fund No. 6:	State SB1 TCEP - Trade Corridors Enhancement Account (TCEA)								Program Code
	Existing Funding ($1,000s)								20.XX.723.200
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	Funding Agency
E&P (PA&ED)									Caltrans
PS&E									
R/W SUP (CT)									
CON SUP (CT)	8,400							8,400	
R/W									
CON	7,600							7,600	
TOTAL	16,000							16,000	
	Proposed Funding ($1,000s)								Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)	8,400							8,400	
R/W									
CON	7,600							7,600	
TOTAL	16,000							16,000	

Fund No. 7:	State SB1 TCEP - Trade Corridors Enhancement Account (TCEA)								Program Code
	Existing Funding ($1,000s)								20.XX.723.100
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	Funding Agency
E&P (PA&ED)									Caltrans
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON	35,000							35,000	
TOTAL	35,000							35,000	
	Proposed Funding ($1,000s)								Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON	35,000							35,000	
TOTAL	35,000							35,000	

Fund No. 8:	Other State - National Hwy System (NH)								Program Code
	Existing Funding ($1,000s)								SHOPP
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	Funding Agency
E&P (PA&ED)	9,200							9,200	
PS&E	1,380							1,380	
R/W SUP (CT)	220							220	
CON SUP (CT)	10,040							10,040	
R/W	4,880							4,880	
CON	41,430							41,430	
TOTAL	67,150							67,150	
	Proposed Funding ($1,000s)								Notes
E&P (PA&ED)	9,200							9,200	
PS&E	1,380							1,380	
R/W SUP (CT)	220							220	
CON SUP (CT)	10,040							10,040	
R/W	4,880							4,880	
CON	41,430							41,430	
TOTAL	67,150							67,150	

Fund No. 9:	State SB1 SCCP - State Highway Account (SHA)								Program Code
Existing Funding ($1,000s)									20.XX.705.100
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	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									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									

STATE OF CALIFORNIA ● DEPARTMENT OF TRANSPORTATION

PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised Mar, 1 2018 v7.08)

Complete this page for amendments only **Date:** 08/02/19

District	County	Route	EA	Project ID	PPNO	Alt. ID
05	SB	101	0N701	0518000112	7101C	

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 SB1 Projects Only

Project Amendment Request (Please follow the individual SB1 program guidelines for specific criteria)

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

STATE OF CALIFORNIA ● DEPARTMENT OF TRANSPORTATION

PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised Mar, 1 2018 v7.08) *General Instructions*

Amendment (Existing Project) Y/N					**Date:**	08/02/19
District	**EA**	**Project ID**	**PPNO**	**MPO ID**	**Alt Proj. ID / prg.**	
05	0N702	0518000113	7101D			

County	**Route/Corridor**	**PM Bk**	**PM Ahd**	**Project Sponsor/Lead Agency**	
SB	101	4.4	R7.7	Caltrans	
				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-Padaro (Segment 4B)

Location (Project Limits), Description (Scope of Work)

In Santa Barbara County, near Carpinteria and Summerland from 0.9 miles south of S. Padaro Lane Undercrossing to 0.6 miles north of Padaro Lane Overcrossing. Construct HOV lanes.

This is a grandchild of parent project 05-0N700 (PPNO 7101) and child of parent 05-0N70A (PPNO 7101A).

Component	**Implementing Agency**
PA&ED	Caltrans
PS&E	Caltrans
Right of Way	Caltrans
Construction	Caltrans

Legislative Districts

Assembly:	37	**Senate:**	19	**Congressional:**	24

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. The delay reduction amount shown above is associated with the parent project and will be fulfilled when the entire parent project is completed. A coordinated rehabilitation strategy within the same limits will install long-life (40+) [illegible]

Purpose and Need

Reduce congestion and delays, provide capacity for future travel demand, improve travel time, and provide for HOV lane continuity (in southern Santa Barbara County, per the 2017 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 [illegible]

Category	**Outputs/Outcomes**	**Unit**	**Total**
State Highway Road Construction	Modified/Reconstructed bridge(s)	Each	6
State Highway Road Construction	Sound wall mile(s) constructed	Miles	0.76
State Highway Road Construction	Modified/Improved interchange(s)	Each	0
State Highway Road Construction	HOV/HOT lane-mile(s) constructed	Miles	5.8

ADA Improvements Y	Bike/Ped Improvements Y	Reversible Lane analysis Y
Inc. Sustainable Communities Strategy Goals Y	Reduces Greenhouse Gas Emissions Y	

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)		08/26/2014	
Begin Design (PS&E) Phase		07/01/2018	
End Design Phase (Ready to List for Advertisement Milestone)		01/01/2021	12/01/20
Begin Right of Way Phase		07/01/2018	07/17/18
End Right of Way Phase (Right of Way Certification Milestone)		11/01/2020	10/30/20
Begin Construction Phase (Contract Award Milestone)		07/15/2021	06/15/21
End Construction Phase (Construction Contract Acceptance Milestone)		12/15/2025	10/01/25
Begin Closeout Phase		12/15/2026	06/02/26
End Closeout Phase (Closeout Report)		06/15/2028	07/28/26

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PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised Mar, 1 2018 v7.08)

Date: 08/02/19

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STATE OF CALIFORNIA ● DEPARTMENT OF TRANSPORTATION

PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised Mar, 1 2018 v7.08)

Date: 08/02/19

District	County	Route	EA	Project ID	PPNO	Alt. ID
05	SB, ,	101, ,	0N702	0518000113	7101D	
Project Title:	South Coast 101 HOV-Padaro (Segment 4B)					

Existing Total Project Cost ($1,000s)									
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	**Implementing Agency**
E&P (PA&ED)	2,725							2,725	Caltrans
PS&E	14,395							14,395	Caltrans
R/W SUP (CT)	1,010							1,010	Caltrans
CON SUP (CT)		29,990						29,990	Caltrans
R/W	5,023	5,877						10,900	Caltrans
CON		139,310						139,310	Caltrans
TOTAL	23,153	175,177						198,330	
Proposed Total Project Cost ($1,000s)									**Notes**
E&P (PA&ED)	2,725							2,725	
PS&E	14,395							14,395	
R/W SUP (CT)	1,010							1,010	
CON SUP (CT)		29,990						29,990	
R/W	5,023	5,877						10,900	
CON		139,310						139,310	
TOTAL	23,153	175,177						198,330	

Fund No. 1:	**RIP - State Cash (ST-CASH)**								**Program Code**
Existing Funding ($1,000s)									20.XX.075.600
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	**Funding Agency**
E&P (PA&ED)									Santa Barbara County Assoc. of G
PS&E	7,025							7,025	
R/W SUP (CT)	720							720	
CON SUP (CT)		5,250						5,250	
R/W	1,000							1,000	
CON									
TOTAL	8,745	5,250						13,995	
Proposed Funding ($1,000s)									**Notes**
E&P (PA&ED)									
PS&E	7,025							7,025	
R/W SUP (CT)	720							720	
CON SUP (CT)		5,250						5,250	
R/W	1,000							1,000	
CON									
TOTAL	8,745	5,250						13,995	

Fund No. 2:	**RIP - State Cash (ST-CASH)**								**Program Code**
Existing Funding ($1,000s)									20.XX.075.600
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	**Funding Agency**
E&P (PA&ED)									San Joaquin Council of Governme
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W	3,613							3,613	
CON									
TOTAL	3,613							3,613	
Proposed Funding ($1,000s)									**Notes**
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W	3,613							3,613	
CON									
TOTAL	3,613							3,613	

Fund No. 3:	RIP - State Cash (ST-CASH)								Program Code
Existing Funding ($1,000s)									20.XX.075.600
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	Funding Agency
E&P (PA&ED)	2,250							2,250	Santa Barbara County Assoc. of G
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL	2,250							2,250	
Proposed Funding ($1,000s)									Notes
E&P (PA&ED)	2,250							2,250	
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL	2,250							2,250	

Fund No. 4:	Local Funds - Local Transportation Funds (LTF)								Program Code
Existing Funding ($1,000s)									20.XX.400.100
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	Funding Agency
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W		5,877						5,877	
CON		29,100						29,100	
TOTAL		34,977						34,977	
Proposed Funding ($1,000s)									Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W		5,877						5,877	
CON		29,100						29,100	
TOTAL		34,977						34,977	

Fund No. 5:	IIP - State Cash (ST-CASH)								Program Code
Existing Funding ($1,000s)									20.XX.025.700
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	Funding Agency
E&P (PA&ED)	475							475	Caltrans
PS&E	3,000							3,000	
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL	3,475							3,475	
Proposed Funding ($1,000s)									Notes
E&P (PA&ED)	475							475	
PS&E	3,000							3,000	
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL	3,475							3,475	

Fund No. 6:	State SB1 SCCP - State Highway Account (SHA)								Program Code
Existing Funding ($1,000s)									20.XX.705.100
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	Funding Agency
E&P (PA&ED)									Caltrans
PS&E									
R/W SUP (CT)									
CON SUP (CT)		12,250						12,250	
R/W									
CON		49,560						49,560	
TOTAL		61,810						61,810	
Proposed Funding ($1,000s)									Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)		12,250						12,250	
R/W									
CON		49,560						49,560	
TOTAL		61,810						61,810	

Fund No. 7:	Other State - National Hwy System (NH)								Program Code
Existing Funding ($1,000s)									SHOPP
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	Funding Agency
E&P (PA&ED)									Caltrans
PS&E	4,370							4,370	
R/W SUP (CT)	290							290	
CON SUP (CT)		12,490						12,490	
R/W	410							410	
CON		60,650						60,650	
TOTAL	5,070	73,140						78,210	
Proposed Funding ($1,000s)									Notes
E&P (PA&ED)									
PS&E	4,370							4,370	
R/W SUP (CT)	290							290	
CON SUP (CT)		12,490						12,490	
R/W	410							410	
CON		60,650						60,650	
TOTAL	5,070	73,140						78,210	

STATE OF CALIFORNIA ● DEPARTMENT OF TRANSPORTATION

PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised Mar, 1 2018 v7.08)

Complete this page for amendments only **Date:** 08/02/19

District	County	Route	EA	Project ID	PPNO	Alt. ID
05	SB	101	0N702	0518000113	7101D	

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 SB1 Projects Only

Project Amendment Request (Please follow the individual SB1 program guidelines for specific criteria)

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

STATE OF CALIFORNIA ● DEPARTMENT OF TRANSPORTATION

PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised Mar, 1 2018 v7.08) *General Instructions*

Amendment (Existing Project) Y/N					**Date:**	08/02/19
District	**EA**	**Project ID**	**PPNO**	**MPO ID**	**Alt Proj. ID / prg.**	
05	0N703	0518000109	7101E			

County	**Route/Corridor**	**PM Bk**	**PM Ahd**	**Project Sponsor/Lead Agency**	
SB	101	R7.3	9.6	Caltrans	
				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-Summerland (Segment 4C)

Location (Project Limits), Description (Scope of Work)

In Santa Barbara County, in and near Summerland from 0.2 miles north of Padaro Lane Overcrossing to San Ysidro Creek Bridge. Construct HOV lanes.

Component	**Implementing Agency**
PA&ED	Caltrans
PS&E	Caltrans
Right of Way	Caltrans
Construction	Caltrans

Legislative Districts

Assembly:	37	**Senate:**	19	**Congressional:**	24

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. The delay reduction amount shown above is associated with the parent project and will be fulfilled when the entire parent project is completed. A coordinated rehabilitation strategy within the same limits will install long-life (40+ [illegible]

Purpose and Need

Reduce congestion and delays, provide capacity for future travel demand, improve travel time, and provide for HOV lane continuity (in southern Santa Barbara County, per the 2017 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 [illegible]

Category	**Outputs/Outcomes**	**Unit**	**Total**
State Highway Road Construction	Modified/Improved interchange(s)	Each	1
State Highway Road Construction	Sound wall mile(s) constructed	Miles	0.4
State Highway Road Construction	Modified/Reconstructed bridge(s)	Each	1
State Highway Road Construction	HOV/HOT lane-mile(s) constructed	Miles	3.4

ADA Improvements N	Bike/Ped Improvements N	Reversible Lane analysis N
Inc. Sustainable Communities Strategy Goals N	Reduces Greenhouse Gas Emissions 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)		08/26/2014	
Begin Design (PS&E) Phase		09/26/2014	
End Design Phase (Ready to List for Advertisement Milestone)		01/01/2021	03/03/20
Begin Right of Way Phase		05/01/2016	07/18/18
End Right of Way Phase (Right of Way Certification Milestone)		11/01/2020	02/03/20
Begin Construction Phase (Contract Award Milestone)		07/15/2021	09/10/20
End Construction Phase (Construction Contract Acceptance Milestone)		12/15/2025	10/30/24
Begin Closeout Phase		12/15/2026	07/01/25
End Closeout Phase (Closeout Report)		06/15/2028	08/27/25

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PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised Mar, 1 2018 v7.08)

Date: 08/02/19

Additional Information

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STATE OF CALIFORNIA ● DEPARTMENT OF TRANSPORTATION

PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised Mar, 1 2018 v7.08)

Date: 08/02/19

District	County	Route	EA	Project ID	PPNO	Alt. ID
05	SB, ,	101, ,	0N703	0518000109	7101E	

Project Title: South Coast 101 HOV-Summerland (Segment 4C)

Existing Total Project Cost ($1,000s)									
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	Implementing Agency
E&P (PA&ED)	2,380							2,380	Caltrans
PS&E	7,280							7,280	Caltrans
R/W SUP (CT)	520							520	Caltrans
CON SUP (CT)		17,720						17,720	Caltrans
R/W	3,930							3,930	Caltrans
CON		88,470						88,470	Caltrans
TOTAL	14,110	106,190						120,300	
Proposed Total Project Cost ($1,000s)									**Notes**
E&P (PA&ED)	2,380							2,380	
PS&E	7,280							7,280	
R/W SUP (CT)	520							520	
CON SUP (CT)		17,720						17,720	
R/W	3,930							3,930	
CON		88,470						88,470	
TOTAL	14,110	106,190						120,300	

