# 2022 Interregional Transportation Improvement Program (ITIP)



California Department of Transportation DIVISION OF FINANCIAL PROGRAMMING | DECEMBER 15, 2021

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\* Senate Bill 486 (DeSaulnier, 2014) requires that Department of Transportation (Caltrans) submit the Draft Interregional Transportation Improvement Program (ITIP) to the California Transportation Commission (Commission) by October 15 of each odd-numbered year and that two public hearings be held regarding the interregional program; one in Northern California and one in Southern California, no later than November 15 of that same year. For the 2022 ITIP, the Commission held the north hearing virtually on November 1, 2021. The south hearing was held virtually on November 8, 2021. Both hearings were recorded for those who were unable to attend the hearings in person. Formal public comments were received at the hearing and by email at <u>OCIP@dot.ca.gov</u> until close of business on November 15, 2021. Summaries of comments received, and Caltrans' responses, are included in the Appendix C 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/financial-programming/office-of-capital-improvement-programming-ocip



## Introduction

The California Department of Transportation's (Caltrans) five-year Interregional Transportation Improvement Program (ITIP) is prepared pursuant to Government Code 14526, Streets and Highways Code Section 164, and the California Transportation Commission's (Commission) 2022 STIP Guidelines. The 2022 ITIP covers Fiscal Years (FY) 2022-23 through 2026-27.

The State Transportation Improvement Program (STIP) consists of two programs, the Regional Transportation Improvement Program (RTIP), funded from 75 percent of the total STIP funding, and the ITIP, funded from the remaining 25 percent of STIP funding. The RTIP is further subdivided by formula into county shares that fund projects nominated by Regional Transportation Planning Agencies (RTPA) to improve the transportation system within the region. Both the RTPAs and Caltrans must submit their final RTIPs and ITIP to the Commission by December 15 of each odd-numbered year. However, Senate Bill 486 (DeSaulnier, 2014), requires that Caltrans submit a Draft ITIP to the Commission by October 15 of each odd numbered year. This early submittal of ITIP is done so that the Commission has adequate time to review the document and conduct ITIP hearings to solicit public input.

As specified by law, using its 25 percent share of the STIP, Caltrans nominates ITIP 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 Caltrans' ITSP provides the framework to identify strategic corridors for the investment of ITIP funds and the facility concepts that the investments are intended to achieve. Caltrans works with Regional and local agencies to identify those projects.



## Purpose & Statutory Requirements of the ITIP

California Government Code Section 14526 specifies that the ITIP fund projects that improve interregional movement for people and goods throughout 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 complement transportation improvements made within the State's urbanized areas 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.

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 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 for projects anywhere in the State subject to the north/south 40/60 split. Projects may be State highway, mass transit fixed guideways, 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 of the ITIP for projects in the South urbanized areas or other South area for non-IRRS projects.
- 3. No more than 16 percent of the ITIP for projects in the North urbanized areas or other North area for non-IRRS projects.

### Guiding Policy for the 2022 ITIP Investments

The Interregional Transportation Strategic Plan (ITSP) provides a policy framework to guide Caltrans and partner agencies in developing comprehensive, multimodal Corridor Plans that lead to the development of transformative, innovative, and cost-effective projects. The ITSP aligns with the Climate Action Plan for Transportation Infrastructure (CAPTI), California Transportation Plan 2050 (CTP 2050), California Freight Mobility Plan (CFMP), and the California State Rail Plan (CSRP). It also establishes criteria for prioritizing transportation investments that safely move people and goods between regions. The ITSP provides direction to programs, districts, and partner agencies on the policies and strategies that should be considered when transportation the interregional system and assessina identifying improvements. The ITSP also provides policy direction for the development of the Interregional Transportation Improvement Program (ITIP). The ITSP is updated every five years, following the completion of the CTP.

The 2021 ITSP has identified eleven Strategic Interregional Corridors (Figure 1) that enable significant interregional movement of people and goods between all the State's major regions. Analysis of each corridor was conducted to determine high-priority facilities and segments. The 2021 ITSP identifies specific improvements and strategies to address corridor needs and deficiencies, to be addresses through district corridor planning efforts. Caltrans approved the 2021 ITSP on October 1, 2021.

Additionally, the 2022 ITIP was referenced in CAPTI, which details how the state will invest discretionary transportation dollars to combat and adapt to climate change while supporting public health, safety, and equity. CAPTI builds on executive orders signed by Governor Newsom in 2019 and 2020 targeted to reduce GHG emissions from transportation.



Specifically, CAPTI outlines an action related to the ITIP as follows:

 S1.3 Fast Track New CAPTI-Aligned Projects in Early Planning Phases by Adding Them to the ITIP: To foster and develop a strong pipeline of innovative, sustainable transportation solutions, Caltrans will fast track the development of new ITIP projects in early planning phases that are in alignment with the Investment Framework, the revised Caltrans' corridor planning process, and the Regions Rise Together effort. While existing ITIP commitments will continue to be funded, new ITIP projects will undergo an expedited project development process that will be completed in collaboration with local and regional partners. These new projects will be prioritized for a portion of new and future funding capacity in the ITIP when such funds are available, while balancing the need to complete currently programmed ITIP projects.

The 2022 ITIP remains committed to funding the completion of unfinished projects programmed in previous ITIPs where funding capacity allows, while also providing funding for new projects aligned with the 2021 ITSP and with the CAPTI investment framework.





Figure 1: Strategic Interregional Corridors



# ITIP Scoring Criteria

The 2021 ITSP defines the scoring criteria for prioritizing interregional corridor improvement needs, and specifically for the ITIP, to ensure limited transportation funding is allocated to advance California statewide goals and policies. The purpose of the scoring criteria is to evaluate projects based on how they meet the interregional objectives and policies outlined in the ITSP.

The following 15 scoring criteria provided in the ITSP are based on the CTP 2050 goals, as well as CAPTI:

- 1. Does the project support a facility identified in a strategic interregional corridor summary?
- 2. Is the project on a priority interregional facility?
- 3. How does the project improve interregional travel (e.g. freight movement, intercity rail, etc.)?
- 4. Does the project demonstrate potential for interregional travel mode shift, including to rail, transit, or active transportation?
- 5. How does the project impact single occupancy vehicle miles traveled (VMT)?
- 6. How does the project include and document a meaningful public engagement process to traditionally underrepresented groups (including Black, Indigenous, and other People of Color (BIPOC)), low income, environmental justice communities, and/or their Community Based Organizations) and incorporate local community needs into the project?
- 7. How does the project impact public health, including from a racial equity standpoint?
- 8. Does the project make an improvement to an emergency evacuation route identified in an emergency plan/hazard mitigation plan or strategy using an approach that is supported by state/local emergency services?
- 9. Does the project reduce fatalities and severe injuries for all users in alignment with the Safe Systems approach?
- 10. Does the project include and/or improve access to zero emission charging or fueling infrastructure?
- 11. Does the project improve climate adaptation and resiliency by addressing one or more climate risk(s) identified in the Caltrans District Vulnerability Assessments and Adaptation Priority Reports or a regional or local climate change adaptation plan?
- 12. Does the project minimize the impact on natural resources and ecosystems?



- 13. Does the project leverage SHOPP investment or other maintenance or rehabilitation funds for the purpose of maintaining or rehabilitating assets in fair or poor condition within the project limits?
- 14. Does the project leverage partner funds?
- 15. How does the project impact the economy?

## Commission-Adopted 2022 STIP Fund Estimate

On August 18, 2021, the Commission adopted the 2022 STIP Fund Estimate (FE). The STIP FE is a biennial estimate, produced in odd-numbered years, of all State and Federal funding sources (except federal discretionary grants) for the State's transportation infrastructure for the five years of the new STIP, which is adopted in the following even-numbered year. The 2022 STIP FE established funding levels for STIP and the State Highway Operation and Protection Program (SHOPP) covering FYs 2022-23 through FYs 2026-27. The 2022 STIP FE includes all applicable funding resources provided by Senate Bill (SB) 1. Funds provided to the STIP are primarily derived from revenues collected by the price-based excise tax on gasoline.

The 2022 STIP FE identifies net new capacity in the last two years of the STIP, FY 2025-26 and FY 2026-27, along with adjustments to available capacity in earlier years. Programming in the 2022 STIP will be constrained by fiscal year, with most of the new programming available in FY 2025-26 and FY 2026-2027.

The 2022 STIP FE includes \$2.1 billion in programming capacity for STIP projects over the 2022 STIP FE period, of which \$1.3 billion was programmed in the 2020 STIP and nearly \$800 million is the new capacity available for cost increases on carryover projects or for new STIP projects. This provides approximately \$178.2 million of new capacity for the 2022 ITIP.

## 2022 ITIP PROPOSAL

Both the 2021 ITSP and proposed 2022 ITIP continue our commitment to working with regional partners. In particular, Caltrans works through its Districts with Metropolitan Planning Organizations (MPOs) and RTPAs to ensure that the selected ITIP projects not only have interregional merit, but are also included in a Regional Transportation Plan (RTP), as applicable, and help to meet regional as well as interregional transportation needs.

The 2022 STIP FE includes a total of \$2.1 billion in programming capacity for STIP projects over the five-year STIP FE period of which \$796,312,000 is the new STIP capacity (75 percent for RTIP and 25 percent for ITIP) projects. This translates



to an approximate total of \$178,189,000 of new capacity for ITIP after accounting for the over-programming of projects using future shares in the 2020 cycle.

When considering projects for the 2022 ITIP, the following factors are used to prioritize projects for funding:

- Project cost and/or ITIP request amount (due to limited 2022 ITIP funding capacity)
- 2021 ITSP Scoring Criteria for ITIP Projects
- Currently programmed ITIP projects that need funding to complete remaining phases
- Prioritizing new projects consistent with the ITSP and the CAPTI framework

Twenty previously programmed projects from the 2020 ITIP are scheduled to carry forward to the 2022 ITIP, for a total funding amount of \$77,946,000 programmed in fiscal years 2022-23, 2023-24, and 2024-25 to be allocated along with the allocations for projects with time extensions with project funding from prior years. A total funding of \$509,745,000 for these projects as shown in the table below includes funding from years prior to this Fund Estimate period.

Carryover 2020 Projects with Carryover Funding Shown (\$'s x 1000)					
	Route or				2022 ITIP
Со	Rail Corridor	PPNO	Project	Total	Total
LAK	29	3121	Lake 29 Expressway - Segment 2B	5,100	NA
LAK	29	3122	Lake 29 Expressway - Segment 2A	5,100	NA
	Capitol/		Coast Subdivision Positive Train Control		
VAR	Coast	2194A	Implementation Project	15,637	NA
MON	156	0057C	Route 156 West Corridor	7,700	NA
	Pacific				
SLO	Surfliner	2195	Central Coast Layover Facility Expansion	9,000	NA
[	Γ	ſ '		Ē	_
SLO	46	0226J	Cholame	124,555	NA
0	40	0776K	Devite AC/A1 MAVO	142 700	NA
SLO	40	02201	Koute 46/41 wye	143,700	
SLU	46	02201	SR 46 Expressway conversion - Anterope Grade Segment	10,300	INA NA
FKE	41	6705	Excelsior Expressway	8,000	NA
KER	14	8042B	Freeman Gulch Widening - Segment 2	1,481	NA
	<u> </u>			_,	
MAD	99	6297	South Madera 6 Lane	9,813	NA
TUL	99	6369	Tulare City Widening	6,300	NA
	Pacific		·		
LA	Surfliner	2002A	Rosecrans / Marquardt Grade Seperation	7,000	NA
	Pacific		Link Union Station Phase A Component of the SCORE		
LA	Surfliner	9882	Program-Main Construction Contract	60,820	60,820
MER	99	0161B	Livingston Widening Southbound	38,950	NA
VAR	San Joaquin	2065R	Mini-High Platform Improvements	4,500	NA
	· · · ·		San Joaquin Corridor 2nd Platforms at Modesto and		
STA	San Joaquin	2191	Turlock-Denair	20,000	16,400
		<b></b> _			
ORA	5	2833C	Interstate 5 (I-5) Managed Lanes	2,200	NA
	Pacific	1			
SD	Surfliner	2190	San Onofre to Pulgas Double Track Phase 2	28,863	NA
VAR	<u> </u>	9885	Rail Reserve	726	726
	1	- · · ·		509,745	77,946



2022 ITIP New Capacity (Fund Estimate)	\$178,189,000
2022 ITIP New Capacity (Mid-Cycle COVID Funding)	\$ 16,816,000

2022 ITIP Total New Capacity	\$195,005,000
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2022 ITIP New Capacity and New Programming Details:

- 1. 2022 ITIP Total New Capacity: \$195,005,000
- 2. 2022 ITIP New Programming:
  - (a) Programming subsequent phase(s) of currently programmed projects: A total of \$79,900,000 is needed to fund subsequent phase(s) for three currently programmed projects.

Changes to Carryover 2020 Projects (\$'s x 1000)					
					2022 ITIP
Co	Rte	PPNO	Project	Total	Total
MAD	99	6297	South Madera 6 Lane*	33,500	33,500
FRE	41	6705	Excelsior Expressway	23,000	23,000
ORA	5	2833C	I-5 Managed Lanes **	23,400	23,400
				79,900	79,900

(b) New projects: Program eleven projects in the 2022 ITIP for a total of \$108,737,000.

New	New Projects in the 2022 ITIP (\$'s x 1000)					
					2022 ITIP	
Со	Rte	PPNO	Project	Total	Total	
LAK	20	3204	Lucerne Complete Streets	2,804	2,804	
TEH	36	3859	Mineral Multi-Path	4,130	4,130	
NEV	49	4117	SR 49 Corridor Improvement	3,000	3,000	
			Sacramento to Roseville Third Track Service Expansion			
SAC	Capitol	9886	Phase 1	30,000	30,000	
	Pacific					
VEN	Surfliner	9887	Leesdale Passing Siding Project	20,000	20,000	
SJ	San Joaquin	9888	San Joaquin Street Station Layover Track	7,000	7,000	
			SMART Larkspur to Cloverdale - Phase 3: Windsor			
SON	SMART	9889	Extension with pathway	10,000	10,000	
	Coast					
MON	Starlight	9890	King City Platform & Multimodal Station – Phase One	7,500	7,500	
RIV	CVR	9891	Coachella Valley Rail	10,000	10,000	
SJ	San Joaquin	9892	Philips Siding Rehabilitation	6,509	6,509	
			Elk Grove to Philips Siding Rail Operational and			
SJ	San Joaquin	9893	Capacity Improvements	7,794	7,794	
				108,737	108,737	

In summary, a total of \$188,637,000 is proposed for new programming to projects against the available 2022 ITIP Capacity of \$195,005,000.



\$188,637,000

## 2024 STIP Cycle Expectations

In addition to a reduction in 2022 FE revenue, which is attributable to the COVID-19 pandemic, the available new 2022 ITIP funding capacity is lower than anticipated due to repayment of over-programmed shares in the 2020 ITIP. Under the present revenue forecasting methodology for the STIP, 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 2024 ITIP can expect to see new programming capacity of about \$350 million over two years or about \$175 million per year for the future STIP cycles. Therefore, the 2024 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.



# Project Profiles

The 2022 FE provided \$178,189,000 in new programming capacity along with the \$16,816,000 of Mid-Cycle (COVID) IIP funding that allows Caltrans to program 11 new projects in addition to addressing cost increases for 2020 ITIP projects and programming subsequent phases of three carryover projects. For the first time, over 50% of the new funds are going to rail projects.

All projects that are being carried over are within the 2021 ITSP's Strategic Interregional Corridors. All projects are located on one of the Priority Interregional Facilities and are listed in the Table 1 below.

The 2022 ITIP provides a short discussion of currently funded ITIP projects found to be within the Strategic Interregional Corridors as outlined in the 2021 ITSP.

Strategic Interregional Corridors	Route/Rail Corridor	Project Description	District	County	2022 ITIP Total (1000s)
	Pac Surfliner	Central Coast Layover Facility	5	San Luis Obispo	·
	Pac Surfliner	Link Union Station	7	Los Angeles	
South Coast - Central	Pac Surfliner	Roscrans/Marquardt Grade Separation	7	Los Angeles	\$104.000
Coast	Pac Surfliner	San Onofre to Pulgas Phase 2	11	San Diego	\$104,220
	Pac Surfliner	Leesdale Passing Siding	7	Ventura	
	Intersate 5	Interstate-5 Managed Lanes	12	Orange	
Central Coast - San Jose /	Coast Starlight	King City Platform & Multimodal Station – Phase One	5	Monterey	\$7.500
San Francisco Bay Area	Capitol/ Coast	Coast Subdivision Positive Train Control Implementation	4	Various	<i>şı</i> ,300
San Jose/San Francisco Bay Area - North Coast	SMART	SMART Larkspur to Cloverdale - Phase 3: Windsor Extension with Pathway	4	Sonoma	\$10,000
San Jose/San Francisco Bay Area - Sacramento - Northern Nev ada	Capitol	Sacramento to Roseville Third Track Service Expansion Pha	3	Sacramento/ Placer	\$30,000
	San Joaquin	Second Platforms (Modesto and Turlock-Denair)	10	Stanislaus	
	San Joaquin	Mini-High Platform Improvements	10	Stanislaus/Fresno	
	San Joaquin	San Joaquin Street Station Layover Track	10	San Joaquin	
San Jose/San Francisco	San Joaquin	Philips Siding Rehabilitation	3,10	Sacramento/ San Joaquin	\$71 203
Los Angeles	San Joaquin	Elk Grove to Philips Siding Rail Operational and Capacity	3,10	Sacramento/ San Joaquin	<i>\$</i> 71,200
	SR 99	Tulare City Widening	6	Tulare	
	SR 99	South Madera 6 Lane Widening	6	Madera	
	SR 99	Livingston Widening - Southbound	10	Merced	
High Desert - Eastern Sierras - Central Nevada	SR 14	Freeman Gulch Widening Segment 2	6	Kern	\$0
Southern California - Southern Nev ada/Arizona	Coachella Valley Rail Corridor	Cochella Valley Rail	7,8	Various	\$10,000
Central Coast - Central	SR 156	SR 156 West Corridor Study	5	Monterey	
Valley East/West	SR 41	Excelsior Expressway - 2 to 4 Lane	6	Fresno	\$23,000
Connectors	SR 46	SR 46 Improvements (Cholame Widening, Route 41/46 WYE, Antelope Grade)	5	San Luis Obispo	• • • • • •
	SR 20	Lucerne Complete Streets (ATP)	1	Lake	
North Coast North -	SR 36	Mineral Multi-use Path (ATP)	2	Tehama	
Norm Coast - Northern	SR 29	Segment 2B and 2C of the Lake 29 Expressway Project	1	Lake	\$9,934
Nevada	SR 49	SR 49 Corridor Improvements	3	Nevada	
Grand Total \$265,85					\$265,857

Table 1: 2022 ITIP Projects and Associated Strategic Interregional Corridor





#### Figure 2: 2022 ITIP – All Intercity Passenger Rail Projects





#### Figure 3: 2022 ITIP New Intercity Passenger Rail Projects





Figure 4: 2022 ITIP Highway Projects and Associated Strategic Interregional Corridor



### South Coast – Central Coast 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 improve ridership and revenue and increase intercity rail passenger service frequency because of this additional layover capacity. The project will facilitate the maintenance of equipment mid-route and at the route terminus. It will enable additional passenger trains to hold overnight and allow a second, more convenient morning departure from San Luis Obispo. It will also provide a facility to hold and service a train set for any additional proposed intercity frequencies.

This project will expand the facility to accommodate up to four trainsets and provide a location on the north end of the LOSSAN rail corridor to maintain the Pacific Surfliner equipment. An expanded layover facility in San Luis Obispo can also benefit the efforts underway to implement a sub-regional rail service utilizing other equipment, like zero-emission Multiple Units (ZEMUs), operating between Santa Barbara and San Luis Obispo by providing a location to also maintain this equipment. The proposed project is needed to improve the efficiency, on-time performance and frequency of intercity passenger rail services along the LOSSAN rail corridor. A new or expanded layover facility will enhance intercity passenger rail service. The Pacific Surfliner will improve the ridership, revenue, and extend service through additional layover capacity.

# 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 at-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 improve integration between rail systems to create a comprehensive rail network. Construction of a grade separation will improve congestion and provide a much safer pedestrian environment. Furthermore, eliminating idling trucks and autos will improve the air quality in the project location communities. This project is fully funded with various funding sources in addition to the ITIP.



The project will convert the at-grade railroad crossing at Rosecrans and Marquardt Avenues in Santa Fe Springs to an above-grade crossing. This project will improve safety and traffic flow, increase the efficiency of train movements, and reduce GHG emissions from idling vehicles. Located in the City of Santa Fe Springs, California, the Rosecrans/Marquardt grade crossing is traversed by more than 100 freight and passenger trains, and 45,000 vehicles in 24 hours.

This project accomplishes the goals of the 2021 ITSP for this corridor by increasing intercity passenger rail service, increasing connectivity and accessibility to modal options, improving safety, and balancing local community and interregional travel needs.

#### 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 longterm transportation needs. The project will make LA's Union Station, a runthrough track station instead of a stub-end station, vastly improving the throughput capacity for Intercity, Commuter and High-Speed Rail (HSR) systems. Importantly, both the Pacific Surfliner and Metrolink will realize significant benefits from the first phase of run-through tracks, including adding capacity for up to five Surfliner and Metrolink trains per hour in each direction to provide one-seat ride service through LA, with a much shorter station dwell that will lead to significantly increased ridership on both systems. This project is fully funded with various funding sources including, Proposition 1A, Transit and Intercity Rail Capital Program (TIRCP), Local, and ITIP funds.

Phase A of Link US serves as a linchpin to delivering the SCORE Program, offering increased capacity for the Metrolink and Pacific Surfliner services via the initial delivery of two run-through tracks. The Full Build Link US Project will improve the operational capacity and flexibility of LAUS to accommodate more commuter, intercity, and high-speed rail trains; 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. This project accomplishes the goals of the 2021 ITSP for this corridor by promoting high-speed rail system development, improving integration between regional, intercity, and high-speed rail systems, increasing intercity passenger rail service, and increasing connectivity and accessibility to modal options.

SAN ONOFRE TO PULGAS TRACK PHASE 2 – PACIFIC SURFLINER CORRIDOR The project will construct a 1.6 mile-long second track to provide passenger and freight trains additional passing opportunities. 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. This project accomplishes the goals of the 2021 ITSP for this corridor by increasing intercity passenger rail service, improving safety, and supporting freight alternatives to trucks to decrease VMT.

#### LEESDALE PASSING SIDING

The project extends the existing Leesdale siding to create a passing siding for the area. The project includes constructing drainage improvements, culverts, bridges, and relocating utilities. The project replaces manual switches with remote-controlled switching equipment, and the Las Posas Road and Pleasant Valley Road grade crossing signal systems will be modified to accommodate the siding. The 2022 ITIP will provide funding for construction.

Growth in Central Coast population centers related to the region's proximity to the Los Angeles Metro area in the south has increased demand for products shipped via freight modes concurrently with an increase in demand for Central Coast products from outside of the region. Challenges for freight movement are endemic to the South Coast Corridor region due to competition for space on the transportation system by passenger modes.

The project increases operational flexibility to meet demand and improve efficiency, reliability, and travel times for freight and passenger rail, and accommodate future service growth. Specifically, the project will provide direct benefits to Metrolink and Surfliner services in this area by allowing for 30minute bi-directional frequencies in this segment. The project will reduce delays, reduce emissions and improve air quality in the region, which is among the worst in the nation, with freight movement substantially contributing to the problem. The creation of this passing siding will allow for increased operational



flexibility and reduce opportunities for cascading delays in a largely singletruck territory with limited passing sidings between Oxnard and Camarillo.

This project accomplishes the goals of the 2021 ITSP for this corridor by increasing intercity passenger rail service, supporting freight alternatives to trucks to decrease VMT, and improving safety.

#### I-5 MANAGED LANES PROJECT

Interstate 5 provides the vital interregional link between major Southern California cities and Mexico for commuting, commerce, tourism, and recreation. The project will improve the overall movement of passenger and freight vehicles. The project alternatives include modification of HOV lane

requirements from 2-passenger to 3passenger minimum, convert existing HOV lanes to priced managed lanes, or convert existing HOV lanes to priced managed lanes and add a priced managed lane. This project is currently programmed in the ITIP for environmental. 2022 ITIP will provide funding for the design and right of way phases. ITIP will not fund the construction as the construction phase is anticipated to be financed with the revenue anticipation bonds.

The project improves travel time reliability and accessibility to modal options. The



project promotes ridesharing, carpooling, and enhances transit.

This project accomplishes the goals of the 2021 ITSP for this corridor by increasing connectivity and accessibility to modal options and implementing managed lanes to maximize people's movement. This project also meets the needs of the Upper Interstate 5 Corridor Plan.



## Central Coast – San Jose/San Francisco Bay Area Corridor

#### COAST SUBDIVISION RAIL CORRIDOR IMPROVEMENTS

The proposed project will modernize the track and signal system for faster, safer, and more reliable operations in this corridor segment. The project consists of the installation of PTC technology along three segments of UPRR's Coast Subdivision, as follows:

- Between Mile Post (MP) 13.5 in Oakland and MP 31 in Newark in Alameda County;
- Between MP 77.03 in Gilroy and MP 113.3 in North Salinas in Santa Clara, Santa Cruz, San Benito, and Monterey Counties; and
- Between MP 114.9 in Salinas and MP 248.44 in North San Luis Obispo in Monterey and San Luis Obispo Counties.

Implementation of PTC is a standard CON-phase project involving installation and upgrade of wayside communications equipment. The project includes complete Centralized Traffic Control (CTC) and PTC. It will increase speed throughout the Coast Subdivision and at Niles Junction, and reduce delays for the Capitol Corridor, Coast Starlight, freight trains, and any additional passenger service on the Central Coast that may developed in the future. The system is designed to prevent train-to-train collisions, over-speed derailments, incursions into established work zone limits and the movement of trains through switches left in the wrong position. The implementation of PTC will significantly reduce the risk of loss of life, damages to property, and increase the reliability of the rail system

The installation of PTC is a major step in reducing loss of life or injury to the traveling public, railroad employees, and the public in general. Reducing incidents that PTC is designed to avoid will result in a more reliable rail system that can continue to serve the public and the economy without the potential cost and interruptions that may arise from such incidents.

#### KING CITY PLATFORM AND MULTIMODAL STATION - PHASE ONE

Phase One of this project add a passenger rail station along the Coast Subdivision between Salinas and Paso Robles on the current Amtrak Coast Starlight route. Phase One constructs a passenger platform at King City. Subsequent phases will include construction of a grade crossing, road rerouting, and ultimately a larger, multimodal rail station facility. The 2022 ITIP will provide funding for the construction of the King City passenger platform.



This project will allow for the Coast Starlight to make a local stop at King City and provide additional access to travelers on the Central Coast. The project will promote economic development around the rail station, increasing connectivity and access to jobs and services for low-income, minority communities. This project supports alternatives to vehicular travel, thereby reducing VMT and GHG emissions and improving air quality.

This project accomplishes the goals of the 2021 ITSP for this corridor by increasing intercity passenger rail service, increasing connectivity and accessibility to modal options, and balancing local community and interregional travel needs.

### San Jose/San Francisco Bay Area – North Coast Corridor

#### SMART WINDSOR EXTENSION

The Windsor Extension is the next phase of the SMART Larkspur to Cloverdale corridor. The project extends the SMART system three miles north to the Town of Windsor, adding 13 stations to complete the reconstruction of the SMART railroad system, including passenger commuter rail, short-line freight rail, and paved bicycle/pedestrian pathway facilities between Sonoma County Airport Station and the Town of Windsor. The project includes constructing over three miles of Class 4 mainline track, four bridges, one station with amenities and gauntlet tracks to accommodate freight train passage, five at-grade crossings, and implementing Positive Train Control (PTC) systems. The 2022 ITIP will fund the Rail Systems project.

Consistent with the priority interregional facility's improvements and strategies identified in the 2021 ITSP, the project delivers expanded mobility options for people and goods. The project will fund the rail systems hardware, software and associated onboard and control center costs for testing and re-launching of revenue rail service for the publicly owned SMART passenger and freight rail system over three-miles between the Sonoma County Airport Station/SMART Rail Operations Center and the Town of Windsor. SMART provides commuter passenger rail service in a region lacking Amtrak long distance or State-supported intercity rail systems. The project increases connectivity and accessibility to passenger rail and active transportation modes. Freight in this region moves primarily through the SHS via US 101. This project also supports freight alternatives to trucks by facilitating short-line rail transport of goods and materials between adjacent rural areas.



This project will address many challenges in the northern San Francisco Bay Area, including modal options, multimodal connectivity, and the challenges of rehabilitating existing public infrastructure. This project will enable the return of railroad services to the rural northern Bay Area, where freight rail has been absent for the past 25 years, and passenger rail service has been unavailable since the 1950s. This rail service will support low-carbon economic development by bringing workers and visitors, including tourists that are the area's modern economic engine, to Windsor and northern Sonoma County.

The project will facilitate short-line rail transport of goods and materials between adjacent rural areas, with economies reliant on agriculture, tourism, beverage production, gravel mining and lumber processing, and national markets. The project also provides a second ingress/egress from SMART's Rail Operations Center (ROC) and the mainline, supplying critical system redundancies and needed access for servicing onboard PTC equipment on the short-line freight rail locomotive.

The project includes continuing successful public-private partnership between SMART and the internet service provider Sonic to bring high-speed fiber-optic, broadband internet services to communities along the SMART rail corridor and improve public access, including public school access, to telecommunications services throughout SMART's and Sonic's service areas.

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

#### SACRAMENTO TO ROSEVILLE THIRD TRACK SERVICE EXPANSION PHASE 1

The project builds approximately 6.75 miles of new third track for Capitol Corridor passenger rail service from Sacramento to Roseville between MP 100.99 and 107.4. The layout of the third main line reserves flexibility for future construction of a fourth main line by UPRR, should that ever be needed for railroad capacity in the future. The project will include one new railroad bridge over Dry Creek. The Sacramento to Roseville Third Track Service Expansion Phase1 will provide two additional daily roundtrips on the existing passenger rail corridor. This project is needed to provide highway congestion relief, improve air quality, and reduce greenhouse gas emissions. The 2022 ITIP will fund construction.