Fund No. 1:	RIP - State Cash (ST-CASH)								Program Code
Existing Funding ($1,000s)									20.XX.075.600
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	Funding Agency
E&P (PA&ED)									Santa Barbara County Assoc. of G
PS&E	1,040							1,040	
R/W SUP (CT)									
CON SUP (CT)		3,400						3,400	
R/W									
CON									
TOTAL	1,040	3,400						4,440	
Proposed Funding ($1,000s)									**Notes**
E&P (PA&ED)									
PS&E	1,040							1,040	
R/W SUP (CT)									
CON SUP (CT)		3,400						3,400	
R/W									
CON									
TOTAL	1,040	3,400						4,440	

Fund No. 2:	RIP - State Cash (ST-CASH)								Program Code
Existing Funding ($1,000s)									20.XX.075.600
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	Funding Agency
E&P (PA&ED)	1,950							1,950	Santa Barbara County Assoc. of G
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL	1,950							1,950	
Proposed Funding ($1,000s)									**Notes**
E&P (PA&ED)	1,950							1,950	
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL	1,950							1,950	

Fund No. 3:	IIP - State Cash (ST-CASH)								Program Code
	Existing Funding ($1,000s)								20.XX.025.700
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	Funding Agency
E&P (PA&ED)	430							430	Caltrans
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL	430							430	
	Proposed Funding ($1,000s)								Notes
E&P (PA&ED)	430							430	
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL	430							430	

Fund No. 4:	Local Funds - Local Transportation Funds (LTF)								Program Code
	Existing Funding ($1,000s)								20.XX.400.100
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	Funding Agency
E&P (PA&ED)									Santa Barbara County
PS&E	5,910							5,910	
R/W SUP (CT)	430							430	
CON SUP (CT)									
R/W	3,660							3,660	
CON		22,520						22,520	
TOTAL	10,000	22,520						32,520	
	Proposed Funding ($1,000s)								Notes
E&P (PA&ED)									
PS&E	5,910							5,910	
R/W SUP (CT)	430							430	
CON SUP (CT)									
R/W	3,660							3,660	
CON		22,520						22,520	
TOTAL	10,000	22,520						32,520	

Fund No. 5:	State SB1 SCCP - State Highway Account (SHA)								Program Code
	Existing Funding ($1,000s)								20.XX.705.100
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	Funding Agency
E&P (PA&ED)									Caltrans
PS&E									
R/W SUP (CT)									
CON SUP (CT)		7,940						7,940	
R/W									
CON		34,060						34,060	
TOTAL		42,000						42,000	
	Proposed Funding ($1,000s)								Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)		7,940						7,940	
R/W									
CON		34,060						34,060	
TOTAL		42,000						42,000	

Fund No. 6:	Other State - National Hwy System (NH)								Program Code
Existing Funding ($1,000s)									SHOPP
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	Funding Agency
E&P (PA&ED)									Caltrans
PS&E	330							330	
R/W SUP (CT)	90							90	
CON SUP (CT)		6,380						6,380	
R/W	270							270	
CON		31,890						31,890	
TOTAL	690	38,270						38,960	
Proposed Funding ($1,000s)									Notes
E&P (PA&ED)									
PS&E	330							330	
R/W SUP (CT)	90							90	
CON SUP (CT)		6,380						6,380	
R/W	270							270	
CON		31,890						31,890	
TOTAL	690	38,270						38,960	

STATE OF CALIFORNIA ● DEPARTMENT OF TRANSPORTATION

PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised Mar, 1 2018 v7.08)

Complete this page for amendments only **Date:** 08/02/19

District	County	Route	EA	Project ID	PPNO	Alt. ID
05	SB	101	0N703	0518000109	7101E	

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 SB1 Projects Only

Project Amendment Request (Please follow the individual SB1 program guidelines for specific criteria)

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

STATE OF CALIFORNIA ● DEPARTMENT OF TRANSPORTATION

PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised Mar, 1 2018 v7.08) *General Instructions*

Amendment (Existing Project) Y/N					**Date:**	03/29/19
District	**EA**	**Project ID**	**PPNO**	**MPO ID**	**Alt Proj. ID / prg.**	
06	0S370	0614000130	6705			

County	**Route/Corridor**	**PM Bk**	**PM Ahd**	**Project Sponsor/Lead Agency**	
FRE	41	0	7.1	Caltrans	
KIN	41	R48.0	R48.3	**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)

In Kings and Fresno County about 6 miles north of Lemoore, from 0.3 mile north of Excelsior Avenue Undercrossing to 1.0 mile north of Elkhorn Avenue. Widen from 2-lane conventional highway to 4-lane expressway.

Component	**Implementing Agency**
PA&ED	Caltrans
PS&E	Caltrans
Right of Way	Caltrans
Construction	Caltrans

Legislative Districts

Assembly:	31,32	**Senate:**	12, 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

Purpose and Need

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-mile(s) constructed	Miles	24

ADA Improvements Y	Bike/Ped Improvements N	Reversible Lane analysis N
Inc. Sustainable Communities Strategy Goals N	Reduces Greenhouse Gas Emissions 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	06/14/05
Begin Design (PS&E) Phase			07/01/2018	07/01/18
End Design Phase (Ready to List for Advertisement Milestone)			03/01/2021	01/01/22
Begin Right of Way Phase			07/01/2018	07/01/18
End Right of Way Phase (Right of Way Certification Milestone)			02/01/2021	01/01/22
Begin Construction Phase (Contract Award Milestone)			07/01/2023	07/01/22
End Construction Phase (Construction Contract Acceptance Milestone)			07/01/2026	07/01/25
Begin Closeout Phase			07/01/2026	07/01/25
End Closeout Phase (Closeout Report)			07/01/2028	07/01/27

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PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised Mar, 1 2018 v7.08)

Date: 03/29/19

Additional Information

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STATE OF CALIFORNIA ● DEPARTMENT OF TRANSPORTATION

PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised Mar, 1 2018 v7.08)

Date: 03/29/19

District	County	Route	EA	Project ID	PPNO	Alt. ID
06	FRE, KIN,	41, 41,	0S370	0614000130	6705	
Project Title:	Excelsior Expressway					

Existing Total Project Cost ($1,000s)									
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	**Implementing Agency**
E&P (PA&ED)									Caltrans
PS&E	3,000							3,000	Caltrans
R/W SUP (CT)	1,500							1,500	Caltrans
CON SUP (CT)					7,500			7,500	Caltrans
R/W	5,500							5,500	Caltrans
CON					45,000			45,000	Caltrans
TOTAL	10,000				52,500			62,500	
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)					7,000			7,000	
R/W	5,500							5,500	
CON				5,750	51,000			56,750	
TOTAL	10,000			5,750	58,000			73,750	

Fund No. 1:	**IIP - National Hwy System (NH)**								**Program Code**
Existing Funding ($1,000s)									20.XX.025.700
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	**Funding Agency**
E&P (PA&ED)									Caltrans
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	
Proposed Funding ($1,000s)									**Notes**
E&P (PA&ED)									
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. 2:	**Future Need - Future Funds (NO-FUND)**								**Program Code**
Existing Funding ($1,000s)									FUTURE
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	**Funding Agency**
E&P (PA&ED)									Caltrans
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	
Proposed Funding ($1,000s)									**Notes**
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)					7,000			7,000	
R/W									
CON					51,000			51,000	
TOTAL					58,000			58,000	

Fund No. 3:	RIP - National Hwy System (NH)								Program Code
Existing Funding ($1,000s)									20.XX.075.600
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	Funding Agency
E&P (PA&ED)									Caltrans
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W	2,000							2,000	
CON									
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	2,000							2,000	
CON				5,750				5,750	
TOTAL	2,000			5,750				7,750	

STATE OF CALIFORNIA ● DEPARTMENT OF TRANSPORTATION

PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised Mar, 1 2018 v7.08)

Complete this page for amendments only **Date:** 03/29/19

District	County	Route	EA	Project ID	PPNO	Alt. ID
06	FRE KIN	41 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 SB1 Projects Only

Project Amendment Request (Please follow the individual SB1 program guidelines for specific criteria)

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

STATE OF CALIFORNIA ● DEPARTMENT OF TRANSPORTATION

PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised Mar, 1 2018 v7.08) *General Instructions*

Amendment (Existing Project) Y/N						**Date:**	07/02/19
District	**EA**	**Project ID**	**PPNO**	**MPO ID**		**Alt Proj. ID / prg.**	
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

The project will improve safety for 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 Sierras-Northern Nevada Strategic Interregional Corridor.

Purpose and Need

The highway constitutes the principal 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 an Interregional High Emphasis Focus Route and is essential to the economic of the eastern Sierra region. It is consistant with the Transportation Concept Report, the Interregional Transportation Strategic Plan, and the Kern County Regional Transportation Plan.

Category	**Outputs/Outcomes**	**Unit**	**Total**
Local streets and roads	New roadway lane-mile(s)	Miles	6.2
State Highway Road Construction	Pedestrian/Bicycle facilities mile(s) constructed	Miles	6.2

ADA Improvements N	Bike/Ped Improvements Y	Reversible Lane analysis N
Inc. Sustainable Communities Strategy Goals Y	Reduces Greenhouse Gas Emissions 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)			10/29/2007	
Begin Design (PS&E) Phase			07/01/2021	07/01/18
End Design Phase (Ready to List for Advertisement Milestone)			06/15/2024	07/01/22
Begin Right of Way Phase			07/01/2021	07/01/20
End Right of Way Phase (Right of Way Certification Milestone)			05/01/2024	07/01/22
Begin Construction Phase (Contract Award Milestone)			01/01/2025	01/01/23
End Construction Phase (Construction Contract Acceptance Milestone)			07/01/2026	07/01/24
Begin Closeout Phase			03/01/2027	12/01/24
End Closeout Phase (Closeout Report)			12/01/2033	12/01/27

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Additional Information

economic of the Eastern Sierra region. It is consistant with the Transportation Concept Report, the Interregional Transporation Strategic Plan, and the Kern County Regional Transportation Plan.

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STATE OF CALIFORNIA ● DEPARTMENT OF TRANSPORTATION

PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised Mar, 1 2018 v7.08)

Date: 07/02/19

District	County	Route	EA	Project ID	PPNO	Alt. ID
06	KER, ,	14, ,	45712	0612000197	8042B	

Project Title: Freeman Gulch Widening - Segment 2

Existing Total Project Cost ($1,000s)									Implementing Agency
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	
E&P (PA&ED)									
PS&E	4,900							4,900	Caltrans
R/W SUP (CT)					1,500			1,500	Caltrans
CON SUP (CT)					5,500			5,500	Caltrans
R/W					17,700			17,700	Caltrans
CON					67,600			67,600	Caltrans
TOTAL	4,900				92,300			97,200	
Proposed Total Project Cost ($1,000s)									**Notes**
E&P (PA&ED)									
PS&E	5,000							5,000	
R/W SUP (CT)		150						150	
CON SUP (CT)							8,530	8,530	
R/W		860						860	
CON							62,000	62,000	
TOTAL	5,000	1,010					70,530	76,540	

Fund No. 1:	RIP - National Hwy System (NH)								Program Code
Existing Funding ($1,000s)									20.XX.075.600
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	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**
E&P (PA&ED)									No RTIP this cycle
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	20-21	21-22	22-23	23-24	24-25	25-26+	Total	**Funding Agency**
E&P (PA&ED)									Mono County Local Transportation
PS&E	620							620	
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL	620							620	
Proposed Funding ($1,000s)									**Notes**
E&P (PA&ED)									
PS&E	720							720	
R/W SUP (CT)		150						150	
CON SUP (CT)									
R/W		860						860	
CON									
TOTAL	720	1,010						1,730	

Fund No. 3:	IIP - National Hwy System (NH)								Program Code
	Existing Funding ($1,000s)								20.XX.025.700
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	Funding Agency
E&P (PA&ED)									Caltrans
PS&E	1,960							1,960	
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL	1,960							1,960	
	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	20-21	21-22	22-23	23-24	24-25	25-26+	Total	Funding Agency
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	
	Proposed Funding ($1,000s)								Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)							8,530	8,530	
R/W									
CON							62,000	62,000	
TOTAL							70,530	70,530	

Fund No. 5:	RIP - State Cash (ST-CASH)								Program Code
	Existing Funding ($1,000s)								20.XX.075.600
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	Funding Agency
E&P (PA&ED)									Kern Council of Governments
PS&E	1,960							1,960	
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL	1,960							1,960	
	Proposed Funding ($1,000s)								Notes
E&P (PA&ED)									No RTIP this cycle
PS&E	1,960							1,960	
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL	1,960							1,960	

STATE OF CALIFORNIA ● DEPARTMENT OF TRANSPORTATION

PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised Mar, 1 2018 v7.08)

Complete this page for amendments only **Date:** 07/02/19

District	County	Route	EA	Project ID	PPNO	Alt. ID
06	KER	14	45712	0612000197	8042B	

SECTION 1 - All Projects

Project Background

The Freeman Gulch Four-Lane project (06-45710) achieved PA&ED on 10/28/2007. Due to the cost of the project, a Supplemental Project Report was submitted and ultimately approved on 4/12/2010 to split the project into three segments. This project is the second of the three segments. The first segment completed construction 9/11/2018.

Programming Change Requested

In the 2020 STIP, restore previously programmed funds for RW Support. Restore but decrease previously programmed funds for RW Capital.

Reason for Proposed Change

RW Support and RW Capital funds need to be allocated to proceed with project delivery.

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 SB1 Projects Only

Project Amendment Request (Please follow the individual SB1 program guidelines for specific criteria)

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

STATE OF CALIFORNIA ● DEPARTMENT OF TRANSPORTATION

PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised Mar, 1 2018 v7.08) *General Instructions*

Amendment (Existing Project) Y/N						Date:	03/29/19
District	**EA**	**Project ID**		**PPNO**	**MPO ID**	**Alt Proj. ID / prg.**	
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. Relieve traffic congestion.

Component	Implementing Agency
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

The pupose of this project is to reduce congestion, increase connectivity of the highway system, and preserve acceptable facility operation of Route 99. Demand for this facility is increasing due to the regional population growth and recent development in the area. This project is needed to address a projected capacity problem and low Level of Service.

Category	Outputs/Outcomes	Unit	Total
State Highway Road Construction	Mixed flow lane-miles constructed	Miles	11.6

ADA Improvements Yes	Bike/Ped Improvements Yes	Reversible Lane analysis Yes
Inc. Sustainable Communities Strategy Goals No	Reduces Greenhouse Gas Emissions Yes	

Project Milestone			**Existing**	**Proposed**
Project Study Report Approved				
Begin Environmental (PA&ED) Phase			10/01/2018	05/01/19
Circulate Draft Environmental Document	**Document Type**	ND/FONSI	10/01/2020	10/01/21
Draft Project Report			10/01/2020	09/01/21
End Environmental Phase (PA&ED Milestone)			01/03/2021	05/01/22
Begin Design (PS&E) Phase			10/01/2021	05/01/22
End Design Phase (Ready to List for Advertisement Milestone)			10/01/2023	05/02/24
Begin Right of Way Phase			10/01/2021	05/01/22
End Right of Way Phase (Right of Way Certification Milestone)			09/01/2023	05/01/24
Begin Construction Phase (Contract Award Milestone)			05/01/2024	02/01/25
End Construction Phase (Construction Contract Acceptance Milestone)			07/01/2026	02/01/27
Begin Closeout Phase			07/01/2026	02/01/27
End Closeout Phase (Closeout Report)			07/01/2029	02/01/30

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STATE OF CALIFORNIA ● DEPARTMENT OF TRANSPORTATION

PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised Mar, 1 2018 v7.08)

Date: 03/29/19

District	County	Route	EA	Project ID	PPNO	Alt. ID
06	MAD	99, ,	0H220	0612000158	6297	

Project Title: South Madera 6 Lane

Existing Total Project Cost ($1,000s)									
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	Implementing Agency
E&P (PA&ED)	3,413							3,413	Caltrans
PS&E			9,000					9,000	Caltrans
R/W SUP (CT)					4,000			4,000	Caltrans
CON SUP (CT)					12,500			12,500	Caltrans
R/W					12,000			12,000	Caltrans
CON					147,000			147,000	Caltrans
TOTAL	3,413		9,000		175,500			187,913	
Proposed Total Project Cost ($1,000s)									**Notes**
E&P (PA&ED)	3,413							3,413	
PS&E			9,460					9,460	
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	3,413		9,460	16,000	159,500			188,373	

Fund No. 1:	IIP - National Hwy System (NH)								Program Code
Existing Funding ($1,000s)									20.XX.025.700
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	Funding Agency
E&P (PA&ED)	3,413							3,413	Caltrans
PS&E			9,000					9,000	
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL	3,413		9,000					12,413	
Proposed Funding ($1,000s)									**Notes**
E&P (PA&ED)	3,413							3,413	
PS&E			6,400					6,400	
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL	3,413		6,400					9,813	

Fund No. 2:	Future Need - Future Funds (NO-FUND)								Program Code
Existing Funding ($1,000s)									FUTURE
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	Funding Agency
E&P (PA&ED)									
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	
Proposed Funding ($1,000s)									**Notes**
E&P (PA&ED)									
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				16,000	159,500			175,500	

STATE OF CALIFORNIA ● DEPARTMENT OF TRANSPORTATION

PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised Mar, 1 2018 v7.08)

Complete this page for amendments only **Date:** 03/29/19

District	County	Route	EA	Project ID	PPNO	Alt. ID
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 SB1 Projects Only

Project Amendment Request (Please follow the individual SB1 program guidelines for specific criteria)

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

STATE OF CALIFORNIA ● DEPARTMENT OF TRANSPORTATION

PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised Mar, 1 2018 v7.08) *General Instructions*

Amendment (Existing Project) Y/N						Date:	03/29/19
District	**EA**	**Project ID**		**PPNO**	**MPO ID**	**Alt Proj. ID / prg.**	
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. Relieve Traffic Congestion.

Component	Implementing Agency
PA&ED	Caltrans
PS&E	Caltrans
Right of Way	Caltrans
Construction	Caltrans

Legislative Districts

Assembly:		Senate:		Congressional:	

Project Benefits

The improvement would reduce traffic congestions 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-mile(s) constructed	Miles	10.2

ADA Improvements Yes	Bike/Ped Improvements Yes	Reversible Lane analysis N
Inc. Sustainable Communities Strategy Goals No	Reduces Greenhouse Gas Emissions Yes	

Project Milestone			Existing	Proposed
Project Study Report Approved				
Begin Environmental (PA&ED) Phase			10/01/2018	05/01/19
Circulate Draft Environmental Document	**Document Type**	ND/FONSI	03/01/2021	08/01/20
Draft Project Report			02/01/2021	02/15/21
End Environmental Phase (PA&ED Milestone)			10/01/2021	11/01/21
Begin Design (PS&E) Phase			10/01/2021	12/01/21
End Design Phase (Ready to List for Advertisement Milestone)			10/01/2023	01/07/24
Begin Right of Way Phase			10/01/2021	11/01/21
End Right of Way Phase (Right of Way Certification Milestone)			09/01/2023	12/01/23
Begin Construction Phase (Contract Award Milestone)			07/01/2024	07/01/24
End Construction Phase (Construction Contract Acceptance Milestone)			07/01/2026	10/01/26
Begin Closeout Phase			07/01/2026	10/01/26
End Closeout Phase (Closeout Report)			07/01/2029	10/01/29

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STATE OF CALIFORNIA ● DEPARTMENT OF TRANSPORTATION

PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised Mar, 1 2018 v7.08)

Date: 03/29/19

District	County	Route	EA	Project ID	PPNO	Alt. ID
06	TUL, ,	99, ,	48950	0614000040	6369	

Project Title: Tulare City Widening

Existing Total Project Cost ($1,000s)									
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	Implementing Agency
E&P (PA&ED)		4,150						4,150	Caltrans
PS&E				6,000				6,000	Caltrans
R/W SUP (CT)					6,000			6,000	Caltrans
CON SUP (CT)					13,000			13,000	Caltrans
R/W					47,000			47,000	Caltrans
CON					124,000			124,000	Caltrans
TOTAL		4,150		6,000	190,000			200,150	
Proposed Total Project Cost ($1,000s)									**Notes**
E&P (PA&ED)		4,150						4,150	
PS&E			6,370					6,370	
R/W SUP (CT)				2,000	2,000			4,000	
CON SUP (CT)					9,000			9,000	
R/W				5,000	5,000			10,000	
CON					100,000			100,000	
TOTAL		4,150	6,370	7,000	116,000			133,520	

Fund No. 1:	RIP - National Hwy System (NH)								Program Code
Existing Funding ($1,000s)									20.XX.075.600
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	Funding Agency
E&P (PA&ED)		2,150						2,150	Tulare County Association of Gove
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL		2,150						2,150	
Proposed Funding ($1,000s)									**Notes**
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	20-21	21-22	22-23	23-24	24-25	25-26+	Total	Funding Agency
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	
Proposed Funding ($1,000s)									**Notes**
E&P (PA&ED)									
PS&E									
R/W SUP (CT)				2,000	2,000			4,000	
CON SUP (CT)					9,000			9,000	
R/W				5,000	5,000			10,000	
CON					100,000			100,000	
TOTAL				7,000	116,000			123,000	

Fund No. 3:	IIP - National Hwy System (NH)								Program Code
Existing Funding ($1,000s)									20.XX.025.700
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	Funding Agency
E&P (PA&ED)		2,000						2,000	Caltrans
PS&E				6,000				6,000	
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL		2,000		6,000				8,000	
Proposed Funding ($1,000s)									Notes
E&P (PA&ED)		2,000						2,000	
PS&E			4,300					4,300	
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL		2,000	4,300					6,300	

STATE OF CALIFORNIA ● DEPARTMENT OF TRANSPORTATION

PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised Mar, 1 2018 v7.08)

Complete this page for amendments only **Date:** 03/29/19

District	County	Route	EA	Project ID	PPNO	Alt. ID
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 SB1 Projects Only

Project Amendment Request (Please follow the individual SB1 program guidelines for specific criteria)

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

STATE OF CALIFORNIA ● DEPARTMENT OF TRANSPORTATION

PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised Mar, 1 2018 v7.08) *General Instructions*

Amendment (Existing Project) Y/N						Date:	07/16/19
District	**EA**	**Project ID**	**PPNO**	**MPO ID**		**Alt Proj. ID / prg.**	
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 Avenue to 1.2 mile south of Avenue 280. Widen from four to six lanes.

Component	Implementing Agency
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 and one southbound lane. Project also includes replacement plantings. 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-mile(s) constructed	Miles	9.2

ADA Improvements Y	Bike/Ped Improvements Y	Reversible Lane analysis N
Inc. Sustainable Communities Strategy Goals Y	Reduces Greenhouse Gas Emissions 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)			02/25/2009	
Begin Design (PS&E) Phase			08/01/2013	
End Design Phase (Ready to List for Advertisement Milestone)			11/01/2019	05/15/20
Begin Right of Way Phase			06/01/2014	
End Right of Way Phase (Right of Way Certification Milestone)			11/01/2019	03/20/20
Begin Construction Phase (Contract Award Milestone)			05/06/2020	01/01/21
End Construction Phase (Construction Contract Acceptance Milestone)			07/01/2023	
Begin Closeout Phase			07/01/2023	
End Closeout Phase (Closeout Report)			02/01/2025	

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PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised Mar, 1 2018 v7.08)

Date: 07/16/19

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STATE OF CALIFORNIA ● DEPARTMENT OF TRANSPORTATION

PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised Mar, 1 2018 v7.08)

Date: 07/16/19

District	County	Route	EA	Project ID	PPNO	Alt. ID
06	TUL, ,	99, ,	36024	0613000005	6400G	

Project Title: Tagus 6-Lane Widening (Combined)

Existing Total Project Cost ($1,000s)									
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	Implementing Agency
E&P (PA&ED)									Caltrans
PS&E	5,950							5,950	Caltrans
R/W SUP (CT)	1,663							1,663	Caltrans
CON SUP (CT)		12,000						12,000	Caltrans
R/W	10,600							10,600	Caltrans
CON		67,000						67,000	Caltrans
TOTAL	18,213	79,000						97,213	
Proposed Total Project Cost ($1,000s)									**Notes**
E&P (PA&ED)									
PS&E	5,950							5,950	
R/W SUP (CT)	1,663							1,663	
CON SUP (CT)		12,000						12,000	
R/W	5,000							5,000	
CON		60,000						60,000	
TOTAL	12,613	72,000						84,613	

Fund No. 1:	RIP - National Hwy System (NH)								Program Code
Existing Funding ($1,000s)									20.XX.075.600
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	Funding Agency
E&P (PA&ED)									Tulare County Association of Gove
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	
Proposed Funding ($1,000s)									**Notes**
E&P (PA&ED)									
PS&E	425							425	
R/W SUP (CT)	613							613	
CON SUP (CT)									
R/W	2,759							2,759	
CON		7,164						7,164	
TOTAL	3,797	7,164						10,961	

Fund No. 2:	IIP - National Hwy System (NH)								Program Code
Existing Funding ($1,000s)									20.XX.025.700
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	Funding Agency
E&P (PA&ED)									Caltrans
PS&E	5,525							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	11,325	71,000						82,325	
Proposed Funding ($1,000s)									**Notes**
E&P (PA&ED)									
PS&E	5,525							5,525	
R/W SUP (CT)	1,050							1,050	
CON SUP (CT)		12,000						12,000	
R/W	2,241							2,241	
CON		52,836						52,836	
TOTAL	8,816	64,836						73,652	

STATE OF CALIFORNIA ● DEPARTMENT OF TRANSPORTATION

PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised Mar, 1 2018 v7.08)

Complete this page for amendments only **Date:** 07/16/19

District	County	Route	EA	Project ID	PPNO	Alt. ID
06	TUL	99	36024	0613000005	6400G	

SECTION 1 - All Projects

Project Background

Programming Change Requested

Reduce Right of Way and Construction Capital Cost.

Reason for Proposed Change

Updated estimates based upon actual and appraised acquisitions for Right of Way Capital. 95% PS&E cost estimate update. reduces Latest information reduces capital need. $5.6 Million Right of Way and $7.0 Million 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 SB1 Projects Only

Project Amendment Request (Please follow the individual SB1 program guidelines for specific criteria)

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	7/16/2019

Attachments

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

STATE OF CALIFORNIA ● DEPARTMENT OF TRANSPORTATION

PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised Mar, 1 2018 v7.08) *General Instructions*

Amendment (Existing Project) Y/N					**Date:**	06/20/19
District	**EA**	**Project ID**	**PPNO**	**MPO ID**	**Alt Proj. ID / prg.**	
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

Olancha and Cartago Expressway

Location (Project Limits), Description (Scope of Work)

Near Olancha and Cartago, south of the Los Angeles Aqueduct Bridge to south of the Ash Creek Bridge. Widen 2 lane conventional highway to 4 lane expressway.

Component	**Implementing Agency**
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 multi-use undercrossing, Class III Bike Route, and intersection improvements that will benefit multiple modes of transportation.