The project will improve freight capacity by separating passenger and freight rail traffic. The project will increase ridership and reduce congestion, providing



air quality benefits to surrounding communities. The project also meets the needs of the Placer-Sacramento Gateway Corridor Plan.

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

#### SAN JOAQUIN CORRIDOR SECOND PLATFORMS AT 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. A single platform currently serves these stations 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 operate at 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. The San Joaquin Corridor operates primarily as a scheduled railroad, with passenger trains operating at fixed times and freight operations working around those times. For the freight trains to meet the needs of their customers, there must be a reliable passenger schedule that enables them to plan meets and passes in the correct locations. Having a second platform at all stations will allow better, more efficient schedules.

This project will accommodate the increased demand for intercity passenger rail service. The San Joaquin Valley has the highest levels of poverty and unemployment compared to the rest of California; this project will increase accessibility to jobs and improve air quality, thereby alleviating the burdens facing communities in the Valley.

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

This project will design and build 48-inch high-raised platforms with ADAcompliant 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 so that when the door opens, the "gap-filler" plate can be extended to within one-inch of these 48-inch high platforms. This will facilitate level boarding for persons with wheelchairs, using walkers, or transporting luggage, thereby increasing accessibility for all users. On completion, this project will help reduce delays, improve passenger accessibility, safety, and dependability, and increase on-time performance.



This project advances equity by eliminating transportation burdens for people with disabilities.

#### SOUTH MADERA WIDENING

The South Madera 6 Lane Widening Project is on SR 99 in Madera County from south of Avenue 7 to north of Avenue 12. It is consistent with the CFMP, SR 99 Busines Plan, SR 99 Corridor System Management Plan (CSMP) and the Madera County Transportation Commission RTP.

This project will eliminate the 5.8 mile, four-lane bottleneck on SR 99 in the southbound and northbound directions, between Fresno and Madera by providing an additional lane in each direction in the median. The scope of work includes increasing vertical clearance at one of the overcrossing structures.



SR 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). This project improves operational efficiency on a critical goods movement corridor, providing greater traveltime reliability, throughput, and velocity of freight movement.

This project accomplishes the goals of the 2021 ITSP by balancing local community and interregional needs and improving safety for all users. The project benefits the surrounding disadvantaged communities by increasing connectivity to employment and production centers, education, services, and other opportunities in the region. The project also meets the needs of the SR 99 Business Corridor Plan.

Madera County's Mid-Cycle RIP funds and SHOPP funds are also programmed for this project. Combining this widening project with the planned SHOPP project in FY 2025-26 achieves significant efficiencies and substantial savings.

Funding for this project is contingent on Caltrans districts convening a summit in partnership with local and regional agencies and including diverse stakeholders and community-based organizations to establish a vision for the



SR 99 corridor that addresses local needs in a manner aligned with state goals as outlined in CAPTI, before the STIP adoption, by March 15, 2022. Additionally, funding for this project is contingent on Caltrans districts, in partnership with regional agencies, completing a comprehensive multimodal corridor plan for SR 99 to implement that vision before the allocation of these funds.

#### 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 design, 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 for this project. TCAG programmed RIP funds for the design, right of way, and construction phases. This project is currently in construction.

In addition, Tulare City Widening project was programmed in the 2018 ITIP for environmental and design phases. Currently, this project is in the



environmental phase. Right of way and construction phases are currently unfunded.

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

This project accomplishes the goals of the 2021 ITSP by increasing connectivity and travel-time reliability for all users and preserving highway infrastructure in a state of good repair. The project balances community and interregional travel needs by reducing congestion, improving safety, and increasing accessibility to employment, education, services, and other opportunities. This project also meets the needs of the SR 99 Business Corridor Plan.



#### MERCED 99 LIVINGSTON WIDENING SOUTHBOUND

SR 99, north and south of the project area, is an existing six-lane freeway. The vicinity of the project area has a 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 to begin construction in FY 2021-22.

This project accomplishes the goals of the 2021 ITSP by addressing a critical freight bottleneck and improving freight reliability



and safety by keeping highway infrastructure in a state of good repair. The project also meets the needs of the SR 99 Business Corridor Plan.

# ELK GROVE TO PHILIPS SIDING RAIL OPERATIONAL AND CAPACITY IMPROVEMENTS

The project extends the existing Philips Siding to connect with the proposed Elk Grove Station siding. The project will create a second main track to serve trains entering the proposed Elk Grove station. The project will upgrade the existing siding switches to allow for increased train speeds. The project includes modifications to existing bridges, crossings, and culverts. The project is a necessary component of the Valley Rail Sacramento Extension, a proposed passenger rail service between Stockton and Sacramento with further connections to San Jose, Ceres, and Bakersfield. Once deployed, the improvements will provide 7 round trips to Sacramento, with service terminating in Natomas. The 2022 ITIP will fund environmental and design phases.

The project will increase accessibility and connectivity for residents throughout the corridor. The project implements infrastructure to support an increase in intercity passenger rail service frequency that aligns with the corridor improvement strategies defined in the ITSP to promote multimodal interregional movement.



This additional frequency will allow for ACE service to operate up to four daily round trips to Natomas, improving residents' transportation options throughout the corridor.

#### SAN JOAQUIN STREET STATION LAYOVER TRACK

This project will implement track and station access improvements at the San Joaquin Street Station in Stockton to better serve passengers in preparation for future expansion of service to / from Sacramento. The proposed improvements include new layover tracks near the station to facilitate a new short-run operation of the San Joaquins passenger rail service between Stockton and Sacramento that will connect with mainline San Joaquins trains between Bakersfield and the San Francisco Bay Area. In addition to the layover facility, the Project also includes parking, security, and public transportation improvements at and adjacent to the station.

Prior to the COVID-19 pandemic, the San Joaquins passenger rail service operated seven roundtrips daily extending to / from Bakersfield, with five of the roundtrips branching west at Stockton to serve the San Francisco Bay Area and two of the roundtrips continuing north of Stockton to serve Sacramento. As described in the Final 2021 SJJPA Business Plan, the Sacramento Extension project proposes to increase San Joaquins service to / from Sacramento by adding two new roundtrips (the eighth and ninth roundtrips) along a new route via the Union Pacific Railroad (UPRR) Sacramento Subdivision. New stations would be provided along the new route north of Stockton in Lodi, Elk Grove, Sacramento City College, Midtown Sacramento, Old North Sacramento, and Natomas.

The project increases train storage capacity and improves passenger safety, security, and accessibility. The project will provide enhanced intercity passenger rail connectivity in the San Joaquin Valley, resulting in reduced vehicle miles traveled (VMT) and associated GHG reductions and corresponding improvements in air quality. A thruway bus roundtrip between Sacramento and Stockton will be replaced by a train roundtrip, with a direct train-to-train connection at San Joaquin Street Station, improving convenience and reliability. The project would increase annual ridership on the San Joaquins service by approximately 123,000 in 2030 and 147,000 in 2040, corresponding to a ridership jump of more than eight percent.

#### PHILIPS SIDING REHABILITATION

The project is a necessary component of the Valley Rail Sacramento Extension, a proposed passenger rail service between Stockton and Sacramento with further connections to San Jose, Ceres, and Bakersfield. Once deployed, the



improvements will provide 7 round trips to Sacramento, with service terminating in Natomas.

The project will upgrade the southern switch (MP 121.27) and the rehabilitation or upgrade of the existing siding from MP 121.27 to 122.55 at the existing northern switch. Improvements also include but are not limited to tie and rail replacement, replacement of the existing southern turnout with a new #24 turnout and lining and surfacing. The project is included as part of planned improvements along the UPRR Sacramento Subdivision by the SJRRC in the 2018 California State Rail Plan and in the Sacramento Area Council of Governments (SACOG) 2020 Metropolitan Transportation Plan (MTP). The 2022 ITIP is proposing to fund construction.

These proposed improvements will provide a second mainline track to improve safety for trains in passing situations, improve connectivity and increase ridership, support increased train speeds and transportation options for residents throughout the corridor, support reduced VMT and associated regional traffic improvements and improve air quality and reduce GHG emissions. The project is needed as double tracks will be provided along the UPRR Sacramento Subdivision north of the project limits with the proposed Elk Grove Double Track project. If the Philips Siding is not rehabilitated to mainline track standards this would be inconsistent with track improvements proposed along the corridor that are intended to improve safety for trains in passing situation and support increased train speeds in the corridor.



### High Desert – Eastern Sierras – Central Nevada Corridor

#### FREEMAN GULCH WIDENING-SEGMENT 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. Segment 1 is fully funded. This project is funded only for the design phase for Segment 2. This project is in the design phase currently and needs right of way funding to finish the remaining design phase activities. This is a partnership project funded by the Caltrans and Kern, Inyo and Mono counties.



SR 14 is part of the Surface Transportation Assistance Act National Network (STAA), the National Highway System, and a portion of the route (I-5 to Mojave) is designated as Strategic Highway Network (STRAHNET) route. SR-14 serves as an alternate route to I-5 in natural disasters, such as earthquakes and snowstorms.

The project accomplishes the goals of the 2021 ITSP by improving interregional multimodal transportation assets to a state of good repair. The project considers climate change and increases resiliency to natural disasters by improving a critical evacuation/alternative route, benefitting both local communities and interregional travelers. The project also meets the needs of the Eastern Sierra Corridor Enhancement Plan.

Furthermore, the project increases connectivity and accessibility to modal options by constructing Complete Streets elements, such as new shoulders and intersection improvements that benefit bicycle and pedestrian mobility.



# Southern California – Southern Nevada/Arizona Corridor

COACHELLA VALLEY RAIL

Caltrans and RCTC, in coordination with the Federal Railroad Administration (FRA), are working to bring passenger rail service as an alternate mode of travel across Southern California, connecting desert communities and attractions with Los Angeles, Orange County, and the Inland Empire. Programmed funding of \$10 million would support completion of the environmental phase for the proposed Coachella Valley Rail Corridor, including conceptual engineering, six (6) station locations and design, and a Tier 2 Project Level Environmental Document. Later phases of the project, including construction, would be funded by other sources including, but not limited to, various local, state, and federal sources. The new intercity rail passenger service would extend approximately 144 miles between downtown Los Angeles and the Coachella Valley via downtown Fullerton and downtown Riverside. The program proposes operating two daily roundtrips between Los Angeles Union Station and Indio or Coachella, with morning and evening departures from each end.

The environmental documents for Coachella Valley Rail would develop a viable infrastructure plan with engineering concepts and provide environmental review, mitigation, and clearance to allow for future construction activities. This transformative project will increase intercity passenger rail frequency, benefitting interregional travelers, regional commuters, and nearby residents. The project will promote economic development around the rail station, increasing connectivity and access to jobs and services for low-income communities. This project supports alternatives to vehicular travel, thereby reducing VMT and GHG emissions and improving air quality.

This project accomplishes the goals of the 2021 ITSP for this corridor by expanding intercity passenger rail, balancing local community and interregional travel needs, and increasing connectivity and accessibility to modal options.



### Central Coast – Central Valley East/West Connectors

#### 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 motorists sometimes making unsafe passing attempts around slower vehicles. This project will accomplish the goals of the

2021 ITSP by reducing congestion and improving safety for all users by providing safe passing opportunities. This project is critical to facilitate goods movement in a region that lacks an east-west freight rail connection between the Central Coast and Central Valley. By converting existing lanes to a frontage road, the project balances local community needs and interregional travel. This project anticipated to is finish environmental phase in FY 2022-23. This project also meets the needs of the State Route 156 Multimodal Corridor Plan.



#### EXCELSIOR EXPRESSWAY - CLOSING GAP IN A 4-LANE EXPRESSWAY

The project will convert six miles of two-lane conventional highway to a divided four-lane expressway, thereby, completing a continuous 44-mile corridor. The project serves interregional traffic and local communities between the coastal and Sierra Nevada mountain recreational areas and commercial truck traffic. The project will accomplish the goals of the 2021 ITSP by improving the operational efficiency of interregional freight movement and local farm-tomarket travel. The project will increase connectivity for economically underserved and tribal communities. The project will provide access to the future High-Speed Rail Kings/Tulare station. The project may incorporate Complete Streets and Zero-Emission Vehicle infrastructure elements. The



project also meets the needs of the Fresno-Madera State Route 41 and



Avenue 9 Sustainable Corridors Study.

Once completed, this project will close a gap in the existing four-lane expressway SR 41 facility between the City of Fresno and SR 198 in the City of Lemoore, US Naval Base site. The project will also relieve congestion, separate oncoming traffic with a divided median, and break up traffic queues by providing safe opportunities to pass slow-moving agriculture traffic. The 2018 ITIP funded the design phase in FY 2018-19 and right of way in FY 2019-20. The 2022 ITIP will provide funding for the construction phase. Fresno Council of Governments (FCOG) is the funding partner for this project.

#### SR 46 CORRIDOR IMPROVEMENTS

SR 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 remain at the climb through the Antelope Grade to the Kern County line. This corridor lacks an east-west freight rail connection between the Central Coast and Central Valley; therefore, this highway project is critical to facilitate goods movement.

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 is funded through the design phase with ITIP funds and received TCEP funds for the right of way phase. Future funding will be needed to fully fund this segment through construction.

The four-lane expressway project on the Kern County side of SR 46 is fully funded for construction with RIP funding by the Kern Council of Governments (Kern COG), Traffic Congestion Relief Program (TCRP) funds and federal funds.

This project accomplishes the goals of the 2021 ITSP by improving safety and keeping the critical freight facilities in a state of good repair. The project also meets the needs of the State Route 46 Corridor System Management Plan.

#### North Coast – Northern Nevada Corridor

#### LAKE 29 EXPRESSWAY PROJECT

A major strategy for the Lake County portion of this corridor is to improve safety and system effectiveness for all travelers by separating the interregional and regional travel by supporting freight improvements to the south on State SR 29 and improving local circulation, including active transportation, to the north on SR 20. The Lake 29 Expressway project and the Lucerne Complete Streets Improvement Project support this multimodal strategy.

Segment 2C - The project will improve traffic safety by providing passing opportunities. The project is in construction and will also provide



enhanced bike and pedestrian facilities by constructing wider shoulders. Significant portion of the project is SHOPP funded and 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 design phase for both projects jointly with RIP shares from Lake County. Due to RIP and IIP funding constraints in the 2022 STIP cycle, right of way and construction phases could not be funded in the 2022 cycle.


This project accomplishes the goals of the 2021 ITSP by meeting the needs of local communities by increasing connectivity and accessibility to modal options, including active transportation. The project balances local community and interregional travel needs and improves emergency evacuation routes for all users. The project also meets the needs of the State Route 29 South Corridor Engineered Feasibility Study.