Category	**Outputs/Outcomes**	**Unit**	**Total**
State Highway Road Construction	Turnout(s) constructed	Each	1
State Highway Road Construction	Pedestrian/Bicycle facilities mile(s) constructed	Miles	12.14
State Highway Road Construction	New roadway lane-mile(s)	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
Inc. 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		01/01/2000	01/01/00
End Design Phase (Ready to List for Advertisement Milestone)		05/01/2020	05/01/20
Begin Right of Way Phase		01/01/2000	01/01/00
End Right of Way Phase (Right of Way Certification Milestone)		02/01/2020	02/01/20
Begin Construction Phase (Contract Award Milestone)		10/01/2020	10/01/20
End Construction Phase (Construction Contract Acceptance Milestone)		08/01/2022	08/01/22
Begin Closeout Phase		03/01/2023	03/01/23
End Closeout Phase (Closeout Report)		12/03/2029	01/01/26

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PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised Mar, 1 2018 v7.08)

Date: 06/20/19

Additional Information

District 9 will be requesting construction capital and support funds in FY 19/20, in advance of the programmed FY 21/22 as the project is on schedule to RTL in spring of 2020. If advanced, construction cost savings would equal approximately $4 million. Funding stakeholders have a vested interest in constructing the project as soon as possible. A completed 4 lane expressway would be the culmination of a Memorandum of Understanding signed by Inyo County, Mono County, and Kern County in 1999 and the Project Study Report produced that same year. Currently, a child project is underway to evaluate and mitigate archaeological and cultural resources. This $5 million contract for arcaeological fieldwork will be completed by RTL. Delay between fieldwork completion and construction start may erode Caltrans credibility with its partners, including five Native American Tribes, the California State Historic Preservation Officer, the Advisory Council on Historic Preservation, and two Bureau of Land Management offices if work doesn't proceed. Furthermore, California Department of Fish and Wildlife has requested wildlife studies not be more than one year old. Wildlife studies are presently occurring. There is a risk these studies will have to be redone the longer the project is shelved between Environmental Certification at RTL to construction start. Re-doing the studies could cost an additional $500,000 in the Design phase. 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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STATE OF CALIFORNIA ● DEPARTMENT OF TRANSPORTATION

PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised Mar, 1 2018 v7.08)

Date: 06/20/19

District	County	Route	EA	Project ID	PPNO	Alt. ID
09	INY, ,	395, ,	21340	0900000030	0170	

Project Title: Olancha and Cartago Expressway

Existing Total Project Cost ($1,000s)									Implementing Agency
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	
E&P (PA&ED)	9,370							9,370	Caltrans
PS&E	7,310							7,310	Caltrans
R/W SUP (CT)	3,500							3,500	Caltrans
CON SUP (CT)			9,850					9,850	Caltrans
R/W	24,800							24,800	Caltrans
CON			83,100					83,100	Caltrans
TOTAL	44,980		92,950					137,930	
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	20-21	21-22	22-23	23-24	24-25	25-26+	Total	**Funding Agency**
E&P (PA&ED)									Inyo County Local Transportation C
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	
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	20-21	21-22	22-23	23-24	24-25	25-26+	Total	**Funding Agency**
E&P (PA&ED)									Kern Council of Governments
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	
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	20-21	21-22	22-23	23-24	24-25	25-26+	Total	Funding Agency
E&P (PA&ED)	937							937	Mono County Local Transportation
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	
	Proposed Funding ($1,000s)								Notes
E&P (PA&ED)	937							937	2018 STIP had $1.250M
PS&E	731							731	additional contribution
R/W SUP (CT)	350							350	above 10% in Con Capital.
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	20-21	21-22	22-23	23-24	24-25	25-26+	Total	Funding Agency
E&P (PA&ED)	3,748							3,748	Inyo County Local Transportation C
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL	3,748							3,748	
	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	20-21	21-22	22-23	23-24	24-25	25-26+	Total	Funding Agency
E&P (PA&ED)	937							937	Kern Council of Governments
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL	937							937	
	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	20-21	21-22	22-23	23-24	24-25	25-26+	Total	Funding Agency
E&P (PA&ED)									Caltrans
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	
	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	20-21	21-22	22-23	23-24	24-25	25-26+	Total	Funding Agency
E&P (PA&ED)	3,748							3,748	Caltrans
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL	3,748							3,748	
	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:	Future Need - Future Funds (NO-FUND)								Program Code
	Existing Funding ($1,000s)								FUTURE
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	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 Mar, 1 2018 v7.08)

Complete this page for amendments only **Date:** 06/20/19

District	County	Route	EA	Project ID	PPNO	Alt. ID
09	INY	395	21340	0900000030	0170	

SECTION 1 - All Projects

Project Background

A Project Study Report was completed February 7, 1999. PA&ED began in FY 1999/00. In 2007, a new alternative was identified for inclusion in the project (and one existing alternative was dropped from consideration). The reason for adding this alternative was to have an option that minimizes private Right-of-Way take and relocation of residents and to minimize archaeological impacts. With the addition of this new alternative, additional environmental studies were necessary to identify the environmental impacts of the new alternative. The Preferred Alternative was recommended in June 2011. The Preferred Alternative is a combination of two alternatives, therefore, additional studies were performed to identify the impacts of the hybrid alternative. In 2014, separate construction funds were programmed for EA 09-21342 for archaeological mitigation.

Programming Change Requested

There are no proposed changes in this cycle (2020 STIP) to the previously programmed amounts.

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 SB1 Projects Only

Project Amendment Request (Please follow the individual SB1 program guidelines for specific criteria)

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

STATE OF CALIFORNIA ● DEPARTMENT OF TRANSPORTATION

PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised Mar, 1 2018 v7.08)

General Instructions

Amendment (Existing Project) Yes		**Date:**	03/27/19

District	EA	Project ID	PPNO	MPO ID	Alt Proj. ID / prg.	
10	0Q122	1014000168	0161B			

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
Jes Padda	(209) 948-7765	jes.padda@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	Implementing Agency
PA&ED	Caltrans
PS&E	Caltrans
Right of Way	Caltrans
Construction	Caltrans

Legislative Districts

Assembly:	17	Senate:	12	Congressional:	18

Project Benefits

SR 99 is the backbone of the transportation system in District 10 with significant goods movement and is a key element to the trade corridors in the state. Benefits include improvements for goods movement within a key agricultural center, supporting a growing economy and improving the livability of the region. See Project Information on page 2.

Purpose and Need

This project proposes to enhance capacity within the project limits, reduce congestion and improve traffic operations, reduce traffic congestion, GHG emissions and freight movement delays.

Benefits:

Category	Outputs/Outcomes	Unit	Total
State Highway Road Construction	Mixed flow lane-miles constructed	each	7.65

ADA Improvements	No	Bike/Ped Improvements	No	Reversible Lane analysis	No
Inc. 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)			06/02/2014	
Begin Design (PS&E) Phase			08/01/2014	
End Design Phase (Ready to List for Advertisement Milestone)			05/16/2017	10/15/21
Begin Right of Way Phase			07/01/2014	
End Right of Way Phase (Right of Way Certification Milestone)			02/10/2017	09/15/21
Begin Construction Phase (Contract Award Milestone)			09/27/2019	05/04/22
End Construction Phase (Construction Contract Acceptance Milestone)			07/10/2021	02/02/24
Begin Closeout Phase			09/22/2022	02/03/24
End Closeout Phase (Closeout Report)			06/22/2014	07/02/26

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PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised Mar, 1 2018 v7.08)

Date: 03/27/19

Additional Information

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STATE OF CALIFORNIA ● DEPARTMENT OF TRANSPORTATION

PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised Mar, 1 2018 v7.08)

Date: 03/27/19

District	County	Route	EA	Project ID	PPNO	Alt. ID
10	MER, ,	99, ,	0Q122	1014000168	0161B	

Project Title: Livingston Widening Southbound

Existing Total Project Cost ($1,000s)									
Component	Prior	18-19	19-20	20-21	21-22	22-23	23-24+	Total	Implementing Agency
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**
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					29,636			29,636	
TOTAL	5,000				34,136			39,136	

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)					4,500			4,500	
R/W	200							200	
CON					29,450			29,450	
TOTAL	5,000				33,950			38,950	
Proposed Funding ($1,000s)									**Notes**
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:	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)									Merced Co. Association of Gov
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					186			186	
TOTAL					186			186	

STATE OF CALIFORNIA ● DEPARTMENT OF TRANSPORTATION

PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised Mar, 1 2018 v7.08)

Complete this page for amendments only **Date:** 03/27/19

District	County	Route	EA	Project ID	PPNO	Alt. ID
10	MER	99	0Q122	1014000168	0161B	0

SECTION 1 - All Projects

Project Background

The parent project 0Q120 was split into the Livingston Widening Southbound (EA 0Q122 / PPNO 0161B) and the Livingston Widening Northbound (EA 0Q121 / PPNO 0161A) projects. Both of these projects were nominated for the Trade Corridor Enhancement Program (TCEP) but only the 0161A was selected for funding. The 0161A is expected to begin construction later this summer. The Merced County Association of Governments (MCAG) committed a total of $5,500,000 for these projects.

Programming Change Requested

The Project Change Request (PCR) proposes to increase PS&E from $3,000,000 to $3,700,000, Construction Support from $4,500,000 to $6,952,000 and Construction Capital from $29,450,000 to $29,836,000.

Reason for Proposed Change

Construction Capital costs have increased 1.3% above programmed costs based on current market conditions. PS&E funds were almost expended to make the project shovel ready for the SB1 TCEP. However, the project was not selected and so the project needs additional funds to perform re-work to update the bid documents for delivery in 2021. Construction Support costs have increased due to the change in pavement materials that took place as a result of the life cycle cost analysis. This study recommended that when you factor in maintenance costs that Continuous Reinforced Concrete Pavement (CRCP) was preferred over Jointed Plain Concrete Pavement (JPCP). CRCP includes much more rebar to achieve a 40 year design life versus a 20 year design life for JPCP. This added rebar cuts the production rate for the concrete pavement in half or more and so substantially decreased the production rate (increase the working days). Also, the initial estimate for Construction Support was a top-down estimate that did not consider the amount work required for CRCP pavement work.

If proposed change will delay one or more components, clearly explain 1) reason the delay, 2) cost increase

The additional savings are proposed to come from savings in the STIP-IIP program or additional revenue in the State Transportation Improvement Program. MCAG will commit their remaining $186,000 STIP-RIP funds.

Other Significant Information

SECTION 2 - For SB1 Projects Only

Project Amendment Request (Please follow the individual SB1 program guidelines for specific criteria)

SECTION 3 - All Projects

Approvals

I hereby certify that the above information is complete and accurate and all approvals have been obtained for the

Name (Print or Type)	Signature	Title	Date
JES PADDA		PROJECT MANAGER	3/28/2019

Attachments

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

STATE OF CALIFORNIA ● DEPARTMENT OF TRANSPORTATION

PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised Mar, 1 2018 v7.08) *General Instructions*

Amendment (Existing Project) Y/N						**Date:**	05/20/19
District	**EA**	**Project ID**		**PPNO**	**MPO ID**	**Alt Proj. ID / prg.**	
75				2194			

County	**Route/Corridor**	**PM Bk**	**PM Ahd**	**Project Sponsor/Lead Agency**	
ALA				Caltrans	
				MPO	**Element**
				MTC	RAIL

Project Manager/Contact	**Phone**	**E-mail Address**
Betty L. Miller	(916)654-5739	betty.l.miller@dot.ca.gov

Project Title

Coast Subdivision Rail Corridor Improvements

Location (Project Limits), Description (Scope of Work)

Project is located on the Union Pacific Railroad (UPRR) Coast Subdivision between Milepost (MP) 13.5 (Oakland) and MP 30.6 (Newark). The proposed project includes design and construction to: (1) replace rail, ties, and grade crossings; (2) upgrade signal system; (3) install positive train control; and (4) replace track turnouts. Project funding will be refined by design and negotiation with UPRR.

Component	**Implementing Agency**
PA&ED	Caltrans
PS&E	
Right of Way	
Construction	Caltrans

Legislative Districts

Assembly:	18,20	**Senate:**	9,10	**Congressional:**	11,15

Project Benefits

Immediate benefits will be safer operations for passenger and freight rail services; shortened travel times, improved reliability for both passenger service and goods movement; and reduced fuel usage, resulting in fewer emissions. In the longer term, this project starts the process of reducing conflicts between freight and passenger rail services in the East Bay of the San Francisco Bay Area consistent with Capitol Corridor Joint Powers Authority (CCJPA)'s Vision Implementation Plan and the 2018 California State Rail Plan.

Purpose and Need

The purpose is to upgrade the infrastructure between Oakland and Newark to fill the need for improved passenger and freight rail services in the proposed project area in both the near and long term. Passenger and freight safety will be increased, travel time shortened, and reliability improved, thus fulfilling the need to support the service and ridership objectives of the CCJPA Capitol Corridor Intercity Passenger Rail service, as well as environmental benefits of reduced fuel emissions.

Category	**Outputs/Outcomes**	**Unit**	**Total**
Intercity Rail/Mass Trans	Mile(s) of rehabilitated track	Miles	16

ADA Improvements Y	Bike/Ped Improvements N	Reversible Lane analysis N
Inc. Sustainable Communities Strategy Goals Y	Reduces Greenhouse Gas Emissions Y	

Project Milestone			**Existing**	**Proposed**
Project Study Report Approved				
Begin Environmental (PA&ED) Phase			10/03/2017	
Circulate Draft Environmental Document	**Document Type**			
Draft Project Report			10/04/2017	01/01/23
End Environmental Phase (PA&ED Milestone)				06/30/23
Begin Design (PS&E) Phase				07/01/23
End Design Phase (Ready to List for Advertisement Milestone)				09/30/23
Begin Right of Way Phase				
End Right of Way Phase (Right of Way Certification Milestone)				
Begin Construction Phase (Contract Award Milestone)			07/01/2020	03/31/24
End Construction Phase (Construction Contract Acceptance Milestone)			07/01/2022	03/31/28
Begin Closeout Phase			08/01/2022	09/30/28
End Closeout Phase (Closeout Report)			02/01/2023	03/31/29

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PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised Mar, 1 2018 v7.08)

Date: 05/20/19

Additional Information

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STATE OF CALIFORNIA ● DEPARTMENT OF TRANSPORTATION

PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised Mar, 1 2018 v7.08)

Date: 05/20/19

District	County	Route	EA	Project ID	PPNO	Alt. ID
75	ALA, ,	, ,			2194	

Project Title: Coast Subdivision Rail Corridor Improvements

Existing Total Project Cost ($1,000s)									
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	**Implementing Agency**
E&P (PA&ED)									Caltrans
PS&E									
R/W SUP (CT)									
CON SUP (CT)									Caltrans
R/W									
CON			15,363					15,363	Caltrans
TOTAL			15,363					15,363	
Proposed Total Project Cost ($1,000s)									**Notes**
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON					26,863			26,863	
TOTAL					26,863			26,863	

Fund No. 1:	**IIP - National Hwy System (NH)**								**Program Code**
Existing Funding ($1,000s)									20.XX.025.700
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	**Funding Agency**
E&P (PA&ED)									Caltrans
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON			15,363					15,363	
TOTAL			15,363					15,363	
Proposed Funding ($1,000s)									**Notes**
E&P (PA&ED)									Moved funding to FY 23-24 for appropriate sequencing of projects on the Coast Subdivision.
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON					26,863			26,863	
TOTAL					26,863			26,863	

STATE OF CALIFORNIA ● DEPARTMENT OF TRANSPORTATION

PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised Mar, 1 2018 v7.08)

Complete this page for amendments only **Date:** 05/20/19

District	County	Route	EA	Project ID	PPNO	Alt. ID
75	ALA				2194	

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 SB1 Projects Only

Project Amendment Request (Please follow the individual SB1 program guidelines for specific criteria)

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

STATE OF CALIFORNIA ● DEPARTMENT OF TRANSPORTATION

PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised Mar, 1 2018 v7.08) *General Instructions*

Amendment (Existing Project) Y/N						**Date:**	05/16/19
District	**EA**	**Project ID**		**PPNO**	**MPO ID**	**Alt Proj. ID / prg.**	
75				2191			
County	**Route/Corridor**	**PM Bk**	**PM Ahd**	**Project Sponsor/Lead Agency**			
FRE				Caltrans			
				MPO	**Element**		
				COFCG	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)

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.

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.

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

Purpose and Need

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.

Category	Outputs/Outcomes	Unit	Total

ADA Improvements Y/N	Bike/Ped Improvements Y/N	Reversible Lane analysis Y/N
Inc. 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			08/01/2021	08/30/20
Circulate Draft Environmental Document	**Document Type**			
Draft Project Report				
End Environmental Phase (PA&ED Milestone)			08/01/2021	06/30/21
Begin Design (PS&E) Phase			08/01/2021	08/31/21
End Design Phase (Ready to List for Advertisement Milestone)			08/01/2021	06/30/22
Begin Right of Way Phase				
End Right of Way Phase (Right of Way Certification Milestone)				
Begin Construction Phase (Contract Award Milestone)			07/01/2022	08/30/22
End Construction Phase (Construction Contract Acceptance Milestone)			06/01/2025	06/30/25
Begin Closeout Phase				
End Closeout Phase (Closeout Report)				

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PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised Mar, 1 2018 v7.08)

Date: 05/16/19

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STATE OF CALIFORNIA ● DEPARTMENT OF TRANSPORTATION

PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised Mar, 1 2018 v7.08)

Date: 05/16/19

District	County	Route	EA	Project ID	PPNO	Alt. ID
75	FRE, ,	, ,			2191	

Project Title: San Joaquin Corridor 2nd Platforms for Bi-hourly and Morning Express Service

Existing Total Project Cost ($1,000s)									
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	Implementing Agency
E&P (PA&ED)			100					100	Caltrans
PS&E			1,900					1,900	Caltrans
R/W SUP (CT)									Caltrans
CON SUP (CT)									Caltrans
R/W									Caltrans
CON				34,000				34,000	Caltrans
TOTAL			2,000	34,000				36,000	
Proposed Total Project Cost ($1,000s)									**Notes**
E&P (PA&ED)		600						600	
PS&E			2,000					2,000	
R/W SUP (CT)									
CON SUP (CT)									
R/W			1,000					1,000	
CON				16,400				16,400	
TOTAL		600	3,000	16,400				20,000	

Fund No. 1:	IIP - National Hwy System (NH)								Program Code
Existing Funding ($1,000s)									30.20.020.720
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	Funding Agency
E&P (PA&ED)			100					100	Caltrans
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	
Proposed Funding ($1,000s)									**Notes**
E&P (PA&ED)		600						600	
PS&E			2,000					2,000	
R/W SUP (CT)									
CON SUP (CT)									
R/W			1,000					1,000	
CON				16,400				16,400	
TOTAL		600	3,000	16,400				20,000	

STATE OF CALIFORNIA ● DEPARTMENT OF TRANSPORTATION

PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised Mar, 1 2018 v7.08)

Complete this page for amendments only **Date:** 05/16/19

District	County	Route	EA	Project ID	PPNO	Alt. ID
75	FRE				2191	

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 SB1 Projects Only

Project Amendment Request (Please follow the individual SB1 program guidelines for specific criteria)

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

STATE OF CALIFORNIA ● DEPARTMENT OF TRANSPORTATION

PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised Mar, 1 2018 v7.08) *General Instructions*

Amendment (Existing Project) Y/N					**Date:**	05/17/19
District	**EA**	**Project ID**	**PPNO**	**MPO ID**	**Alt Proj. ID / prg.**	
75	R889TB		2002A			

County	**Route/Corridor**	**PM Bk**	**PM Ahd**	**Project Sponsor/Lead Agency**	
LA		S157.8	157.8	Caltrans	
				MPO	**Element**
				SCAG	RAIL

Project Manager/Contact	**Phone**	**E-mail Address**
Dan Mahgerefteh	(213)418-3219	mahgereftehd@metro.net

Project Title

Rosecrans / Marquardt Grade Seperation

Location (Project Limits), Description (Scope of Work)

In Santa Fe Springs, at the intersection of Rosecrans Avenue and Marquardt Avenue, on the BNSF Right of Way. Construct grade separation at Rosecrans/Marquardt Avenue. (Parent project = PPNO 2002).

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:	57	**Senate:**	32	**Congressional:**	38

Project Benefits

Project Benefits:

The project alleviates traffic congestion and hazards, improves safety, improves travel time, improves operational flexibility, provides intermodal connections, increases service reliability and safety for existing and future rail activity. The project has the potential to reduce GHG emissions by reducing vehicle idling through the elimination of railroad gates made possible by grade separation.

Purpose and Need

Improve safety, reduce traffic congestion and hazards improve mobility, increase reliability, and provide a facility that can accommodate future high speed rail. The intersection of Rosecrans/Marquardt and BNSF Railway has been rated as the most hazardous at-grade crossing by the California Public Utilities Commission (CPUC). Therefore, the proposed project is deemed necessary in order to alleviate this traffic congestion, improve safety and minimize hazards by retiring/eliminating the the existing at-grade crossing.

Category	**Outputs/Outcomes**	**Unit**	**Total**
Intercity Rail/Mass Trans	Grade separation(s) / rail crossing improvement(s)	Each	1
Local streets and roads	Bicycle lane mile(s)	Miles	0.88
Local streets and roads	Sidewalk mile(s)	Miles	0.72

ADA Improvements Y	Bike/Ped Improvements Y	Reversible Lane analysis N
Inc. Sustainable Communities Strategy Goals Y	Reduces Greenhouse Gas Emissions Y	

Project Milestone		**Existing**	**Proposed**
Project Study Report Approved			
Begin Environmental (PA&ED) Phase		05/01/2015	05/01/15
Circulate Draft Environmental Document	**Document Type**	02/28/2016	02/28/16
Draft Project Report			
End Environmental Phase (PA&ED Milestone)		03/01/2018	11/07/18
Begin Design (PS&E) Phase		05/01/2015	05/01/15
End Design Phase (Ready to List for Advertisement Milestone)		10/01/2019	06/19/20
Begin Right of Way Phase		09/01/2017	09/01/17
End Right of Way Phase (Right of Way Certification Milestone)		09/01/2019	05/21/20
Begin Construction Phase (Contract Award Milestone)		04/01/2020	12/24/20
End Construction Phase (Construction Contract Acceptance Milestone)		06/01/2022	03/01/23
Begin Closeout Phase		06/01/2022	03/01/23
End Closeout Phase (Closeout Report)		09/01/2022	03/01/24

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PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised Mar, 1 2018 v7.08)

Date: 05/17/19

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STATE OF CALIFORNIA ● DEPARTMENT OF TRANSPORTATION

PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised Mar, 1 2018 v7.08)

Date: 05/17/19

District	County	Route	EA	Project ID	PPNO	Alt. ID
75	LA, ,	, ,	R889TB		2002A	

Project Title: Rosecrans / Marquardt Grade Seperation

Existing Total Project Cost ($1,000s)									
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	**Implementing Agency**
E&P (PA&ED)	1,970							1,970	Los Angeles County Metropolitan
PS&E	6,360							6,360	Los Angeles County Metropolitan
R/W SUP (CT)									Los Angeles County Metropolitan
CON SUP (CT)									Los Angeles County Metropolitan
R/W	68,738							68,738	Los Angeles County Metropolitan
CON	81,370							81,370	Los Angeles County Metropolitan
TOTAL	158,438							158,438	
Proposed Total Project Cost ($1,000s)									**Notes**
E&P (PA&ED)	1,970							1,970	
PS&E	6,360							6,360	
R/W SUP (CT)									
CON SUP (CT)									
R/W	68,738							68,738	
CON	81,370							81,370	
TOTAL	158,438							158,438	

Fund No. 1:	**IIP - National Hwy System (NH)**								**Program Code**
Existing Funding ($1,000s)									30.20.020.720
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	**Funding Agency**
E&P (PA&ED)									Caltrans
PS&E	2,000							2,000	$2000 PSE voted 03/13/08
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON	7,000							7,000	
TOTAL	9,000							9,000	
Proposed Funding ($1,000s)									**Notes**
E&P (PA&ED)									
PS&E	2,000							2,000	
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON	7,000							7,000	
TOTAL	9,000							9,000	

Fund No. 2:	**Local Funds - Measure R (MEA_R)**								**Program Code**
Existing Funding ($1,000s)									20.XX.400.100
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	**Funding Agency**
E&P (PA&ED)	1,970							1,970	
PS&E	4,360							4,360	
R/W SUP (CT)									
CON SUP (CT)									
R/W	17,618							17,618	
CON	2,552							2,552	
TOTAL	26,500							26,500	
Proposed Funding ($1,000s)									**Notes**
E&P (PA&ED)	1,970							1,970	
PS&E	4,360							4,360	
R/W SUP (CT)									
CON SUP (CT)									
R/W	17,618							17,618	
CON	2,552							2,552	
TOTAL	26,500							26,500	

Fund No. 3:	State Bond - High Speed Passenger Train Bond Program (Propositio (PROP1A)								Program Code
	Existing Funding ($1,000s)								Bond Funding
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	Funding Agency
E&P (PA&ED)									Caltrans
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W	39,414							39,414	
CON	37,251							37,251	
TOTAL	76,665							76,665	
	Proposed Funding ($1,000s)								Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W	39,414							39,414	
CON	37,251							37,251	
TOTAL	76,665							76,665	

Fund No. 4:	Federal Disc. - 2013 TIGER Grants (TIGER13)								Program Code
	Existing Funding ($1,000s)								20.XX.400.300
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	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	

Fund No. 5:	Local Funds - Local Transportation Funds (LTF)								Program Code
	Existing Funding ($1,000s)								20.XX.400.100
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	Funding Agency
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON	7,273							7,273	
TOTAL	7,273							7,273	
	Proposed Funding ($1,000s)								Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON	7,273							7,273	
TOTAL	7,273							7,273	

Fund No. 6:	Local Funds - Local Transportation Funds (LTF)								Program Code
	Existing Funding ($1,000s)								20.XX.400.100
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	Funding Agency
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W	11,706							11,706	
CON	3,294							3,294	
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	11,706							11,706	
CON	3,294							3,294	
TOTAL	15,000							15,000	

Fund No. 7:	State SB1 TCEP - Trade Corridors Enhancement Account (TCEA)								Program Code
	Existing Funding ($1,000s)								30.20.723.200
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	Funding Agency
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON	9,000							9,000	
TOTAL	9,000							9,000	
	Proposed Funding ($1,000s)								Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON	9,000							9,000	
TOTAL	9,000							9,000	

STATE OF CALIFORNIA ● DEPARTMENT OF TRANSPORTATION

PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised Mar, 1 2018 v7.08)

Complete this page for amendments only **Date:** 05/17/19

District	County	Route	EA	Project ID	PPNO	Alt. ID
75	LA		R889TB		2002A	

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 SB1 Projects Only

Project Amendment Request (Please follow the individual SB1 program guidelines for specific criteria)

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

STATE OF CALIFORNIA ● DEPARTMENT OF TRANSPORTATION

PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised Mar, 1 2018 v7.08) *General Instructions*

Amendment (Existing Project) Y/N					**Date:**	05/17/19
District	**EA**	**Project ID**	**PPNO**	**MPO ID**	**Alt Proj. ID / prg.**	
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	**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:	38,45	**Senate:**	27	**Congressional:**	30