## LUCERNE COMPLETE STREETS IMPROVEMENTS PROJECT

The Lucerne complete streets project will address active transportation needs for the corridor on SR 20, which is a main street for the Town of Lucerne that serves four disadvantaged communities, while Caltrans continues to address the interregional circulation through collaboration with local and regional partners in developing the Lake 29 project in the southern part of the corridor. Creating a safer, more multimodal, pedestrian, bicycle, and transit-friendly north shore (SR 20) is essential to safely shifting interregional traffic to the south shore (SR 29) and ultimately improving interregional travel.

In partnership with Lake Area Planning Council, Caltrans endeavors to



enhance comfort and safety for nonmotorized users along State Route 20 in Lucerne and provide better connectivity between Lucerne's waterfront, parks, elementary school, and downtown area. This project will implement the preferred concepts identified in several local planning studies. Roadway features include Class IV separated bikeways, sidewalks, transit stop improvements, and rectangular rapid flashing beacons.

The purpose of this project is to increase pedestrian and bicyclist safety, connectivity, and level of comfort and to improve curbside accessibility to transit facilities. This project accomplishes the goals of the 2021 ITSP for this corridor by enhancing safety and increasing

connectivity and accessibility to modal options.

## MINERAL MULTI-USE PATH



The proposed scope of work for the Mineral Class I facility includes a (Class I, 10-foot wide) shared-use path adjacent to SR 36 beginning at Post Mile (PM) 81.68. The project's purpose is to create a separate designated space for those who desire to walk and bike away from a highway with zero to two-foot shoulders and posted speeds no less than 50 mph. The need for this project is a concept that was born through extensive local outreach in the Town of Mineral to anchor the community as the Gateway to two National Parks and provide a safe space for people who desire to walk or bike.

The Class I facility will meander adjacent to SR-36 eastward, crossing over 16 culverts



and two proposed pedestrian bridges. This project accomplishes the goals of the 2021 ITSP for this corridor by improving safety and increasing connectivity and accessibility to modal options. This facility supports interregional freight and recreational tourism within Northern California while serving as the main street for the Town of Mineral and other local communities. The separation of active transportation from automobile and freight travel will improve safety for all modes traveling within and through the corridor. This separation is key to creating a safer interregional facility for goods movement and recreational tourism. This project will lead to benefits for interregional travels, as well as local and regional travelers.

## NEVADA 49 CORRIDOR IMPROVEMENT PROJECT

The project proposes to enhance operations, pedestrian and bicycle mobility, and safety by adding a southbound truck climbing lane and widening shoulders outside the urbanized area, from La Barr Meadows Road to McKnight Way in Nevada county.





The purpose of this project is to enhance connectivity for the rural community in Nevada County including rural communities along SR 49 from La Barr Meadows Road to McKnight Way. The project will enhance safety, and mobility of vehicular, pedestrian, and cyclist traffic on SR 49. This project will enhance daily commuting, mobility, freight, transit (Nevada County Connects, fixed-route transit, Route 5 Commuter Service to Auburn Multi-modal Station), essential services and provide a longterm benefit for emergency readiness for evacuations caused by climate change stressors through the construction of roundabouts, and intersection signalization.

The project accomplishes the goals of the 2021 ITSP by balancing local community and interregional travel needs and improves emergency evacuation routes for all users. The project also meets the needs of the State Route 49 Multimodal Corridor Plan.



## INTERREGIONAL HIGHWAY AND INTERCITY RAIL NEEDS

Section 34B of the 2022 STIP guidelines, adopted by the California Transportation Commission on August 18, 2021 requires Caltrans to identify projects that have received ITIP funds in the previous 10 years for preconstruction but have not yet been funded for construction. Table 2 below lists such projects along with unfunded phases and associated costs for each project, based upon the latest estimate of project costs.

Caltrans District/ State Rail Plan Region	Implementin g Agency	County-Route	Project Name	Total Remaining Need (in Millions)	Remaining Phases
Highways					
1	Caltrans	Lake County 29	Lake 29 Expressway - Segment 2A	\$91	RW and CON
1	Caltrans	Lake County 29	Lake 29 Expressway - Segment 2B	\$127	RW and CON
5	Caltrans	San Luis Obispo County 46	Antelope Grade	\$82	CON
5	Caltrans	Santa Barbara 101	South Coast 101 HOV Lanes - Montecito to Santa Barbara (Segments 4D-4E)	\$248	CON
6	Caltrans	Kern County 14	Freeman Gulch - Segment 2	\$99	RW and CON
6	Caltrans	Kern County 14	Freeman Gulch - Segment 3	\$99	RW and CON
6	Caltrans	Tulare County 99	Tulare City Widening	\$200	RW and CON
			Total	\$946	

## Table 2: Projects that have received ITIP funds in the previous 10 years for preconstruction but have not yet been funded for construction

These projects that have previously received ITIP funds in the last ten years for pre-construction phases but have not been fully funded through construction. These estimates are based on the August 2021 estimates. Projects outside of the 10-year window are not included in the list.

Given the limited funding capacity of this ITIP cycle, additional funding was not available for these projects. These projects will continue to be under consideration in future ITIP cycles. Profiles for these projects are included in the project profiles section of this document.



## 1996 STIP Projects – Updated Delivery Status and Budgets

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

According to the Caltrans' policy, all budgets for grandfathered work are communicated to Caltrans headquarters and maintained in the CTIPs database. Changes and updates are reviewed and anticipated to be approved through the Project Change Request (PCR), Caltrans' change control process.

Table 3 on the following page details the budget, expenditure report, and status for all ongoing grandfathered 1996 STIP projects. The 2020 report included six ongoing grandfathered projects. The 2022 report includes the five remaining grandfathered projects, with one project reported as complete and can be closed out.

Below is a brief discussion of a project with cost increases and schedule delays since last reported in the 2020 STIP.

## Willits Bypass (PPNO 0125F)

The Contract Acceptance Milestone (CCA) was completed in December 2020. For this mitigation project, the CCA was based upon the completion of the planting effort. These mitigating improvements will be monitored until 2028. These monitoring activities include, among others, water quality monitoring, grazing land monitoring, continuing cultural assessments, transfer of mitigated property to another Agency for land management in perpetuity, Right of Way Engineering final documentation and mapping.

## Casitas Pass & Linden Ave interchanges (PPNO 0482)

The Casitas Pass & Linden Avenue Interchanges project improves operations by reconstructing the interchange, reconfiguring ramps, and replacing a bridge. The project completed construction in January 2021, five months later than expected due to being back-ordered and extensive utility relocations requiring additional coordination and redesign. The January 2018 overflow of Carpinteria Creek, coincident with the Montecito mudslide emergency, brought extensive mud and debris onto the project construction site. This event



stopped the work for cleanup and removal. Also, it caused widespread disruption in the area, which delayed the project.

The project is scheduled for completion by August 2023, delayed by a year and a half. The schedule delay and cost increases are due to the additional work that remains to be completed, including final relinquishment of city streets constructed on the project and the completion of the remaining Coastal Permit requirements. Additional effort was required to address the utilitv relocation issues with Southern California Edison, Frontier Communications, Southern California Gas Company, and Carpinteria Valley Water District. Extensive coordination with FEMA and the City to address changes to the floodplain continued through construction, resulting in more staff effort, including substantial interaction with community elected officials, City staff, and local citizens, requiring additional effort. The overall project duration increased for the reasons described above.

Since last reported in 2020, support costs have increased by \$4,501,000, from \$34,109,000 to \$38,610,000.

## Baldwin Park - Soundwalls (PPNO 0309S)

The Baldwin Park sound walls project is part of a larger high occupancy lane project on Route 10 between Puente Avenue and Citrus Street. Since last reported in 2020, support costs have increased by \$1,009,000 from \$5,645,000 to \$6,654,000 with a 13-month delay to the project completion date. The cost increases and schedule delays were due to delay in utility relocation, changes to design plans to address field conditions for a sound wall, drainage, and effort to investigate and address complaints from the City of Baldwin Park, car dealerships, and hotel businesses regarding the sound walls. Costs associated with these delays resulted in construction support cost increase to resolve the claims and close out the project. Therefore, additional construction support funds are needed for the additional effort to resolve claims from the contractor. Project completion is scheduled for October 2021.



Table 3:	1996 G	randfathered	STIP	<b>Project</b> I	List
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STIP	Grand	dfath	ered Su	pport	Project List (\$'s x 1000)					
						GF STIP Budget (2012 Initial Reporting)	GF STIP Budget (2020 Report) <sup>1</sup>	Budget Update 2022 <sup>1</sup>	GF STIP Expenditures <sup>2</sup>	
DIST	со	RTE	PPNO	EA	PROJECT	TOTAL	TOTAL	TOTAL	TOTAL	Notes
01	MEN	101	0125F	26200	Willits Bypass (Includes PPNOs 0125X, 0125Y, 0125W, 0125Z)	\$79,000	\$183,823	\$183,823	\$148,912	Parent project completed December 2016. Remaining mitigation projects scheduled for completion December 2028.
05	SB	101	0482	4482U	Casitas Pass & Linden Ave interchanges	\$23,932	\$34,109	\$38,610	\$36,147	Project completion scheduled for August 2023.
07	LA	10	03095	11172	Baldwin Park - Soundwalls	\$4,590	\$5,645	\$6,654	\$5,459	Project completion scheduled for October 2021.
07	LA	5	2808	2159_	1-5 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 2022. Project completion scheduled for July 2023.
07	LA	5	2808A	2159C	Orange County to Rte 605 Carmenita Interchange	\$30,845	\$30,845	\$30,845	\$30,845	Project construction completed in April 2018 but the R/W components are not complete. No change, support budget capped per agreement.

<sup>1</sup> GF Budget estimate to complete support

<sup>2</sup> Actual Support expenditures to date

Budget revisions since last reported in 2020 ITIP

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## Appendix A – Project Funding Details

Following tables provide detailed funding and fiscal year information for all carryover projects, carryover projects with cost changes, and new projects proposed for the 2022 ITIP.

## Table A: Carryover 2020 Projects with Carryover Funding Shown

Carr	arryover 2020 Projects with Carryover Funding Shown (\$'s x 1000)																
	Route or			L ,	2022 ITIP												
Co	Rail Corridor	PPNO	Project	Total	Total	22-23	23-24	24-25	25-26	26-27	RW	CON	PA&ED	PS&E	RW Sup	Con Sup	Notes
LAK	29	3121	Lake 29 Expressway - Segment 2B	5,100	NA	0	0	0	0	0	0	0	0	5,100	0	0	Carryover.
LAK	29	3122	Lake 29 Expressway - Segment 2A	5,100	NA	0	0	0	0	0	0	0	0	5,100	0	0	Carryover.
	Capitol/		Coast Subdivision Positive Train Control														
VAR	Coast	2194A	Implementation Project	15,637	NA	0	0	0	0	0	0	15,637	0	0	0	0	Carryover. FY 21-22 Delivery.
MON	156	0057C	Route 156 West Corridor	7,700	NA	0	0	0	0	0	0	0	7,700	0	0	0	Carryover.
	Pacific																Carryover. PS&EFY20-21
SLO	Surfliner	2195	Central Coast Layover Facility Expansion	9,000	NA	0	0	0	0	0	0	8,000	0	1,000	0	0	Delivery. CON FY 21-22 Delivery.
																	Carryover with cost increase. See
SLO	46	0226J	Cholame	124,555	NA	0	0	0	0	0	14,000	82,734	0	13,900	2,700	11,221	cost increase in the table below.
																	Carryover with cost increase. See
SLO	46	0226K	Route 46/41 Wye	143,700	NA	0	0	0	0	0	19,400	95,300	0	13,200	2,400	13,400	cost increase in the table below.
SLO	46	0226L	SR 46 Expressway Conversion - Antelope Grade Segment	10,300	NA	0	0	0	0	0	0	0	0	10,300	0	0	Carryover.
FRE	41	6705	Excelsior Expressway	8,000	NA	0	0	0	0	0	3,500	0	0	3,000	1,500	0	Carryover.
																	Carryover. New funding for CON.
KER	14	8042B	Freeman Gulch Widening - Segment 2	1,481	NA	0	0	0	0	0	0	0	0	1,481	0	0	See table below.
																	Carryover. New funding for CON.
MAD	99	6297	South Madera 6 Lane	9,813	NA	0	0	0	0	0	0	0	3,413	6,400	0	0	See table below.
IUL	99	6369	lulare City widening	6,300	NA	0	0	0	0	0	0	0	2,000	4,300	0	0	Carryover.
	Pacific																
LA	Surfliner	2002A	Rosecrans / Marquardt Grade Seperation	7,000	NA	0	0	0	0	0	0	7,000	0	0	0	0	Carryover.
	Pacific		Link Union Station Phase A Component of the SCORE														
LA	Surfliner	9882	Program-Main Construction Contract	60,820	60,820	0	60,820	0	0	0	0	60,820	0	0	0	0	Carryover.
MER	99	0161B	Livingston Widening Southbound	38,950	NA	0	0	0	0	0	200	29,450	1,700	3,000	100	4,500	Carryover.
VAR	San Joaquin	2065R	Mini-High Platform Improvements	4,500	NA	0	0	0	0	0	0	4,500	0	0	0	0	Carryover. FY 20-21 Delivery.
			San Joaquin Corridor 2nd Platforms at Modesto and														
STA	San Joaquin	2191	Turlock-Denair	20,000	16,400	16,400	0	0	0	0	1,000	16,400	600	2,000	0	0	Carryover.
																	Carryover. Mid-Cycle COVID IIP
	-	20220	Interstate E (LE) Managed Lanes	2 200		0	0			0	0	0	2 200	0			Tunds. New funding for PS&E and
UKA	J	20330	Interstate 5 (1-5) Mallageu Lalles	2,200	NA	0	0	0	0	0	0	0	2,200	0	0		NW. See lable below.
<b>C</b> D	Curflinor	2100	San Onefre te Bulgas Double Track Phase 2	20.002			0					20.002					Communer
SD SD	Summer	7130 7130	Pail Posono	28,863	726	0	0	776	0	0	0	28,863	0	0	0		Carryover.
VAK		3002		720 509 745	720	16.400	60.820	720	0	0	28 100	2/0 /20	17 613	69 791	6 700	20 121	carryover.
				509,745	77,540	10,400	00,820	/20	U	0	38,100	349,430	17,015	00,781	0,700	29,121	

### Table B: Changes to Carryover 2020 Projects

Cha	Changes to Carryover 2020 Projects (\$'s x 1000)																
					2022 ITIP												
Со	Rte	PPNO	Project	Total	Total	22-23	23-24	24-25	25-26	26-27	RW	CON	PA&ED	PS&E	RW Sup	Con Sup	Notes
MAD	99	6297	South Madera 6 Lane*	33,500	33,500	0		0	33,500	0	0	30,000	0	0	0	3,500	Add CON funding.
FRE	41	6705	Excelsior Expressway	23,000	23,000	0	0	23,000	0	0	0	19,400	0	0	0	3,600	Add CON funding.
																	Add PS&E and RW funding. Mid-
ORA	5	2833C	I-5 Managed Lanes **	16,816	16,816	0	16,816		0	0	4,316	0	0	12,500	0	0	Cycle COVID IIP funds.
																	Add RW funding. Regular IIP
ORA	5	2833C	I-5 Managed Lanes **	6,584	6,584	0	6,584		0	0	4,384	0	0	0	2,200	0	funds.
				79,900	79,900	0	23,400	23,000	33,500	0	8,700	49,400	0	12,500	2,200	7,100	

\* Funding for this project is contingent on Caltrans districts convening a summit in partnership with local and regional agencies and including diverse stakeholders and community-based organizations to establish a vision for the SR 99 corridor that addresses local needs in a manner aligned with state goals as outlined in CAPTI, before the STIP adoption, by March 15, 2022. Additionally, funding for this project is contingent on Caltrans districts, in partnership with regional agencies, completing a comprehensive multimodal corridor plan for SR 99 to implement that vision before the allocation of these funds.