Project Benefits

Purpose and Need

Outputs/Outcomes:

IR/MT Miles of New Track miles 7.4

IR/MT New Bridges each 4

IR/MT Turnouts Constructed each 4

IR/MT St

Category	**Outputs/Outcomes**	**Unit**	**Total**
Intercity Rail/Mass Trans	Mile(s) of new track	Miles	7.4
Intercity Rail/Mass Trans	Grade separation(s) / rail crossing improvement(s)	Each	4
Intercity Rail/Mass Trans	Station improvement(s)	Each	1
Local streets and roads	Turnout(s) constructed	Each	4

ADA Improvements Y/N	Bike/Ped Improvements Y/N	Reversible Lane analysis Y/N
Inc. 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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Additional Information

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STATE OF CALIFORNIA ● DEPARTMENT OF TRANSPORTATION

PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised Mar, 1 2018 v7.08)

Date: 05/17/19

District	County	Route	EA	Project ID	PPNO	Alt. ID
75	LA, ,	, ,		0012000130	2098	

Project Title: Raymer to Bernson Double Track Project

Existing Total Project Cost ($1,000s)									
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	**Implementing Agency**
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**
E&P (PA&ED)	1,954							1,954	
PS&E	6,500							6,500	
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON		27,980						27,980	
TOTAL	8,454	27,980						36,434	

Fund No. 1:	**Federal Disc. - 2011 Federal Discretionary Grants (2011FDG)**								**Program Code**
Existing Funding ($1,000s)									20.XX.400.300
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	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**
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	20-21	21-22	22-23	23-24	24-25	25-26+	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**
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	20-21	21-22	22-23	23-24	24-25	25-26+	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)									De-programming Raymer-Bernson funding from the 2020 STIP. The funds are to be re-programmed to the Link US project.
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									

Fund No. 4:	State Bond - Public Transportation Modernization Improvement (PTMISEA)								Program Code
	Existing Funding ($1,000s)								30.20.090.000
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	Funding Agency
E&P (PA&ED)									Caltrans
PS&E	6,500							6,500	$6500 PSE voted 01/29/14
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	20-21	21-22	22-23	23-24	24-25	25-26+	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	

STATE OF CALIFORNIA ● DEPARTMENT OF TRANSPORTATION

PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised Mar, 1 2018 v7.08)

Complete this page for amendments only **Date:** 05/17/19

District	County	Route	EA	Project ID	PPNO	Alt. ID
75	LA			0012000130	2098	

SECTION 1 - All Projects

Project Background

Raymer to Bernson is a Multi-funded double track project in Los Angeles County. The CTC programmed both Intercity Rail Improvement (IRI) 1B Bond and Interregional Transportation Improvement Program (ITIP) funds for this project. Plans, Specifications, and Estimate (PS&E) funding was allocated from the IRI Program. A PS&E document was producesd as a result of this work.

Programming Change Requested

The Department proposes to amend the STIP to deprogram the Raymer to Bernson Double Track project (PPNO 2098) in Los angeles County, currently programmed in the ITIP for $60,820,000, and program the funds to a new project entitled Lin Union Station (Link US) Phase A project (PPNO 9880). The Los Angeles County Metropolitan Transportation Authority (LA Metro) and the Southern California Regional Rail Authority (SCRRA) concure with this request.

Reason for Proposed Change

Through review of the completed design, LA Metro concluded that nine grade crossings impacted by the project wiudl hae to be reconstructed to current Metrolink standards A full review of the project scope, including an evaluation of construction cost inflation, has resulted in a total construction cost estimate of $180 million. This amount significantly exceeds the available funding, it is proposed to deprogram the ITIP construction funding. Moving the Raymer to Bernson programming of $60,820,000 to the Link US project will ultimately provide greater benefits to rail passengers. It is anticipated to save 15 minutes in travel time for trains passing through Union Station. In addition, regional rail connectivity will be expanded with up to 63 percent increase in rail capcity. The increase capcity will be valuable when the Summer Olympics comes to Los Angeles in 2028.

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

The Raymer to Bernson Double Track PS&E document will be filed until the benfits of the project exceed it's cost.

Other Significant Information

SECTION 2 - For SB1 Projects Only

Project Amendment Request (Please follow the individual SB1 program guidelines for specific criteria)

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

STATE OF CALIFORNIA ● DEPARTMENT OF TRANSPORTATION

PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised 2 Aug 2019 v8.00b) *General Instructions*

Amendment (Existing Project) Y/N					**Date:**	9/30/19
District	**EA**	**Project ID**	**PPNO**	**MPO ID**		
75	TBD	TBD0000000	9882	SCAG		

County	**Route/Corridor**	**PM Bk**	**PM Ahd**	**Project Sponsor/Lead Agency**	
LA				Caltrans	
				MPO	**Element**
				SCAG	Rail

Project Manager/Contact	**Phone**	**E-mail Address**
Jeanet Owens	(213) 418-3189	OwensJ@metro.net

Project Title

Link Union Station

Location (Project Limits), Description (Scope of Work)

The project will make LA's Union Station, a run-through track station instead of a stub-end station, vastly improving the throughput capacity for Commuter and High Speed Rail (HSR) systems, while at the same time providing adequate space for pedestrian connectivity between subway, light rail, Amtrak, Metrolink, bus, bike, shared ride, and future HSR systems. TIRCP funds will be used to complete PA&ED, PS&E, R/W and the Phase A construction phases of the project. Mile Post (MP) Locations: Northern limit is at MP 1.18; Union Station is at MP 0.0; Southern limit is at MP 142.6. STIP-ITIP funds will be used to complete construction phases of the project. (Continued in Additional Information on Page 2).

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:	38, 45	**Senate:**	27	**Congressional:**	30

Project Benefits

Phase A of Link US serves as a linchpin to delivering the SCORE Program, offering increased capacity via the initial delivery of 2 run-through tracks. The Full Build Link US Project will increase the operational capacity and flexibility of LAUS to accomodate more commuter, intercity, and high speed rail trains; (Continued in Additional Information Section on Page 2)

Purpose and Need

Funding and constructing the Phase A Project will result in a dramatic increase in the operational efficiency and capacity of this station through converting the station from a stub track to a run through track configuration. The Full Build Link US Project (Phases A&B) will ensure the capcity for 15-minute service on core segments of the Metrolink system.

Category	**Outputs/Outcomes**	**Unit**	**Total**
Rail / Multi-Modal	Miles of new track	Miles	0.78
Rail / Multi-Modal	Grade separations/ rail crossing improvements	EA	3
Rail / Multi-Modal	Station improvements	EA	1
Rail / Multi-Modal			

NHS Improvements	Y/N		Roadway Class			Reversible Lane analysis	Y/N
Inc. 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				05/31/16
Circulate Draft Environmental Document	**Document Type**	EIR		11/16/18
Draft Project Report				N/A
End Environmental Phase (PA&ED Milestone)				04/30/20
Begin Design (PS&E) Phase				04/29/19
End Design Phase (Ready to List for Advertisement Milestone)				06/30/20
Begin Right of Way Phase				08/01/19
End Right of Way Phase (Right of Way Certification Milestone)				07/30/21
Begin Construction Phase (Contract Award Milestone)				07/31/20
End Construction Phase (Construction Contract Acceptance Milestone)				12/29/23
Begin Closeout Phase				12/29/23
End Closeout Phase (Closeout Report)				12/31/24

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Additional Information

(Continued from Page 1 Location, Project Limits, Description, and Scope of Work Section) The main construction elements in Phase A includes early track, signal and communication improvements in the throat, LAUS Platform 4 modification and the associated track work and ramp, the US 101 viaduct structure that can accomodate up to 9 run-through tracks and associated modifiaction to US 101, two interim run-through tracks constructed on the US 101 viaduct, embankment and other structures associated with connecting the run-through tracks to the mainline tracks on the west bank of the Los Angeles River, the associated Right of Way acquisitions and utility relocation and pedestrian and bicycle improvements.
(Continued from Project Benefit Section on Page 1) enhance seamless transfers to local and regional transit services, improve mobility, provide job and mobility benefits to disadvantaged communities, enhance passenger safety, and reduce GHG emissions by 13.5 million metric tons which equates to 26% of the total GHG reductions projected for the SCORE Program. The SCORE program is projected to reduce up to 51.7 million metric tons of CO2-associated GHG reductions over the 55-year project life through 2078.

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STATE OF CALIFORNIA ● DEPARTMENT OF TRANSPORTATION

PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised 2 Aug 2019 v8.00b)

Date: 9/30/19

District	County	Route	EA	Project ID	PPNO	
75	LA		TBD	TBD0000000	9882	
Project Title:	Link Union Station					

Existing Total Project Cost ($1,000s)									
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	**Implementing Agency**
E&P (PA&ED)									Los Angeles County Metropolitan
PS&E									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									Los Angeles County Metropolitan
TOTAL									
Proposed Total Project Cost ($1,000s)									**Notes**
E&P (PA&ED)	84,431							84,431	
PS&E	76,324							76,324	
R/W SUP (CT)									
CON SUP (CT)									
R/W	137,063							137,063	
CON		88,840	127,532	152,216	284,812			652,580	
TOTAL	297,818	88,840	127,532	152,216	284,812			950,398	

Fund No. 1:	**State Proposition 1A/High Speed Rail Bonds**								**Program Code**
Existing Funding ($1,000s)									
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	**Funding Agency**
E&P (PA&ED)									CA High Speed Rail Authority
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding ($1,000s)									**Notes**
E&P (PA&ED)									
PS&E	45,178							45,178	
R/W SUP (CT)									
CON SUP (CT)									
R/W	68,532							68,532	
CON		57,755	63,766	76,108	111,996			309,625	
TOTAL	113,710	57,755	63,766	76,108	111,996			423,335	

Fund No. 2:	**Other California High Speed Rail authority Funds**								**Program Code**
Existing Funding ($1,000s)									
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	**Funding Agency**
E&P (PA&ED)									CA High Speed Rail Authority
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding ($1,000s)									**Notes**
E&P (PA&ED)	15,896							15,896	This fund comprises $14.807 million of Federal ARRA funds and $3.919 million of CA State (Cap and Trade) funds
PS&E	2,830							2,830	
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL	18,726							18,726	

Fund No. 3:	So. Cal. Regional Rail Authority Contributions (non-Metro members)								Program Code
	Existing Funding ($1,000s)								
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	Funding Agency
E&P (PA&ED)									So. Cal. Rerional Rail Authority
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		30,265	3,065	6,670				40,000	
TOTAL		30,265	3,065	6,670				40,000	

Fund No. 4:	So. Cal Reg. Rail Authority Contribution (Metro (Measure R 3% + Other Local))								Program Code
	Existing Funding ($1,000s)								
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	Funding Agency
E&P (PA&ED)									LACMTA
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
	Proposed Funding ($1,000s)								Notes
E&P (PA&ED)	45,514							45,514	
PS&E	6,158							6,158	
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL	51,672							51,672	

Fund No. 5:	LOSSAN/Amtrak								Program Code
	Existing Funding ($1,000s)								
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	Funding Agency
E&P (PA&ED)									LOSSAN/Amtrak
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				5,000				5,000	
TOTAL				5,000				5,000	

Fund No. 6:	Metro Measure M 2% Transit Connectivity Funds								Program Code
Existing Funding ($1,000s)									
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	Funding Agency
E&P (PA&ED)									LACMTA
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				13,274				13,274	
TOTAL				13,274				13,274	

Fund No. 7:	Transit and Intercity Rail Capital Program								Program Code
Existing Funding ($1,000s)									
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	Funding Agency
E&P (PA&ED)									CalSTA
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding ($1,000s)									Notes
E&P (PA&ED)	23,021							23,021	Based on discussions with the Project Partners this is the new amount to be programmed for the project.
PS&E	22,158							22,158	
R/W SUP (CT)									
CON SUP (CT)									
R/W	68,531							68,531	
CON			60,701	51,164	111,996			223,861	
TOTAL	113,710		60,701	51,164	111,996			337,571	

Fund No. 8:	ITIP (State Funds)								Program Code
Existing Funding ($1,000s)									
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	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)									Raymer to Bernson 2018 ITIP reprogrammed to LinkUS project in 2020 ITIP
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON					60,820			60,820	
TOTAL					60,820			60,820	

STATE OF CALIFORNIA ● DEPARTMENT OF TRANSPORTATION

PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised 2 Aug 2019 v8.00b)

Complete this page for amendments only **Date:** 9/30/19

District	County	Route	EA	Project ID	PPNO	
75	LA		TBD	TBD0000000	9882	

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 SB1 Projects Only

Project Amendment Request (Please follow the individual SB1 program guidelines for specific criteria)

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

STATE OF CALIFORNIA ● DEPARTMENT OF TRANSPORTATION

PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised Mar, 1 2018 v7.08) *General Instructions*

Amendment (Existing Project) Y/N					**Date:**	05/15/19
District	**EA**	**Project ID**	**PPNO**	**MPO ID**	**Alt Proj. ID / prg.**	
75		0019000029	2190			

County	**Route/Corridor**	**PM Bk**	**PM Ahd**	**Project Sponsor/Lead Agency**	
SD				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

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.

Category	**Outputs/Outcomes**	**Unit**	**Total**
Intercity Rail/Mass Trans	Mile(s) of new track	Miles	1.6

ADA Improvements N	Bike/Ped Improvements N	Reversible Lane analysis N
Inc. Sustainable Communities Strategy Goals N	Reduces Greenhouse Gas Emissions N	

Project Milestone		**Existing**	**Proposed**
Project Study Report Approved			
Begin Environmental (PA&ED) Phase		11/30/2009	
Circulate Draft Environmental Document	**Document Type**	05/01/2011	
Draft Project Report		03/01/2011	
End Environmental Phase (PA&ED Milestone)		03/31/2012	
Begin Design (PS&E) Phase		03/31/2012	10/30/18
End Design Phase (Ready to List for Advertisement Milestone)		03/31/2020	
Begin Right of Way Phase			
End Right of Way Phase (Right of Way Certification Milestone)			
Begin Construction Phase (Contract Award Milestone)		09/30/2020	
End Construction Phase (Construction Contract Acceptance Milestone)		09/30/2022	
Begin Closeout Phase		09/30/2022	
End Closeout Phase (Closeout Report)		03/31/2023	

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PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised Mar, 1 2018 v7.08)

Date: 05/15/19

Additional Information

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STATE OF CALIFORNIA ● DEPARTMENT OF TRANSPORTATION

PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised Mar, 1 2018 v7.08)

Date: 05/15/19

District	County	Route	EA	Project ID	PPNO	Alt. ID
75	SD, ,	, ,		0019000029	2190	

Project Title: San Onofre to Pulgas Double Track Phase 2

Existing Total Project Cost ($1,000s)									
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	**Implementing Agency**
E&P (PA&ED)									San Diego Association of
PS&E	1,177							1,177	San Diego Association of
R/W SUP (CT)									
CON SUP (CT)									San Diego Association of
R/W									
CON			28,863					28,863	San Diego Association of
TOTAL	1,177		28,863					30,040	
Proposed Total Project Cost ($1,000s)									**Notes**
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:	**IIP - Public Transportation Account (PTA)**								**Program Code**
Existing Funding ($1,000s)									30.20.020.720
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	**Funding Agency**
E&P (PA&ED)									Caltrans
PS&E	1,177							1,177	$1177 PSE voted 08/15/18
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON			28,863					28,863	
TOTAL	1,177		28,863					30,040	
Proposed Funding ($1,000s)									**Notes**
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	

STATE OF CALIFORNIA ● DEPARTMENT OF TRANSPORTATION

PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised Mar, 1 2018 v7.08)

Complete this page for amendments only **Date:** 05/15/19

District	County	Route	EA	Project ID	PPNO	Alt. ID
75	SD			0019000029	2190	

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 SB1 Projects Only

Project Amendment Request (Please follow the individual SB1 program guidelines for specific criteria)

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

STATE OF CALIFORNIA ● DEPARTMENT OF TRANSPORTATION

PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised Mar, 1 2018 v7.08) *General Instructions*

Amendment (Existing Project) Y/N						Date:	05/16/19
District	**EA**	**Project ID**		**PPNO**	**MPO ID**	**Alt Proj. ID / prg.**	
75				2065R			

County	Route/Corridor	PM Bk	PM Ahd	Project Sponsor/Lead Agency	
VAR				Caltrans	
				MPO	**Element**
				MTC	RAIL

Project Manager/Contact	Phone	E-mail Address
Betty L. Miller	(916)654-5739	betty.l.miller@dot.ca.gov

Project Title

Mini-High Platform Improvements

Location (Project Limits), Description (Scope of Work)

On 18 Amtrak California Station Platforms on the Capitol Corridor and San Joaquin Corridor. Design and build 48" high raised platforms with ADA compliant ramps. The 48" high raised platform will be positioned so when the train stops and opens it door the "gap-filler" plate/device can be extended from the bottom of the door opening to 1 inch from the 48" high raised platform. This will allow level boarding for persons in wheel chairs, using walkers, or transporting luggage. A prefabricated metal structure will be erected on the current cement platform to create a 48" high platform for level boarding.

Component	Implementing Agency
PA&ED	
PS&E	Caltrans
Right of Way	
Construction	Caltrans

Legislative Districts

Assembly:	,34,35,37,38,39,43,44,45,46,	Senate:	,16,17,18,19,24,25,27,29,32,	Congressional:	,22,23,24,25,26,28,29,30,34

Project Benefits

Safer operations for passenger and freight rail services on the shared system, improved passsenger rail reliability, ridership, and goods movement.

Purpose and Need

Caltrans is procuring single level rail cars to be used on the Capitol Corridor and San Joaquin Corridor. Building these 48" high raised platforms on the existing platforms will permit safe and efficient level boarding for riders in wheelchairs, using walkers, and transporting luggauge. This will be a tremendous impovement to using portable lifts to enable wheel chair passengers access to the trains. If these portable lifts malfunction or are stolen, it would prevent a person in a wheelchair from being able to board a train.

Category	Outputs/Outcomes	Unit	Total
Intercity Rail/Mass Trans	Station improvement(s)	Each	25

ADA Improvements Y	Bike/Ped Improvements Y	Reversible Lane analysis N
Inc. Sustainable Communities Strategy Goals N	Reduces Greenhouse Gas Emissions Y	

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			08/01/2022	01/31/20
End Design Phase (Ready to List for Advertisement Milestone)			01/31/2023	06/01/20
Begin Right of Way Phase				
End Right of Way Phase (Right of Way Certification Milestone)				
Begin Construction Phase (Contract Award Milestone)			01/31/2023	12/31/20
End Construction Phase (Construction Contract Acceptance Milestone)			08/31/2024	06/30/22
Begin Closeout Phase				
End Closeout Phase (Closeout Report)				

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PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised Mar, 1 2018 v7.08)

Date: 05/16/19

Additional Information

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STATE OF CALIFORNIA ● DEPARTMENT OF TRANSPORTATION

PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised Mar, 1 2018 v7.08)

Date: 05/16/19

District	County	Route	EA	Project ID	PPNO	Alt. ID
75	VAR, ,	, ,			2065R	

Project Title: Mini-High Platform Improvements

Existing Total Project Cost ($1,000s)									
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	Implementing Agency
E&P (PA&ED)									
PS&E				500				500	Caltrans
R/W SUP (CT)									
CON SUP (CT)									Caltrans
R/W									
CON				17,500				17,500	Caltrans
TOTAL				18,000				18,000	
Proposed Total Project Cost ($1,000s)									**Notes**
E&P (PA&ED)									
PS&E		500						500	
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON		4,500						4,500	
TOTAL		5,000						5,000	

Fund No. 1:	IIP - Public Transportation Account (PTA)								Program Code
Existing Funding ($1,000s)									30.20.020.720
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	Funding Agency
E&P (PA&ED)									Caltrans
PS&E				500				500	
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON				17,500				17,500	
TOTAL				18,000				18,000	
Proposed Funding ($1,000s)									**Notes**
E&P (PA&ED)									The $500,000 PS&E will be advanced for allocation at the January 2020 CTC Meeting.
PS&E		500						500	
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON		4,500						4,500	
TOTAL		5,000						5,000	

STATE OF CALIFORNIA ● DEPARTMENT OF TRANSPORTATION

PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised Mar, 1 2018 v7.08)

Complete this page for amendments only **Date:** 05/16/19

District	County	Route	EA	Project ID	PPNO	Alt. ID
75	VAR				2065R	

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 SB1 Projects Only

Project Amendment Request (Please follow the individual SB1 program guidelines for specific criteria)

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

STATE OF CALIFORNIA ● DEPARTMENT OF TRANSPORTATION

PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised Mar, 1 2018 v7.08) *General Instructions*

Amendment (Existing Project) Y/N						Date:	05/20/19
District	**EA**	**Project ID**		**PPNO**	**MPO ID**	**Alt Proj. ID / prg.**	
75				2194A			

County	Route/Corridor	PM Bk	PM Ahd	Project Sponsor/Lead Agency	
VAR				Caltrans	
				MPO	**Element**
				Non-MPO	RAIL

Project Manager/Contact	Phone	E-mail Address
Betty L. Miller	(916)654-5739	betty.l.miller@ dot.ca.gov

Project Title

Coast Subdivision Positive Train Control Implementation Project

Location (Project Limits), Description (Scope of Work)

On the Union Pacific Railroad (UPRR) Coast Subdivision between Oakland & Newark (Milepost (MP) 13.5 to MP 31; Gilroy and N. Salinas (MP 77.03 to MP 113.3); and Salinas and San Luis Obispo (MP 114.9 to MP 248.44). Project traverses Alameda, Monterey, San Benito, San Luis Obispo, Santa Clara, and Santa Cruz Counties. Proposed project will entail design and installation of wayside signal systems at existing control points and intermediate signal locations. Work will include PTC radio frequency studies and licensing for each location.

Component	Implementing Agency
PA&ED	
PS&E	
Right of Way	
Construction	Caltrans

Legislative Districts

Assembly:	18,20,25,29,30,35	Senate:	9,10,12,17	Congressional:	11,15,17,19,20,24

Project Benefits

Project will benefit all parties associated with railroad traffic --increasing the safety of crews of both passenger and freight trains, passengers, maintenance workers, as well as automobile and other travelers near the tracks.

Purpose and Need

Purpose of the project is to meet the Federal mandate for PTC operations on three segments of the UPRR Coast Subdivision. PTC facilities are needed to provide a safety overlay along the tracks designed to reduce the potential for train accidents by preventing track authority and speed limit violations through real time positive control of the trains.

Category	Outputs/Outcomes	Unit	Total
Intercity Rail/Mass Trans	ITS element(s)	Each	1
Intercity Rail/Mass Trans	Station improvement(s)	Each	1

ADA Improvements N	Bike/Ped Improvements N	Reversible Lane analysis N
Inc. Sustainable Communities Strategy Goals N	Reduces Greenhouse Gas Emissions 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)			12/01/2018	12/31/19
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)			07/01/2019	07/01/20
End Construction Phase (Construction Contract Acceptance Milestone)			12/31/2021	07/01/24
Begin Closeout Phase			01/01/2022	08/01/24
End Closeout Phase (Closeout Report)			06/30/2022	02/28/25

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STATE OF CALIFORNIA ● DEPARTMENT OF TRANSPORTATION

PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised Mar, 1 2018 v7.08)

Date: 05/20/19

District	County	Route	EA	Project ID	PPNO	Alt. ID
75	VAR, ,	, ,			2194A	

Project Title: Coast Subdivision Positive Train Control Implementation Project

Existing Total Project Cost ($1,000s)									
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	**Implementing Agency**
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									Caltrans
R/W									
CON	17,592							17,592	Caltrans
TOTAL	17,592							17,592	
Proposed Total Project Cost ($1,000s)									**Notes**
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON	16,955							16,955	
TOTAL	16,955							16,955	

Fund No. 1:	**Federal Disc. - Earmark Repurposing (EARREPU)**								**Program Code**
Existing Funding ($1,000s)									20.XX.400.300
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	**Funding Agency**
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON	11,340							11,340	
TOTAL	11,340							11,340	
Proposed Funding ($1,000s)									**Notes**
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON	11,340							11,340	
TOTAL	11,340							11,340	

Fund No. 2:	**IIP - State Cash (ST-CASH)**								**Program Code**
Existing Funding ($1,000s)									20.XX.025.700
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	**Funding Agency**
E&P (PA&ED)									Caltrans
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON	4,000							4,000	
TOTAL	4,000							4,000	
Proposed Funding ($1,000s)									**Notes**
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON	4,000							4,000	
TOTAL	4,000							4,000	

Fund No. 3:	Other State - Local Transportation Funds - Advance Construction (LF-AC)								Program Code
	Existing Funding ($1,000s)								30.20.020.000
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	Funding Agency
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON	1,615							1,615	
TOTAL	1,615							1,615	
	Proposed Funding ($1,000s)								Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON	1,615							1,615	
TOTAL	1,615							1,615	

Fund No. 4:	Local Funds - Local Measure (MEA)								Program Code
	Existing Funding ($1,000s)								20.XX.400.100
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	Funding Agency
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON	637							637	
TOTAL	637							637	
	Proposed Funding ($1,000s)								Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									

STATE OF CALIFORNIA ● DEPARTMENT OF TRANSPORTATION

PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised Mar, 1 2018 v7.08)

Complete this page for amendments only **Date:** 05/20/19

District	County	Route	EA	Project ID	PPNO	Alt. ID
75	VAR				2194A	

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 SB1 Projects Only

Project Amendment Request (Please follow the individual SB1 program guidelines for specific criteria)

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

STATE OF CALIFORNIA ● DEPARTMENT OF TRANSPORTATION

PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised Mar, 1 2018 v7.08) *General Instructions*

Amendment (Existing Project) Y/N					**Date:**	05/13/19
District	**EA**	**Project ID**	**PPNO**	**MPO ID**	**Alt Proj. ID / prg.**	
75		0019000084	2195			

County	**Route/Corridor**	**PM Bk**	**PM Ahd**	**Project Sponsor/Lead Agency**	
VAR				Caltrans	
				MPO	**Element**
				SLOCOG	RAIL

Project Manager/Contact	**Phone**	**E-mail Address**
Phillip Hoebeke	(916) 654-6657	phillip.hoebeke@dot.ca.gov

Project Title

Central Coast Layover Facility Expansion

Location (Project Limits), Description (Scope of Work)

The existing single track layover facilty 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 idealy 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.
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 1,000 feet of track and construct 2,000 feet of track depending on the outcome of the environmental studies.

Component	**Implementing Agency**
PA&ED	Caltrans
PS&E	Caltrans
Right of Way	
Construction	Lossan

Legislative Districts

Assembly:	17	**Senate:**	35	**Congressional:**	24

Project Benefits

Project Benefits:

The construction of 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

Purpose and Need

Purpose and Needs:

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 Coridor.