\*\* A total of \$16,816,000 out of the \$23,400,000 is proposed to be funded with Mid-Cycle COVID IIP funds and the remaining \$6,584,000 funded with regular IIP.

## Table C: New Projects in the 2022 ITIP

Nev	ew Projects in the 2022 ITIP (\$'s x 1000)																
	_				2022 ITIP								_				
Со	Rte	PPNO	Project	Total	Total	22-23	23-24	24-25	25-26	26-27	RW	CON	PA&ED	PS&E	RW Sup	Con Sup	Notes
LAK	20	3204	Lucerne Complete Streets	2,804	2,804	2,804	0	0	0	0	0	0	2,804	0	0	0	Add new project.
ТЕН	36	3859	Mineral Multi-Path	4,130	4,130	650		960	2,520	0	150	1,470	650	840	120	900	Add new project.
NEV	49	4117	SR 49 Corridor Improvement	3,000	3,000	3,000	0	0	0	0	3,000	0	0	0	0	0	Add new project.
SAC	Capitol	9886	Sacramento to Roseville Third Track Service Expansion Phase 1	30,000	30,000	30,000	0	0	0	0	0	30,000	0	0	0	0	Add new project.
VEN	Pacific Surfliner	9887	Leesdale Passing Siding Project	20,000	20,000	0	20,000	0	0	0	0	20,000	0	0	0	0	Add new project.
SJ	San Joaquin	9888	San Joaquin Street Station Layover Track	7,000	7,000	1,000	6,000	0	0	0	0	6,000	0	1,000	0	0	Add new project.
SON	SMART	9889	SMART Larkspur to Cloverdale - Phase 3: Windsor Extension with pathway	10,000	10,000	10,000	0	0	0		0	10,000	0	0	0	0	Add new project.
MON	Coast Starlight	9890	King City Platform & Multimodal Station – Phase One	7,500	7,500	0	0	7,500	0	0	0	7,500	0	0	0	0	Add new project.
RIV	CVR	9891	Coachella Valley Rail	10,000	10,000	0	10,000	0	0	0	0	0	10,000	0	0	0	Add new project.
SJ	San Joaquin	9892	Philips Siding Rehabilitation	6,509	6,509	6,509	0	0	0	0	0	6,509	0	0	0	0	Add new project.
SJ	San Joaquin	9893	Elk Grove to Philips Siding Rail Operational and Capacity Improvements	7,794	7,794	1,948	5,846	0	0	0	0	0	1,948	5,846	0	0	Add new project.
				108,737	108,737	55,911	41,846	8,460	2,520	0	3,150	81,479	15,402	7,686	120	900	

## Table D: Final Expenditures for Completed Project Components

No projects to be reported.

Appe	endix	В —	Project	Progra	amming	Requests

County	Route/Rail Corridor	PPNO	Project	Page
LAK	29	3121	Lake 29 Expressway - Segment 2B	44
LAK	29	3122	Lake 29 Expressway - Segment 2A	51
			Coast Subdivision Positive Train Control	
VAR	Capitol/Coast	2194A	Implementation Project	58
MON	156	0057C	Route 156 West Corridor	65
SLO	Pacific Surfliner	2195	Central Coast Layover Facility Expansion	73
SLO	46	0226J	Cholame	81
SLO	46	0226K	Route 46/41 Wye	87
slo	46	0226L	SR 46 Expressway Conversion - Antelope Grade Segment	94
FRE	41	6705	Excelsior Expressway	101
KER	14	8042B	Freeman Gulch Widening - Segment 2	109
MAD	99	6297	South Madera 6 Lane	118
TUL	99	6369	Tulare City Widening	128
LA	Pacific Surfliner	2002A	Rosecrans / Marguardt Grade Seperation	136
LA	Pacific Surfliner	9882	Link Union Station Phase A Component of the SCORE Program-Main Construction Contract	144
MER	99	0161B	Livinaston Widening Southbound	154
VAR	San Joaquin	2065R	Mini-High Platform Improvements	161
CT A		0101	San Joaquin Corridor 2nd Platforms at Modesto and	1.0
SIA	San Joaquin	2191	Iurlock-Denair	168
ORA	5	2833C	Interstate 5 (I-5) Managed Lanes	1/3
SD	Pacific Surfliner	2190	San Onotre to Pulgas Double Track Phase 2	181
LAK	20	3204	Lucerne Complete Streets	189
TEH	36	3859	Mineral Multi-Path	195
NEV	49	4117	SR 49 Corridor Improvement	201
sac	Capitol	9886	Sacramento to Roseville Third Track Service Expansion Phase 1	210
VEN	Pacific Surfliner	9887	Leesdale Passing Siding Project	218
SJ	San Joaquin	9888	San Joaquin Street Station Layover Track	224
SON	SMART	9889	SMART Larkspur to Cloverdale - Phase 3: Windsor	229
MON	Coast Starlight	9890	King City Platform & Multimodal Station - Phase One	22/
RIV	CVR	9891	Coachella Valley Rail	204
S I	San logguin	9892	Philips Siding Republication	241
SJ	San Joaquin	9893	Elk Grove to Philips Siding Rail Operational and Capacity Improvements	250

PRG-0010 (REV 08/2020)

Amendment (Existin	mendment (Existing Project) X YES NO Date 08/18/2021 11:02:42											
Programs L	.PP-C 🗌 LPP-	F SCCP	TCEP S	TIP Other								
District	EA	Project ID	PPNO	Nominating Agency								
01	29831	0118000079	3121	Caltra	ns District 1							
County	Route	PM Back	PM Ahead	Co-Nominating Agency								
Lake	29	26.100	29.100	Lake County/City	Area Planning Council							
				MPO	Element							
				NON-MPO	Capital Outlay							
Pr	oject Manager/Cont	act	Phone	Email Address								
	JEFF PIMENTEL		707-834-9529	jeffrey.pime	entel@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 District 1											
PS&E	Caltrans District 1											
Right of Way	Caltrans District 1											
Construction	Caltrans District 1											
Legislative Districts												
Assembly:	1	Senate:	2	Congressional:	1							
Project Milestone		·		Existing	Proposed							
Project Study Report App	roved											
Begin Environmental (PA	&ED) Phase		07/01/1998									
Circulate Draft Environme	ntal Document	Document Type										
Draft Project Report					05/24/2016							
End Environmental Phase	e (PA&ED Milestone)			11/30/2016	11/30/2016							
Begin Design (PS&E) Pha	ise			07/01/2018	07/01/2018							
End Design Phase (Read	y to List for Advertiser	nent Milestone)		07/01/2020	04/15/2024							
Begin Right of Way Phase	9				04/01/2022							
End Right of Way Phase (	Right of Way Certifica	ation Milestone)			04/01/2024							
Begin Construction Phase	e (Contract Award Mile	estone)			09/20/2024							
End Construction Phase (	Construction Contract		12/01/2027									
Begin Closeout Phase			12/01/2028									
End Closeout Phase (Close	seout Report)			09/01/2031								

Date 08/18/2021 11:02:42

#### 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.

NHS Improvements XES NO	Roadway Class 1		Reversible Lar	ne Analysis 🗌 YES 🔀 NO						
Inc. Sustainable Communities Strategy Goals 🛛 YES 🗌 NO Reduce Greenhouse Gas Emissions 🖾 YES 🗌 NO										
Project Outputs										
Category	Total									
Local streets and roads	New roadway lane-miles		Miles	5.38						

Date 08/18/2021 11:02:42

#### Additional Information

As a result of this project interregional traffic is expected to redirect onto the SR 20/29/53 Principal Arterial Route, which would minimize the interregional traffic through the "Main Street" communities. Redirecting interregional traffic away from the North Shore of Clear Lake will create opportunities for traffic calming and active transportation improvements on the North Shore (SR 20). It is anticipated with the construction of this project that increased non-motorized (pedestrians/cyclists) movements coupled with a reduction in motorized movements on SR 20 will occur due to the shift of interregional traffic to the South Shore of Clear Lake. The Lake County Area Planning Council has prepared multiple plans for these improvements along the North Shore. In 2021, the Lake County Area Planning Council will kick off a traffic study to quantify and support the Sustainable Community Strategy Goals/Benefits of this project. The study is expected to be completed in 2022.

Performance Indicators and Measures											
Measure	Required For Indicator/Measure Unit Build Future No Build										

PPR ID ePPR-D01-2021-0002 v0

PRG-0010 (REV 08/2020)

District	County	Route	EA	Project ID	PPNO
01	Lake	29	29831	0118000079	3121
Project Title		•	•		

Lake 29 Expressway - Segment 2B

Component	Prior	21-22	22-23	23-24	24-25	25-26	26-27+	Total	Implementing Agency
E&P (PA&ED)									Caltrans District 1
PS&E	6,000							6,000	Caltrans District 1
R/W SUP (CT)				2,000				2,000	Caltrans District 1
CON SUP (CT)				9,000				9,000	Caltrans District 1
R/W				12,000				12,000	Caltrans District 1
CON				65,000				65,000	Caltrans District 1
TOTAL	6,000			88,000				94,000	
		Prop	osed Total	Project Cos	t (\$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				31,000				31,000	
CON				85,000				85,000	
TOTAL	6,000			127,000				133,000	
Fund #1: RIP - National Hwy System (Committed)									Program Code
		<u> </u>	Existing F	unding (\$1.0	000s)				20 XX 075 600

			20.XX.075.600						
Component	Prior	21-22	22-23	23-24	24-25	25-26	26-27+	Total	Funding Agency
E&P (PA&ED)									Lake County/City Area Planning Cou
PS&E	900							900	
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL	900							900	
			Proposed F	unding (\$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 #2:	IIP - Natior	nal Hwy Sy	vstem (Com		Program Code				
			Existing F	unding (\$1,0	000s)				20.XX.025.700
Component	Prior	21-22	22-23	23-24	24-25	25-26	26-27+	Total	Funding Agency
E&P (PA&ED)									Caltrans HQ
PS&E	5,100							5,100	
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL	5,100							5,100	
			Proposed F	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 #3:	Future Nee	ed - Future	Funds (Un	committed)			•		Program Code
			Existing F	unding (\$1,0	000s)				FUTURE
Component	Prior	21-22	22-23	23-24	24-25	25-26	26-27+	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 F	unding (\$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				31,000				31,000	
CON				85,000				85,000	
TOTAL				127,000				127,000	

#### STATE OF CALIFORNIA • DEPARTMENT OF TRANSPORTATION **PROJECT PROGRAMMING REQUEST (PPR)** PRG-0010 (REV 08/2020)

 Complete this page for amendments only
 Date 08/18/2021 11:02:42

 District
 County
 Route
 EA
 Project ID
 PPNO

 01
 Lake
 29
 29831
 0118000079
 3121

 SECTION 1 - All Projects
 Date 08/18/2021 11:02:42
 District
 District
 District
 District

Project Background

#### Programming Change Requested

Reason for Proposed Change

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

Other Significant Information

SECTION 2 - For SB1 Project Only

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

#### 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
SECTION 3 - All Projects			

#### Attachments

1) Concurrence from Implementing Agency and/or Regional Transportation Planning Agency

2) Project Location Map

PRG-0010 (REV 08/2020)

Amendment (Existin	ng Project) 🔀 YES	NO			Date 08/18/2021 10:59:58		
Programs L	.PP-C 🗌 LPP-	F SCCP	TCEP S	TIP Other			
District	EA	Project ID	PPNO	Nominatii	ng Agency		
01	29841	0118000078	3122	Caltrans District 1			
County	Route	PM Back	PM Ahead	Co-Nomina	ting Agency		
Lake	29	23.600	26.900	Lake County/City A	rea Planning Council		
				MPO	Element		
				NON-MPO	Capital Outlay		
Pr	oject Manager/Cont	act	Phone	Email /	Address		
	JEFF PIMENTEL		707-834-9529	jeffrey.pimentel@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 3.3 mile portion of the 8-mile long, 4-lane Expressway Project.

Component		Implementing Agency									
PA&ED	Caltrans District 1										
PS&E	Caltrans District 1										
Right of Way	Caltrans District 1										
Construction	Caltrans District 1										
Legislative Districts											
Assembly:	1	Senate:	2	Congressional:	1						
Project Milestone				Existing	Proposed						
Project Study Report Approved											
Begin Environmental (PA	&ED) Phase		07/01/1998								
Circulate Draft Environme	ental Document	Document Type									
Draft Project Report					05/24/2016						
End Environmental Phase	e (PA&ED Milestone)			11/30/2016	11/30/2016						
Begin Design (PS&E) Pha	ase			07/01/2018	07/01/2018						
End Design Phase (Read	y to List for Advertiser	nent Milestone)		01/01/2020	04/15/2024						
Begin Right of Way Phase	9				04/01/2022						
End Right of Way Phase (	(Right of Way Certifica	ation Milestone)			04/01/2024						
Begin Construction Phase	e (Contract Award Mile		09/20/2024								
End Construction Phase (	Construction Contract	Acceptance Milesto	ne)		12/01/2027						
Begin Closeout Phase					12/01/2028						
End Closeout Phase (Close	seout Report)				09/01/2031						

Date 08/18/2021 10:59:58

#### 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 been a goal for Caltrans and the RTPA. Segment 2A is 3.3 miles long, located between the communities of Lower Lake and Kelseyville.

NHS Improvements XES NO	Roadway Class 1		Reversible Lane Analysis  YES  NO					
Inc. Sustainable Communities Strategy	Goals 🛛 YES 🗌 NO	ES 🗌 NO Reduce Greenhouse Gas Emissions 🔀 YES 🗌 NO						
Project Outputs								
Category	Out	puts	Unit	Total				
State Highway Road Construction	ucted	Miles	5.09					

Date 08/18/2021 10:59:58

#### Additional Information

As a result of this project interregional traffic is expected to redirect onto the SR 20/29/53 Principal Arterial Route, which would minimize the interregional traffic through the "Main Street" communities. Redirecting interregional traffic away from the North Shore of Clear Lake will create opportunities for traffic calming and active transportation improvements on the North Shore (SR 20). It is anticipated with the construction of this project that increased non-motorized (pedestrians/cyclists) movements coupled with a reduction in motorized movements on SR 20 will occur due to the shift of interregional traffic to the South Shore of Clear Lake. The Lake County Area Planning Council has prepared multiple plans for these improvements along the North Shore. In 2021, the Lake County Area Planning Council will kick off a traffic study to quantify and support the Sustainable Community Strategy Goals/Benefits of this project. The study is expected to be completed in 2022.

Performance Indicators and Measures										
Measure	e Required For Indicator/Measure Unit Build Future No Build									

PPR ID ePPR-D01-2021-0001 v0

PRG-0010 (REV 08/2020)

District	County	Route	EA	Project ID	PPNO
01	Lake	29	29841	0118000078	3122
Project Title		•	•		

Lake 29 Expressway - Segment 2A

Component	Prior	21-22	22-23	23-24	24-25	25-26	26-27+	Total	Implementing Agency
E&P (PA&ED)									Caltrans District 1
PS&E	6,000							6,000	Caltrans District 1
R/W SUP (CT)				2,000				2,000	Caltrans District 1
CON SUP (CT)				9,000				9,000	Caltrans District 1
R/W				12,000				12,000	Caltrans District 1
CON				65,000				65,000	Caltrans District 1
TOTAL	6,000			88,000				94,000	
		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				15,000				15,000	
CON				65,000				65,000	
TOTAL	6,000			91,000				97,000	
Fund #1:	RIP - Natio	onal Hwy S	ystem (Cor	nmitted)					Program Code
	· · · · · ·		Existing F	unding (\$1,0	000s)				20.XX.075.600
Component	Prior	21-22	22-23	23-24	24-25	25-26	26-27+	Total	Funding Agency

			Existing i	unung (wi	,0003)				20.777.073.000
Component	Prior	21-22	22-23	23-24	24-25	25-26	26-27+	Total	Funding Agency
E&P (PA&ED)									Lake County/City Area Planning Cou
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 #2:	IIP - Natior	nal Hwy Sy	ystem (Com	mitted)		Program Code			
			Existing F	unding (\$1,0	000s)				20.XX.025.700
Component	Prior	21-22	22-23	23-24	24-25	25-26	26-27+	Total	Funding Agency
E&P (PA&ED)									Caltrans HQ
PS&E	5,100							5,100	
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL	5,100							5,100	
			Proposed I	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 #3:	Future Nee	ed - Future	Funds (Un	committed)		•			Program Code
			Existing F	unding (\$1,0	000s)				FUTURE
Component	Prior	21-22	22-23	23-24	24-25	25-26	26-27+	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 I	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				15,000				15,000	
CON				65,000				65,000	
TOTAL				91,000				91,000	

#### STATE OF CALIFORNIA • DEPARTMENT OF TRANSPORTATION **PROJECT PROGRAMMING REQUEST (PPR)** PRG-0010 (REV 08/2020)

Date 08/18/2021 10:59:58 Complete this page for amendments only District Route Project ID **PPNO** County ΕA 01 29 29841 0118000078 Lake 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 for the delay, 2) cost increase related to the delay, and 3) how cost increase will be funded

Other Significant Information

SECTION 2 - For SB1 Project Only

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

#### 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
SECTION 3 - All Projects			

#### 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 (PPR)** PRG-0010 (REV 08/2020)

Amendment (Existin	ng Project) 🗌 YES	NO 🛛			Date 10/12/2021 13:42:41			
Programs LPP-C LPP-F SCCP TCEP STIP Other								
District	EA	Project ID	PPNO	Nominating Agency				
75			2194A	Caltrans HQ				
County	Route	PM Back	PM Ahead	Co-Nominating Agency				
VAR								
				MPO	Element			
				NON-MPO	Rail			
Pr	oject Manager/Cont	act	Phone	Email Address				
	Betty Miller		916-654-5739	Betty.L.Miller@dot.ca.gov				
Design of Title								

#### 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. Construction work will include design and installation of PTC equipment, including radio and network elements at each control point and at intermediate signal locations. Costs include UPRR telecommunications installation and operation. Work will also include PTC radio frequency studies and licensing for each location.

Component	Implementing Agency									
PA&ED	Caltrans HQ									
PS&E	Caltrans HQ									
Right of Way	Caltrans HQ									
Construction	Caltrans HQ	Caltrans HQ								
Legislative Districts										
Assembly: 18,35	,20,25,29,30	Senate:	17,9,10,12	Congressional:	17,19,20,24,11,15					
Project Milestone				Existing	Proposed					
Project Study Report App	roved			02/25/2021						
Begin Environmental (PA	&ED) Phase				09/01/2018					
Circulate Draft Environme	ntal Document	Document Type CE								
Draft Project Report					03/31/2022					
End Environmental Phase	e (PA&ED Milestone)			12/01/2018	03/31/2022					
Begin Design (PS&E) Pha	ise				06/30/2022					
End Design Phase (Read	y to List for Advertiser	nent Milestone)			12/30/2025					
Begin Right of Way Phase	9				06/30/2022					
End Right of Way Phase (	Right of Way Certifica	ation Milestone)			12/30/2025					
Begin Construction Phase	e (Contract Award Mile	07/01/2019	06/30/2022							
End Construction Phase (	Construction Contract	12/31/2021	12/30/2025							
Begin Closeout Phase			01/01/2022	12/31/2025						
End Closeout Phase (Close	seout Report)			06/30/2022	06/30/2026					

#### Purpose and Need

This project helps meet federal regulations to implement PTC if passenger rail service is increased in the project area. 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.

In the near term, this project will improve long distance intercity passenger rail (Coast Starlight and state supported services connecting the central coast), commuter rail (Transit Agency of Monterrey County), and freight/goods movement. In the long term, this improvement will be in place to support the service and ridership objectives of the Capitol Corridor Joint Powers Authority.

The project is modernizing track with the installation of a new signal system over 3 segments, equaling 187 miles of track. The project does not fund track rehabilitation and focuses only on the installation of PTC.

NHS Improvements  YES  NO	Roadway Clas	s NA	Reversible La	ne Analysis 🗌 YES 🛛 NC	)		
Inc. Sustainable Communities Strategy Goals 🗌 YES 🔀 NO Reduce Greenhouse Gas Emissions 🗌 YES 🔀 NO							
Project Outputs							
Category		Outputs	Unit	Total			
Rail/ Multi-Modal	Miles of rehabilitated tr	ack	Miles	187			

#### Date 10/12/2021 13:42:41

#### Additional Information

#### Project Milestones Section:

This project does not have a PS&E or R/W component. Associated engineering and design work is minimal because the project consists of installing pre-made components along the existing right of way. Any engineering services used during the installation of these components supports the installation, and does not meaningfully change the design. This project does not have a right-of-way component as it lies completely within the host railroad's right-of-way. PS&E and R/W are reported in the Project Milestone Section because they can not be left blank in the ePPR form.

#### Category and Outputs Section:

187 miles of track are reported to be rehabilitated in the Category and Outputs Section. This project does not fund complete track rehabilitation. The work will only focus on installing PTC for the 187 miles of track. The Category and Outputs section does not have an appropriate drop-down option for describing the outputs of PTC implementation, so we have selected the 'Track Rehabilitation' output as the closest match.

PRG-0010 (REV 08/2020)

Performance Indicators and Measures									
Measure	<b>Required For</b>	Indicator/Measure	Unit	Build	Future No Build	Change			
Safety	LPPF, LPPC, SCCP, TCEP	Number of Fatalities	Number	0	3	-3			
Optiona		Accident Cost Savings	Dollars	28,591,340	28,800,000	-208,660			

PRG-0010 (REV 08/2020)

District	County	Route	EA	Project ID	PPNO
75	VAR				2194A
Ducie et Title					

Project Title

Coast Subdivision Positive Train Control Implementation Project

		Exis	sting Total P	roject Cos	t (\$1,000s)				
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	Implementing Agency
E&P (PA&ED)									Caltrans HQ
PS&E									Caltrans HQ
R/W SUP (CT)									Caltrans HQ
CON SUP (CT)									Caltrans HQ
R/W									Caltrans HQ
CON	12,955		15,637					28,592	Caltrans HQ
TOTAL	12,955		15,637					28,592	
	· · · · · · ·	Prop	osed Total I	Project Cos	st (\$1,000s	)	· · · · ·		Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON			33,211					33,211	
TOTAL			33,211					33,211	
			1						
Fund #1:	Federal Dis	sc Earma	ark Repurpo	sing (Com	imitted)				Program Code
			Existing Fu	unding (\$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 F	unding (\$1	,000s)				Notes
E&P (PA&ED)									30.20.725.000
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON			11,340					11,340	
	-		1		1		1		

Fund #2:	IIP - State	Cash (Cor	nmitted)		Program Code				
			Existing Fu	unding (\$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 HQ
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON			15,637					15,637	
TOTAL			15,637					15,637	
			Proposed F	unding (\$1	,000s)	•	<u>.</u>		Notes
E&P (PA&ED)									30.20.020.720
PS&E									
R/W SUP (CT)									-
CON SUP (CT)									
R/W									
CON									-
TOTAL									
Fund #3:	Other State	e - Transit	and Intercity	y Rail Capi	tal Program	ı (TIRCP) (	Committed)		Program Code
			Existing Fu	unding (\$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 F	unding (\$1	,000s)		<u> </u>		Notes
E&P (PA&ED)									30.20.301.100
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON			1,615					1,615	
TOTAL			1 615					1 615	

Fund #4:	Other Fed	- Amtrak S	tate Suppor		Program Code				
			Existing Fu	inding (\$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 F	unding (\$1	,000s)				Notes
E&P (PA&ED)									Amtrak State Support Funds to be
PS&E									voted by Amtrak Board by October,
R/W SUP (CT)									2021. Funding agency is National Railroad Passenger Corporation
CON SUP (CT)									(Amtrak). 30.20.725.000
R/W									
CON			4,619					4,619	
TOTAL			4,619					4,619	
Fund #5:	IIP - Publi	c Transport	ation Accou	int (Commi	itted)				Program Code
			Existing Fu	unding (\$1,	000s)				
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	Funding Agency
E&P (PA&ED)									Caltrans HQ
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
			Proposed F	unding (\$1	,000s)				Notes
E&P (PA&ED)									Rail Reserve. 30.20.020.720
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON			15,637					15,637	
TOTAL			15,637					15,637	

PRG-0010 (REV 08/2020)

Amenament (Existin		X NO			Date 11/29/2021 16:09:35					
Programs	ProgramsLPP-CLPP-FSCCPTCEPSTIPOther									
District	EA	Project ID	PPNO	Nominating Agency						
05	31600	0500000497	0057C	Caltrans District 5						
County	Route	PM Back	PM Ahead	Co-Nominating Agency						
Monterey	156	R 1.300	T 5.200	Transportation Agency for Monterey County						
Monterey	101	94.600	96.800	MPO	Element					
				AMBAG	Capital Outlay					
Pr	oject Manager/Cont	act	Phone	Email Address						
	Mike Lew		805-549-3227	mike.lew@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 District 5									
PS&E	Caltrans District 5	Caltrans District 5								
Right of Way	Caltrans District 5									
Construction	Caltrans District 5	Caltrans District 5								
Legislative Districts										
Assembly:	27,28	Senate:	12,15	Congressional:	17					
Project Milestone		•		Existing	Proposed					
Project Study Report Appr	roved									
Begin Environmental (PA&	&ED) Phase			07/01/2005	07/01/2005					
Circulate Draft Environme	ntal Document	Document Type I	EIR/EIS	06/23/2009	06/23/2009					
Draft Project Report				06/23/2009	06/23/2009					
End Environmental Phase	e (PA&ED Milestone)			07/01/2022	07/01/2024					
Begin Design (PS&E) Pha	ise			07/01/2022	07/01/2024					
End Design Phase (Ready	y to List for Advertisen	nent Milestone)		10/02/2026	09/28/2028					
Begin Right of Way Phase	)			10/25/2022	10/25/2024					
End Right of Way Phase (	Right of Way Certifica	ition Milestone)		07/02/2026	07/03/2028					
Begin Construction Phase	e (Contract Award Mile	estone)		04/07/2027	03/30/2029					
End Construction Phase (	Construction Contract	04/21/2031	04/14/2033							
Begin Closeout Phase         04/21/2031         04/14/2033										
End Closeout Phase (Close	seout Report)			04/26/2033	03/28/2035					

Date 11/29/2021 16:09:35

#### 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 major interregional connector and improve local road access.

NHS Improvements  YES  NO	Roadway Class 1		Reversible Lar	ne Analysis 🗌 YES 🛛 NO
Inc. Sustainable Communities Strategy Goals 🗌 YES 🕅 NO Reduce Greenhouse Gas Emissions 🗌 YES 🕅 NO				
Project Outputs				
Category	Outputs		Unit	Total
Pavement (lane-miles)	Roadway lane miles		Miles	4

PRG-0010 (REV 08/2020)

Date 11/29/2021 16:09:35

Additional Information

The travel time reduction shown in the Performance Indicators relates to the Castroville Boulevard Interchange segment of this project.
PRG-0010 (REV 08/2020)

Performance Indicators and Measures									
Measure	ure Required For Indicator/Measure Unit Build Future No Build Chan								
Congestion Reduction	TCEP	Daily Vehicle Hours of Travel Time Reduction	Hours	509	3,905	-3,396			

PRG-0010 (REV 08/2020)

District	County	Route	EA	Project ID	PPNO
05	Monterey, Monterey	156, 101	31600	050000497	0057C