Category	**Outputs/Outcomes**	**Unit**	**Total**
Intercity Rail/Mass Trans	Mile(s) of new track	Miles	0.57

ADA Improvements N	Bike/Ped Improvements N	Reversible Lane analysis N
Inc. Sustainable Communities Strategy Goals N	Reduces Greenhouse Gas Emissions N	

Project Milestone			**Existing**	**Proposed**
Project Study Report Approved				
Begin Environmental (PA&ED) Phase			08/01/2018	08/01/18
Circulate Draft Environmental Document	**Document Type**			
Draft Project Report				
End Environmental Phase (PA&ED Milestone)			08/01/2020	01/01/21
Begin Design (PS&E) Phase			08/01/2018	01/01/21
End Design Phase (Ready to List for Advertisement Milestone)			08/01/2020	01/01/22
Begin Right of Way Phase				
End Right of Way Phase (Right of Way Certification Milestone)				
Begin Construction Phase (Contract Award Milestone)			11/01/2020	01/01/22
End Construction Phase (Construction Contract Acceptance Milestone)			10/30/2023	01/01/25
Begin Closeout Phase				
End Closeout Phase (Closeout Report)				

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PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised Mar, 1 2018 v7.08)

Date: 05/13/19

Additional Information

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STATE OF CALIFORNIA ● DEPARTMENT OF TRANSPORTATION

PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised Mar, 1 2018 v7.08)

Date: 05/13/19

District	County	Route	EA	Project ID	PPNO	Alt. ID
75	VAR, ,	, ,		0019000084	2195	

Project Title: Central Coast Layover Facility Expansion

Existing Total Project Cost ($1,000s)									
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	Implementing Agency
E&P (PA&ED)	3,600							3,600	Caltrans
PS&E	1,000							1,000	Caltrans
R/W SUP (CT)									
CON SUP (CT)									Lossan
R/W									
CON		8,000						8,000	Lossan
TOTAL	4,600	8,000						12,600	
Proposed Total Project Cost ($1,000s)									**Notes**
E&P (PA&ED)	3,600							3,600	
PS&E		1,000						1,000	
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON			8,000					8,000	
TOTAL	3,600	1,000	8,000					12,600	

Fund No. 1:	IIP - Public Transportation Account (PTA)								Program Code
Existing Funding ($1,000s)									30.20.020.720
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	Funding Agency
E&P (PA&ED)	3,500							3,500	Caltrans
PS&E	1,000							1,000	$3500 PAED voted 10/17/18
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON		8,000						8,000	
TOTAL	4,500	8,000						12,500	
Proposed Funding ($1,000s)									**Notes**
E&P (PA&ED)	3,500							3,500	Time extension proposed
PS&E		1,000						1,000	for PS&E to 01/01/2021
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON			8,000					8,000	
TOTAL	3,500	1,000	8,000					12,500	

Fund No. 2:	Local Funds - Local Transportation Funds (LTF)								Program Code
Existing Funding ($1,000s)									20.XX.400.100
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	Funding Agency
E&P (PA&ED)	100							100	
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL	100							100	
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	

STATE OF CALIFORNIA ● DEPARTMENT OF TRANSPORTATION

PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised Mar, 1 2018 v7.08)

Complete this page for amendments only **Date:** 05/13/19

District	County	Route	EA	Project ID	PPNO	Alt. ID
75	VAR			0019000084	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 2 - For SB1 Projects Only

Project Amendment Request (Please follow the individual SB1 program guidelines for specific criteria)

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

STATE OF CALIFORNIA ● DEPARTMENT OF TRANSPORTATION
PROJECT PROGRAMMING REQUEST
DTP-0001 (Revised 13 Aug 2019 v8.01g) *General Instructions*

Amendment (Existing Project) Y/N					Date:	12/6/19
District	**EA**	**Project ID**	**PPNO**	**MPO ID**		
10			9883			

County	Route/Corridor	PM Bk	PM Ahd	Nominating Agency	
SJ	San Joaquin Corridor			San Joaquin Regional Rail Commission (SJRRC)	
				MPO	**Element**
				SJCOG	

Project Manager/Contact	Phone	E-mail Address
Bruce Plowman	916-657-3875	bruce.plowman@dot.ca.gov

Project Title

Stockton Diamond Grade Separation

Location (Project Limits), Description (Scope of Work)

In the City of Stockton, the two BNSF Stockton Subdivision mainline tracks running in an east-west direction cross at-grade perendicularly with the two UPPR Fresno Subdivion mainline tracks running in a north-south direction. The at-grade crossing is know as "Stockton Diamond" and is also refferred to as Keddie Junction by the host railroads. The scope of the Project involves the completion of PS&E and RW for the construction of a flyover structure to provide the vertical clearance required by both railroads. The flyover structure will span the length of the Stockton Diamond and eliminate the interference between the two railroads. Scope will also involve railroad coordination and approvals, including operational modeling and analysis and right of way consultation for property owned by the railroads.

Component	Implementing Agency
PA&ED	SJRRC
PS&E	SJRRC
Right of Way	SJRRC
Construction	SJRRC

Legislative Districts

Assembly:		Senate:		Congressional:	

Project Benefits

The will address challenges and provide long-term benefits, including: improved public safety for vehicles, pedestrians, and bicycles on local roads; increased mobility of intercity passenger rail, commuter, and freight services; increased operating efficiencies of freight and passenger rail movement; and reduced fuel consumption from idling locomotives and vehicles stopped at grade crossings, as well as reduced greenhouse gas emissions.

Purpose and Need

The Stockton Diamond is the busiest at-grade crossing in California. The current, at-grade configuration of the main tracks result in significant delays to passenger and freight trains serving the Port of Stockton and central California. These delays ultimately inhibits the expansion of the San Joaquin and ACE service through the region and limits the capacity of the Port of Stockton for growth. (Continued on page 2)

Category	Outputs	Unit	Total
Rail / Multi-Modal	Grade separations/ rail crossing improvements	EA	1

NHS Improvements	Y/N		Roadway Class			Reversible Lane analysis	Y/N
Inc. 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				02/01/20
Circulate Draft Environmental Document	Document Type			
Draft Project Report				
End Environmental Phase (PA&ED Milestone)				03/31/21
Begin Design (PS&E) Phase				03/31/21
End Design Phase (Ready to List for Advertisement Milestone)				10/31/22
Begin Right of Way Phase				03/31/21
End Right of Way Phase (Right of Way Certification Milestone)				10/31/22
Begin Construction Phase (Contract Award Milestone)				11/30/22
End Construction Phase (Construction Contract Acceptance Milestone)				05/31/25
Begin Closeout Phase				
End Closeout Phase (Closeout Report)				

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Additional Information

Purpose and Need Continued: The project will alleviate train interference in the region, help reduce delays to both the ACE and Amtrak San Joaquins services, and facilitate additional passenger service in the future.

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STATE OF CALIFORNIA ● DEPARTMENT OF TRANSPORTATION

PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised 13 Aug 2019 v8.01g)

Date: 12/6/19

District	County	Route	EA	Project ID	PPNO	
10	SJ	San Joaquin			9883	
Project Title:	Stockton Diamond Grade Separation					

Existing Total Project Cost ($1,000s)									
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	**Implementing Agency**
E&P (PA&ED)									SJRRC
PS&E									SJRRC
R/W SUP (CT)									SJRRC
CON SUP (CT)									SJRRC
R/W									SJRRC
CON									SJRRC
TOTAL									
Proposed Total Project Cost ($1,000s)									**Notes**
E&P (PA&ED)	3,500							3,500	
PS&E		13,500						13,500	
R/W SUP (CT)									
CON SUP (CT)									
R/W		13,200						13,200	
CON				207,000				207,000	
TOTAL	3,500	26,700		207,000				237,200	

Fund No. 1:	**ITIP-STIP**								**Program Code**
Existing Funding ($1,000s)									
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	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		13,500						13,500	
R/W SUP (CT)									
CON SUP (CT)									
R/W		7,300						7,300	
CON									
TOTAL		20,800						20,800	

Fund No. 2:	**SB 132**								**Program Code**
Existing Funding ($1,000s)									
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	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)	3,500							3,500	
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W		5,900						5,900	
CON									
TOTAL	3,500	5,900						9,400	

Fund No. 3:	Future Need - Future Funds								Program Code
				Existing Funding ($1,000s)					
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	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				207,000				207,000	
TOTAL				207,000				207,000	

Fund No. 4:									Program Code
				Existing Funding ($1,000s)					
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	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	20-21	21-22	22-23	23-24	24-25	25-26+	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									

STATE OF CALIFORNIA ● DEPARTMENT OF TRANSPORTATION

PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised 13 Aug 2019 v8.01g)

Complete this page for amendments only **Date:** 12/6/19

District	County	Route	EA	Project ID	PPNO	
10	SJ	San Joaquin Corridor			9883	

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 SB1 Projects Only

Project Amendment Request (Please follow the individual SB1 program guidelines for specific criteria)

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

STATE OF CALIFORNIA ● DEPARTMENT OF TRANSPORTATION

PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised 13 Aug 2019 v8.01g) *General Instructions*

Amendment (Existing Project) Y/N					**Date:**	12/6/19
District	**EA**	**Project ID**	**PPNO**	**MPO ID**		
10			9884			

County	**Route/Corridor**	**PM Bk**	**PM Ahd**	**Nominating Agency**	
SJ	San Joaquin Corridor			San Joaquin Regional Rail Commission	
				MPO	**Element**
				SJCOG	Rail

Project Manager/Contact	**Phone**	**E-mail Address**
Kevin Sheridan	(209) 944-6224	kevin@acerail.com

Project Title

Stockton Regional Rail Maintenance Facility Expansion Project

Location (Project Limits), Description (Scope of Work)

The Stockton Regional Rail Maintenance Facility Expansion Project will be located at the site of the existing ACE Rail Maintenance Facility at 1020 E Alpine Ave. Stockton, CA 95204. The facility is located where the UPRR Fresno and UPRR Sacramento subdivision converge. The approximate coordinates ar 37.980308, -121.285135. The Stockton Regional Rail Maintenance Facility Expansion Project (Project) consists of Plans, Specifcations, and Estimates (PS&E) and Construction (CON) The construction work to be performed includes: expansion of the main ACE Rail Maintenance Facility (RMF) building or construction of auxilary infrastructure, a storage building, new track, and installation of new maintenance equipment.

Component	**Implementing Agency**
PA&ED	
PS&E	SJRRC
Right of Way	
Construction	SJRRC

Legislative Districts

Assembly:	13	**Senate:**	5	**Congressional:**	9

Project Benefits

The Rail Maintenance Facility Expansion project would provide a cost-effective option for maintaining intercity rail equipment by utilizing an existing, centrally located maintenance facility. The project would also support the development of the Valley Rail Program, facilitating an increase in San Joaquins service between Sacramento and Bakersfield. With expanded service comes additional equipment and the Stockton Regional Rail Maintenance Facility Expansion (Continue on Page 2)

Purpose and Need

The expansion is necessary to accommodate a new fleet of approximately seven new Siemens trainsets, purchased by the State for the San Joaquins service. When deployed, the new Siemens trainsets will enhance accessibility on the entire trainset and improve the passenger experience. The ACE RMF would become a shared maintenance facility with the San Joaquins upon project completion. ((Continue on Page 2)

Category	**Outputs**	**Unit**	**Total**
Rail / Multi-Modal	Rail cars/ transit vehicles	EA	1

NHS Improvements	Y/N		Roadway Class			Reversible Lane analysis	Y/N
Inc. 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				05/01/19
End Design Phase (Ready to List for Advertisement Milestone)				06/01/20
Begin Right of Way Phase				
End Right of Way Phase (Right of Way Certification Milestone)				
Begin Construction Phase (Contract Award Milestone)				08/01/20
End Construction Phase (Construction Contract Acceptance Milestone)				11/30/21
Begin Closeout Phase				05/31/22
End Closeout Phase (Closeout Report)				11/31/22

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Additional Information

Project Benefits Continued: would allow for the repair, maintenance, and storage of new Siemens equipment for the San Joaquins, anticipated for delivery between 2020 and 2023. Eventually, the expanded facility will also provide preventative maintenance to existing equipment and locomotives serving both the San Joaquins and Capitol Corridor, helping to relieve congestion at the Oakland Maintenance Facility.
Purpose and Need Continued: The project will see the expansion of the existing ACE Rail Maintenance Facility (RMF) building and the construction of auxiliary infrastructure on the property.

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STATE OF CALIFORNIA ● DEPARTMENT OF TRANSPORTATION

PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised 13 Aug 2019 v8.01g)

Date: 12/6/19

District	County	Route	EA	Project ID	PPNO	
10	SJ	San Joaquin			9884	
Project Title:	Stockton Regional Rail Maintenance Facility Expansion Project					

Existing Total Project Cost ($1,000s)									
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	**Implementing Agency**
E&P (PA&ED)									
PS&E									SJRRC
R/W SUP (CT)									
CON SUP (CT)									SJRRC
R/W									
CON									SJRRC
TOTAL									
Proposed Total Project Cost ($1,000s)									**Notes**
E&P (PA&ED)									
PS&E	2,000							2,000	
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON		15,000						15,000	
TOTAL	2,000	15,000						17,000	

Fund No. 1:	**SRA**								**Program Code**
Existing Funding ($1,000s)									
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	**Funding Agency**
E&P (PA&ED)									CalSTA
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding ($1,000s)									**Notes**
E&P (PA&ED)									Total Existing Funding = $2 million. Includes PS&E programmed in FY 19/20
PS&E	2,000							2,000	
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL	2,000							2,000	

Fund No. 2:	**ITIP**								**Program Code**
Existing Funding ($1,000s)									
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	**Funding Agency**
E&P (PA&ED)									CTC
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding ($1,000s)									**Notes**
E&P (PA&ED)									Total Proposed Funding = $15 million. Includes Construction programmed in FY20/21.
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON		15,000						15,000	
TOTAL		15,000						15,000	

STATE OF CALIFORNIA ● DEPARTMENT OF TRANSPORTATION

PROJECT PROGRAMMING REQUEST

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SECTION 3 - All Projects

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