Project Title Route 156 West Corridor

Existing Total Project Cost (\$1,000s) Component Prior 22-23 23-24 24-25 25-26 26-27 27-28+ Total Implementing Agency E&P (PA&ED) 13,294 13,294 Caltrans District 5 PS&E Caltrans District 5 R/W SUP (CT) Caltrans District 5 CON SUP (CT) Caltrans District 5 R/W Caltrans District 5 CON Caltrans District 5 TOTAL 13,294 13,294 Proposed Total Project Cost (\$1,000s) Notes E&P (PA&ED) 13.294 13,294 PS&E 32,500 32,500 R/W SUP (CT) 13,500 13,500 CON SUP (CT) 35,000 35,000 R/W 155,000 155,000 CON 220,000 220,000 TOTAL 13,294 469,294 46,000 410,000 Program Code Fund #1: IIP - State Cash (Committed) Existing Funding (\$1,000s) 20 XX 025 700 Component Prior 22-23 23-24 24-25 25-26 26-27 27-28+ Total **Funding Agency** E&P (PA&ED) 7,700 7,700 Caltrans HQ PS&E R/W SUP (CT) CON SUP (CT) R/W CON 7,700 TOTAL 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 #2:	Federal Disc Interstate Maintenance (Committed)							Program Code	
			Existing F	unding (\$1,	000s)				20.XX.400.300
Component	Prior	22-23	23-24	24-25	25-26	26-27	27-28+	Total	Funding Agency
E&P (PA&ED)	431							431	Federal Highway Administration
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL	431							431	
			Proposed F	unding (\$1	,000s)		1		Notes
E&P (PA&ED)	431							431	
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL	431							431	
Fund #3:	Demo - Hig	gh Priority	Projects Pro	ogram (Cor	nmitted)				Program Code
Existing Funding (\$1.000s)									
			Existing F	unding (\$1,	000s)				20.30.010.680
Component	Prior	22-23	Existing F 23-24	unding (\$1, 24-25	000s) 25-26	26-27	27-28+	Total	20.30.010.680 Funding Agency
Component E&P (PA&ED)	Prior 3,563	22-23	Existing Fi 23-24	unding (\$1, 24-25	000s) 25-26	26-27	27-28+	Total 3,563	20.30.010.680 Funding Agency Monterey County
Component E&P (PA&ED) PS&E	Prior 3,563	22-23	Existing Fi	unding (\$1, 24-25	000s) 25-26	26-27	27-28+	Total 3,563	20.30.010.680 Funding Agency Monterey County
Component E&P (PA&ED) PS&E R/W SUP (CT)	Prior 3,563	22-23	Existing Fi	unding (\$1, 24-25	000s) 25-26	26-27	27-28+	Total 3,563	20.30.010.680 Funding Agency Monterey County
Component E&P (PA&ED) PS&E R/W SUP (CT) CON SUP (CT)	Prior 3,563	22-23	Existing Fi	unding (\$1, 24-25	000s) 25-26	26-27	27-28+	Total 3,563	20.30.010.680 Funding Agency Monterey County
Component E&P (PA&ED) PS&E R/W SUP (CT) CON SUP (CT) R/W	Prior 3,563	22-23	Existing Fi	unding (\$1, 24-25	000s) 25-26	26-27	27-28+	Total 3,563	20.30.010.680 Funding Agency Monterey County
Component E&P (PA&ED) PS&E R/W SUP (CT) CON SUP (CT) R/W CON	Prior 3,563	22-23	Existing Fi	unding (\$1, 24-25	000s) 25-26	26-27	27-28+	Total 3,563	20.30.010.680 Funding Agency Monterey County
Component E&P (PA&ED) PS&E R/W SUP (CT) CON SUP (CT) R/W CON TOTAL	Prior 3,563	22-23	Existing Fi	unding (\$1, 24-25	000s) 25-26	26-27	27-28+	Total 3,563	20.30.010.680 Funding Agency Monterey County
Component E&P (PA&ED) PS&E R/W SUP (CT) CON SUP (CT) R/W CON TOTAL	Prior 3,563	22-23	Existing Fi	unding (\$1, 24-25	000s) 25-26	26-27	27-28+	Total 3,563 3,563	20.30.010.680 Funding Agency Monterey County Notes
Component E&P (PA&ED) PS&E R/W SUP (CT) CON SUP (CT) R/W CON TOTAL E&P (PA&ED)	Prior 3,563 	22-23	Existing Fi	unding (\$1, 24-25	000s) 25-26 ,000s)	26-27	27-28+	Total 3,563 3,563 3,563	20.30.010.680 Funding Agency Monterey County Notes
Component E&P (PA&ED) PS&E R/W SUP (CT) CON SUP (CT) R/W CON TOTAL E&P (PA&ED) PS&E	Prior 3,563 	22-23	Existing Fi	unding (\$1, 24-25	000s) 25-26 ,000s)	26-27	27-28+	Total 3,563 3,563 3,563	20.30.010.680 Funding Agency Monterey County Notes
Component E&P (PA&ED) PS&E R/W SUP (CT) CON SUP (CT) R/W CON TOTAL E&P (PA&ED) PS&E R/W SUP (CT)	Prior 3,563 	22-23	Existing Fi	unding (\$1, 24-25	000s) 25-26	26-27	27-28+	Total 3,563 3,563 3,563	20.30.010.680 Funding Agency Monterey County Notes
Component E&P (PA&ED) PS&E R/W SUP (CT) CON SUP (CT) R/W CON TOTAL E&P (PA&ED) PS&E R/W SUP (CT) CON SUP (CT)	Prior 3,563 	22-23	Existing Fi	unding (\$1, 24-25	000s) 25-26 ,000s)	26-27	27-28+	Total 3,563 3,563 3,563	20.30.010.680 Funding Agency Monterey County Notes
Component E&P (PA&ED) PS&E R/W SUP (CT) CON SUP (CT) R/W CON TOTAL E&P (PA&ED) PS&E R/W SUP (CT) CON SUP (CT) R/W	Prior 3,563 	22-23	Existing Fi	unding (\$1, 24-25	000s) 25-26 ,000s)	26-27	27-28+	Total 3,563 3,563 3,563	20.30.010.680 Funding Agency Monterey County Notes
Component E&P (PA&ED) PS&E R/W SUP (CT) CON SUP (CT) R/W CON TOTAL E&P (PA&ED) PS&E R/W SUP (CT) CON SUP (CT) R/W CON	Prior 3,563 	22-23	Existing Fi	unding (\$1, 24-25	000s) 25-26 ,000s)	26-27	27-28+	Total 3,563 3,563 3,563	20.30.010.680 Funding Agency Monterey County Notes

PRG-0010 (REV 08/2020)

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Fund #4:	Future Nee	ed - Future	Funds (Un	committed)					Program Code
			Existing F	unding (\$1,0	000s)				FUTURE
Component	Prior	22-23	23-24	24-25	25-26	26-27	27-28+	Total	Funding Agency
E&P (PA&ED)									Caltrans District 5
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
			Proposed F	unding (\$1	,000s)	11	I		Notes
E&P (PA&ED)									Segments 2 and 3
PS&E				32,500				32,500	
R/W SUP (CT)				13,500				13,500	
CON SUP (CT)						35,000		35,000	
R/W						155,000		155,000	
CON						220,000		220,000	
TOTAL				46,000		410,000		456,000	
Fund #5:	RIP - Natio	onal Hwy S	ystem (Cor	nmitted)					Program Code
			Existing F	unding (\$1,0	000s)				20.XX.075.600
Component	Prior	22-23	23-24	24-25	25-26	26-27	27-28+	Total	Funding Agency
Component E&P (PA&ED)	Prior 1,600	22-23	23-24	24-25	25-26	26-27	27-28+	Total 1,600	Funding Agency Transportation Agency for Monterey
Component E&P (PA&ED) PS&E	Prior 1,600	22-23	23-24	24-25	25-26	26-27	27-28+	Total 1,600	Funding Agency Transportation Agency for Monterey
Component E&P (PA&ED) PS&E R/W SUP (CT)	Prior 1,600	22-23	23-24	24-25	25-26	26-27	27-28+	Total 1,600	Funding Agency Transportation Agency for Monterey
Component E&P (PA&ED) PS&E R/W SUP (CT) CON SUP (CT)	Prior 1,600	22-23	23-24	24-25	25-26	26-27	27-28+	Total 1,600	Funding Agency Transportation Agency for Monterey
Component E&P (PA&ED) PS&E R/W SUP (CT) CON SUP (CT) R/W	Prior 1,600	22-23	23-24	24-25	25-26	26-27	27-28+	Total 1,600	Funding Agency Transportation Agency for Monterey
Component E&P (PA&ED) PS&E R/W SUP (CT) CON SUP (CT) R/W CON	Prior 1,600	22-23	23-24	24-25	25-26	26-27	27-28+	Total 1,600	Funding Agency Transportation Agency for Monterey
Component E&P (PA&ED) PS&E R/W SUP (CT) CON SUP (CT) R/W CON TOTAL	Prior 1,600	22-23	23-24	24-25	25-26	26-27	27-28+	Total 1,600	Funding Agency Transportation Agency for Monterey
Component E&P (PA&ED) PS&E R/W SUP (CT) CON SUP (CT) R/W CON TOTAL	Prior 1,600	22-23	23-24 Proposed F	24-25	25-26	26-27	27-28+	Total 1,600	Funding Agency Transportation Agency for Monterey Notes
Component E&P (PA&ED) PS&E R/W SUP (CT) CON SUP (CT) R/W CON TOTAL E&P (PA&ED)	Prior 1,600	22-23	23-24 Proposed F	24-25	25-26	26-27	27-28+	Total 1,600 1,600 1,600	Funding Agency Transportation Agency for Monterey Notes
Component E&P (PA&ED) PS&E R/W SUP (CT) CON SUP (CT) R/W CON TOTAL E&P (PA&ED) PS&E	Prior 1,600	22-23	23-24 Proposed F	24-25	25-26	26-27	27-28+	Total 1,600 1,600 1,600	Funding Agency Transportation Agency for Monterey Notes
Component E&P (PA&ED) PS&E R/W SUP (CT) CON SUP (CT) R/W CON TOTAL E&P (PA&ED) PS&E R/W SUP (CT)	Prior 1,600 	22-23	23-24 Proposed F	24-25	25-26	26-27	27-28+	Total 1,600 1,600 1,600	Funding Agency Transportation Agency for Monterey Notes
Component E&P (PA&ED) PS&E R/W SUP (CT) CON SUP (CT) R/W CON TOTAL E&P (PA&ED) PS&E R/W SUP (CT) CON SUP (CT)	Prior 1,600 1,600 1,600	22-23	23-24 Proposed F	24-25	25-26	26-27	27-28+	Total 1,600 1,600 1,600	Funding Agency Transportation Agency for Monterey Notes
Component E&P (PA&ED) PS&E R/W SUP (CT) CON SUP (CT) R/W CON TOTAL E&P (PA&ED) PS&E R/W SUP (CT) CON SUP (CT) R/W	Prior 1,600 1,600 1,600	22-23	23-24 Proposed F	24-25	25-26 ,000s)	26-27	27-28+	Total 1,600 1,600 1,600	Funding Agency Transportation Agency for Monterey Notes
Component E&P (PA&ED) PS&E R/W SUP (CT) CON SUP (CT) R/W CON TOTAL E&P (PA&ED) PS&E R/W SUP (CT) CON SUP (CT) R/W CON	Prior 1,600 	22-23	23-24 Proposed F	24-25	25-26	26-27	27-28+	Total 1,600 1,600 1,600	Funding Agency Transportation Agency for Monterey Notes

PRG-0010 (REV 08/2020)

	Complete this page fo	Date 11/29/2021 16	6:09:35								
District	County	Project ID	PPNO								
05	Monterey, Monterey 156, 101 31600 0500000497										
SECTION 1 - All	SECTION 1 - All Projects										

#### Project Background

No change.

#### Programming Change Requested

Reason for Proposed Change

No change.

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

Other Significant Information

#### SECTION 2 - For SB1 Project Only

Project Amendment Request (Please follow the individual SB1 program guidelines for specific criteria) No change.

#### 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
SECTION 3 - All Projects			

# Attachments

1) Concurrence from Implementing Agency and/or Regional Transportation Planning Agency

2) Project Location Map

PRG-0010 (REV 08/2020)

Amendment (Existing Project)         YES         NO         Date         10/12/2021 14:11:20									
Programs LPP-C LPP-F SCCP TCEP STIP Other									
District	EA	Project ID	PPNO	Nomina	ting Agency				
75		0019000084	2195	Caltrans HQ					
County	Route	PM Back	PM Ahead	Co-Nominating Agency					
San Luis Obispo									
				MPO	Element				
				SLOCOG	Rail				
Pr	oject Manager/Cont	act	Phone	Email Address					
Phillip Hoebeke 916-654-5739 phillip.hoebeke@dot.ca.gov									

**Project Title** 

Central Coast Layover Facility Expansion

#### Location (Project Limits), Description (Scope of Work)

The existing single track layover facility is located directly across from the San Luis Obispo Amtrak station, which is located at 1011 Railroad Avenue on the Union Pacific Railroad (UPRR) Coast Subdivision approximately 189 miles north of Los Angeles Union Station.

Component	Implementing Agency						
PA&ED	Los Angeles-San Die	os Angeles-San Diego-San Luis Obispo Rail Corridor Agency (					
PS&E	Los Angeles-San Die	ego-San Luis Obis	po Rail Corridor Agency	r (			
Right of Way	Los Angeles-San Die	ego-San Luis Obis	po Rail Corridor Agency	<i>י</i> (			
Construction	Los Angeles-San Die	ego-San Luis Obis	po Rail Corridor Agency	· (			
Legislative Districts							
Assembly:	17	Senate:	35	Congressional:	24		
Project Milestone				Existing	Proposed		
Project Study Report App	roved						
Begin Environmental (PA	&ED) Phase			08/01/2018	01/01/2019		
Circulate Draft Environme	ntal Document	Document Type	EIR		06/01/2021		
Draft Project Report					06/01/2021		
End Environmental Phase	e (PA&ED Milestone)			01/01/2021	08/01/2021		
Begin Design (PS&E) Pha	ase			01/01/2021	09/01/2021		
End Design Phase (Read	y to List for Advertiser	nent Milestone)		01/01/2022	08/31/2022		
Begin Right of Way Phase	9				01/01/2022		
End Right of Way Phase (	Right of Way Certifica	ation Milestone)			08/01/2022		
Begin Construction Phase (Contract Award Milestone)				01/01/2022	01/01/2023		
End Construction Phase (	nd Construction Phase (Construction Contract Acceptance Milestone)				06/30/2024		
Begin Closeout Phase 07/01/202					07/01/2024		
End Closeout Phase (Close	seout Report)				12/31/2024		

#### Purpose and Need

Purpose and Needs:

The proposed project is needed to increase the frequency of trains that can run on the UPRR Coast Subdivision and to enable trains to layover at the northern terminus of the Pacific Surfliner service, in San Luis Obispo, to originate more morning frequencies. The layover facility will allow for improved efficiency of Surfliner operations and allow for service growth on the corridor.

The existing single track layover facility is located directly across from the San Luis Obispo Amtrak station, which is located at 1011 Railroad Avenue on the Union Pacific Railroad (UPRR) Coast Subdivision approximately 189 miles north of Los Angeles Union Station. The layover facility should 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.

NHS Improvements YES XNO	Roadway Class NA		Reversible Lar	ne Analysis 🗌 YES 🔀 NO				
Inc. Sustainable Communities Strategy	Emissions	] YES 🔀 NO						
Project Outputs								
Category	Outp	uts	Unit	Total				
Intercity Rail/Mass Trans	Miles of new track		Miles	0.57				
Rail/ Multi-Modal	Station improvements		EA	1				

PPR ID ePPR-CT-2022-0002 v1

Additional Information

Date 10/12/2021 14:11:20

PRG-0010 (REV 08/2020)

Performance Indicators and Measures										
Measure	Measure         Required For         Indicator/Measure         Unit         Build         Future No Build         Change									
System Reliability	LPPF, LPPC, SCCP	Transit Service On-Time Performance	% "On-time"	96	85	11				

PRG-0010 (REV 08/2020)

District	County	Route	EA	Project ID	PPNO
75	San Luis Obispo			0019000084	2195

Project Title

Central Coast Layover Facility Expansion

		Exis	ting Total P	roject Cost	t (\$1,000s)				
Component	Prior	22-23	23-24	24-25	25-26	26-27	27-28+	Total	Implementing Agency
E&P (PA&ED)	3,600							3,600	Los Angeles-San Diego-San Luis Ob
PS&E	1,000							1,000	Los Angeles-San Diego-San Luis Ob
R/W SUP (CT)									Los Angeles-San Diego-San Luis Ob
CON SUP (CT)									Los Angeles-San Diego-San Luis Ob
R/W									Los Angeles-San Diego-San Luis Ob
CON	8,000							8,000	Los Angeles-San Diego-San Luis Ob
TOTAL	12,600							12,600	
		Propo	osed Total I	Project Cos	st (\$1,000s	)	- <b>I</b>		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	3,400	10,304					21,704	
TOTAL	12,600	3,400	10,304					26,304	
							11		
Fund #1:	IIP - Public	: Transporta	ation Accou	ınt (Commi	tted)				Program Code
			Existing Fu	unding (\$1,	000s)				30.20.020.720
Component	Prior	22-23	23-24	24-25	25-26	26-27	27-28+	Total	Funding Agency
E&P (PA&ED)	3,500							3,500	Caltrans HQ
PS&E	1,000							1,000	\$3500 PAED voted 10/17/18
R/W SUP (CT)									\$1000 PSE EXT. TO 12/31/22
CON SUP (CT)									
R/W									
CON	8,000							8,000	
TOTAL	12,500							12,500	
		I	Proposed F	unding (\$1	,000s)				Notes
E&P (PA&ED)	3,500							3,500	
PS&E	1,000							1,000	
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON	8,000							8,000	
TOTAL	12,500							12,500	

Fund #2:	Local Funds - Local Transportation Funds (Committed)								Program Code
			20.XX.400.100						
Component	Prior	22-23	23-24	24-25	25-26	26-27	27-28+	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 F	unding (\$1	,000s)				Notes
E&P (PA&ED)	100							100	
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL	100							100	
Fund #3:	Other State	e - Transit	and Intercity	y Rail Capi	tal Program	(TIRCP) (	Committed)		Program Code
Existing Funding (\$1.000s)									
			Existing Fu	unding (\$1,	000s)				
Component	Prior	22-23	Existing Fu 23-24	unding (\$1, 24-25	000s) 25-26	26-27	27-28+	Total	Funding Agency
Component E&P (PA&ED)	Prior	22-23	Existing Fu	unding (\$1, 24-25	000s) 25-26	26-27	27-28+	Total	Funding Agency Caltrans HQ
Component E&P (PA&ED) PS&E	Prior	22-23	Existing Fu	unding (\$1, 24-25	000s) 25-26	26-27	27-28+	Total	Funding Agency Caltrans HQ
Component E&P (PA&ED) PS&E R/W SUP (CT)	Prior	22-23	Existing Fu	unding (\$1, 24-25	000s) 25-26	26-27	27-28+	Total	Funding Agency Caltrans HQ
Component E&P (PA&ED) PS&E R/W SUP (CT) CON SUP (CT)	Prior	22-23	Existing Fu	unding (\$1, 24-25	000s) 25-26	26-27	27-28+	Total	Funding Agency Caltrans HQ
Component E&P (PA&ED) PS&E R/W SUP (CT) CON SUP (CT) R/W	Prior	22-23	Existing Fu	unding (\$1, 24-25	000s) 25-26	26-27	27-28+	Total	Funding Agency Caltrans HQ
Component E&P (PA&ED) PS&E R/W SUP (CT) CON SUP (CT) R/W CON	Prior	22-23	Existing Fu	unding (\$1, 24-25	000s) 25-26	26-27	27-28+	Total	Funding Agency Caltrans HQ
Component E&P (PA&ED) PS&E R/W SUP (CT) CON SUP (CT) R/W CON TOTAL	Prior	22-23	Existing Fu	unding (\$1, 24-25	000s) 25-26	26-27	27-28+	Total	Funding Agency Caltrans HQ
Component E&P (PA&ED) PS&E R/W SUP (CT) CON SUP (CT) R/W CON TOTAL	Prior	22-23	Existing Fu	unding (\$1, 24-25	000s) 25-26	26-27	27-28+	Total	Funding Agency Caltrans HQ Notes
Component E&P (PA&ED) PS&E R/W SUP (CT) CON SUP (CT) R/W CON TOTAL E&P (PA&ED)	Prior	22-23	Existing Fu	unding (\$1, 24-25	000s) 25-26 ,000s)	26-27	27-28+	Total	Funding Agency Caltrans HQ Notes CalSTA
Component E&P (PA&ED) PS&E R/W SUP (CT) CON SUP (CT) R/W CON TOTAL E&P (PA&ED) PS&E	Prior	22-23	Existing Fu	unding (\$1, 24-25	000s) 25-26 ,000s)	26-27	27-28+	Total	Funding Agency Caltrans HQ Notes CaISTA
Component E&P (PA&ED) PS&E R/W SUP (CT) CON SUP (CT) R/W CON TOTAL E&P (PA&ED) PS&E R/W SUP (CT)	Prior	22-23	Existing Fu	unding (\$1, 24-25	000s) 25-26 ,000s)	26-27	27-28+	Total	Funding Agency Caltrans HQ Notes CaISTA
Component E&P (PA&ED) PS&E R/W SUP (CT) CON SUP (CT) R/W CON TOTAL E&P (PA&ED) PS&E R/W SUP (CT) CON SUP (CT)	Prior	22-23	Existing Fu	unding (\$1, 24-25	000s) 25-26 ,000s)	26-27	27-28+	Total	Funding Agency Caltrans HQ Notes CaISTA
Component E&P (PA&ED) PS&E R/W SUP (CT) CON SUP (CT) R/W CON TOTAL E&P (PA&ED) PS&E R/W SUP (CT) CON SUP (CT) R/W	Prior	22-23	Existing Fu	unding (\$1, 24-25	000s) 25-26 ,000s)	26-27	27-28+	Total	Funding Agency Caltrans HQ Notes CalSTA
Component E&P (PA&ED) PS&E R/W SUP (CT) CON SUP (CT) R/W CON TOTAL E&P (PA&ED) PS&E R/W SUP (CT) CON SUP (CT) R/W CON	Prior	22-23	Existing Fu	unding (\$1, 24-25	000s) 25-26 ,000s)	26-27	27-28+	Total	Funding Agency Caltrans HQ Notes CaISTA

Fund #4:	State Bond - Intercity rail improvements (Committed)							Program Code	
Existing Funding (\$1,000s)									
Component	Prior	22-23	23-24	24-25	25-26	26-27	27-28+	Total	Funding Agency
E&P (PA&ED)									Caltrans HQ
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
			Proposed I	Funding (\$1	,000s)		1	1	Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON		3,400						3,400	1
TOTAL		3,400						3,400	1

	Date 10/12/2021 14:11:20				
District	County	Route	EA	Project ID	PPNO
75	San Luis Obispo			0019000084	2195
SECTION 1 - All P	rojects				

Project Background

Project delayed due Environmental Documentation required because out of ROW.

Programming Change Requested

Reason for Proposed Change

Add TIRCP and 1B - IRI funds

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

Other Significant Information

SECTION 2 - For SB1 Project Only

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

#### 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
SECTION 3 - All Projects			

#### 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 (PPR)** PRG-0010 (REV 08/2020)

Amendment (Existin	Amendment (Existing Project) XES NO Date 12/06/2021 08:19:29								
ProgramsLPP-CLPP-FSCCPTCEPSTIPOther									
District	EA	Project ID	PPNO	Nominati	ng Agency				
05	3307A	0514000027	0226J	Caltrans	District 5				
County	Route	PM Back	PM Ahead	Co-Nominating Agency					
San Luis Obispo	46	49.700	54.600						
				MPO	Element				
				SLOCOG	Capital Outlay				
Pr	oject Manager/Cont	act	Phone	Email Address					
	David Rasmussen		805-835-6328	david.rasmussen@dot.ca.gov					

#### **Project Title**

SR 46 Expressway Conversion - Cholame Segment

### 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 District 5								
PS&E	Caltrans District 5	altrans District 5							
Right of Way	Caltrans District 5	altrans District 5							
Construction	Caltrans District 5								
Legislative Districts									
Assembly:	33	Senate:	15		Congressional:	24			
Project Milestone					Existing	Proposed			
Project Study Report Appr	roved								
Begin Environmental (PA&	&ED) Phase					01/07/2004			
Circulate Draft Environme	ntal Document	Document Type El	IR/FONSI						
Draft Project Report						10/25/2005			
End Environmental Phase	e (PA&ED Milestone)				05/09/2006	05/09/2006			
Begin Design (PS&E) Pha	ISE				02/03/2015	02/03/2015			
End Design Phase (Ready	y to List for Advertiser	nent Milestone)			04/21/2021	06/30/2021			
Begin Right of Way Phase	)				07/01/2015	07/01/2015			
End Right of Way Phase (	Right of Way Certifica	ation Milestone)			04/07/2021	06/30/2021			
Begin Construction Phase	(Contract Award Mile	estone)			12/10/2021	12/10/2021			
End Construction Phase (	Construction Contract	Acceptance Milesto	one)		08/01/2024	08/01/2024			
Begin Closeout Phase					07/01/2025	07/01/2025			
End Closeout Phase (Close	seout Report)				07/01/2028	07/01/2028			

#### Purpose and Need

#### 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 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									
NHS Improvements YES NO		Roadway Class 1		Reversible Lane Analysis 🗌 YES 🔀 NO					
Inc. Sustainable Communities Strategy	Goals	🛛 YES 🗌 NO	YES NO Reduce Greenhouse Gas Emissions YES NO						
Project Outputs									
Category		Out	puts	Unit	Total				
Local streets and roads	New ro	adway lane-miles		Miles	9.8				

Date 12/06/2021 08:19:29

### Additional Information

This project is now a CM/GC project.

Bike/Ped is checked

PRG-0010 (REV 08/2020)

\_\_\_\_\_

Performance Indicators and Measures									
Measure	re Required For Indicator/Measure Unit Build Future No Build Chang								

PPR ID ePPR-D05-2021-0002 v1

PRG-0010 (REV 08/2020)

District	County	Route	EA	Project ID	PPNO
05	San Luis Obispo	46	3307A	0514000027	0226J
Descional Title					

Project Title

SR 46 Expressway Conversion - Cholame Segment

Existing Total Project Cost (\$1,000s)													
Component	Prior	21-22	22-23	23-24	24-25	25-26	26-27+	Total	Implementing Agency				
E&P (PA&ED)									Caltrans District 5				
PS&E	13,900							13,900	Caltrans District 5				
R/W SUP (CT)	2,700							2,700	Caltrans District 5				
CON SUP (CT)	11,221							11,221	Caltrans District 5				
R/W	14,000							14,000	Caltrans District 5				
CON	82,734							82,734	Caltrans District 5				
TOTAL	124,555							124,555					
	•	Prop	osed Total	Project Cos	st (\$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	124,555							124,555					
Fund #1:	IIP - Nation	nal Hwy Sy	stem (Com	mitted)			Fund #1: IIP - National Hwy System (Committed)						
Existing Funding (\$1,000s)													
			Existing F	unding (\$1,	000s)				20.XX.025.700				
Component	Prior	21-22	Existing Fi	unding (\$1, 23-24	000s) 24-25	25-26	26-27+	Total	20.XX.025.700 Funding Agency				
Component E&P (PA&ED)	Prior	21-22	Existing Fi	unding (\$1, 23-24	000s) 24-25	25-26	26-27+	Total	20.XX.025.700 Funding Agency Caltrans HQ				
Component E&P (PA&ED) PS&E	Prior 13,900	21-22	Existing Fi	unding (\$1, 23-24	000s) 24-25	25-26	26-27+	Total 13,900	20.XX.025.700 Funding Agency Caltrans HQ \$82734 CON EXT. TO 03/31/22				
Component E&P (PA&ED) PS&E R/W SUP (CT)	Prior 13,900 2,700	21-22	Existing Fi	unding (\$1, 23-24	000s) 24-25	25-26	26-27+	Total 13,900 2,700	20.XX.025.700 Funding Agency Caltrans HQ \$82734 CON EXT. TO 03/31/22				
Component E&P (PA&ED) PS&E R/W SUP (CT) CON SUP (CT)	Prior 13,900 2,700 11,221	21-22	Existing Fi	unding (\$1, 23-24	000s) 24-25	25-26	26-27+	Total 13,900 2,700 11,221	20.XX.025.700 Funding Agency Caltrans HQ \$82734 CON EXT. TO 03/31/22				
Component E&P (PA&ED) PS&E R/W SUP (CT) CON SUP (CT) R/W	Prior 13,900 2,700 11,221 14,000	21-22	Existing Fi	unding (\$1, 23-24	000s) 24-25	25-26	26-27+	Total 13,900 2,700 11,221 14,000	20.XX.025.700 Funding Agency Caltrans HQ \$82734 CON EXT. TO 03/31/22				
Component E&P (PA&ED) PS&E R/W SUP (CT) CON SUP (CT) R/W CON	Prior 13,900 2,700 11,221 14,000 82,734	21-22	Existing Fi	unding (\$1, 23-24	000s) 24-25	25-26	26-27+	Total 13,900 2,700 11,221 14,000 82,734	20.XX.025.700 Funding Agency Caltrans HQ \$82734 CON EXT. TO 03/31/22				
Component E&P (PA&ED) PS&E R/W SUP (CT) CON SUP (CT) R/W CON TOTAL	Prior 13,900 2,700 11,221 14,000 82,734 124,555	21-22	Existing Fi	unding (\$1, 23-24	000s) 24-25	25-26	26-27+	Total 13,900 2,700 11,221 14,000 82,734 124,555	20.XX.025.700 Funding Agency Caltrans HQ \$82734 CON EXT. TO 03/31/22				
Component E&P (PA&ED) PS&E R/W SUP (CT) CON SUP (CT) R/W CON TOTAL	Prior 13,900 2,700 11,221 14,000 82,734 124,555	21-22	Existing Fi	unding (\$1, 23-24	000s) 24-25	25-26	26-27+	Total 13,900 2,700 11,221 14,000 82,734 124,555	20.XX.025.700 Funding Agency Caltrans HQ \$82734 CON EXT. TO 03/31/22 Notes				
Component E&P (PA&ED) PS&E R/W SUP (CT) CON SUP (CT) R/W CON TOTAL E&P (PA&ED)	Prior 13,900 2,700 11,221 14,000 82,734 124,555	21-22	Existing Fi	unding (\$1, 23-24	000s) 24-25 ,000s)	25-26	26-27+	Total 13,900 2,700 11,221 14,000 82,734 124,555	20.XX.025.700 Funding Agency Caltrans HQ \$82734 CON EXT. TO 03/31/22 Notes				
Component E&P (PA&ED) PS&E R/W SUP (CT) CON SUP (CT) R/W CON TOTAL E&P (PA&ED) PS&E	Prior 13,900 2,700 11,221 14,000 82,734 124,555 13,900	21-22	Existing Fi	unding (\$1, 23-24	000s) 24-25 ,000s)	25-26	26-27+	Total 13,900 2,700 11,221 14,000 82,734 124,555 13,900	20.XX.025.700 Funding Agency Caltrans HQ \$82734 CON EXT. TO 03/31/22 Notes				
Component E&P (PA&ED) PS&E R/W SUP (CT) CON SUP (CT) R/W CON TOTAL E&P (PA&ED) PS&E R/W SUP (CT)	Prior 13,900 2,700 11,221 14,000 82,734 124,555 13,900 2,700	21-22	Existing Fi	unding (\$1, 23-24	000s) 24-25 ,000s)	25-26	26-27+	Total 13,900 2,700 11,221 14,000 82,734 124,555 13,900 2,700	20.XX.025.700 Funding Agency Caltrans HQ \$82734 CON EXT. TO 03/31/22 Notes				
Component E&P (PA&ED) PS&E R/W SUP (CT) CON SUP (CT) R/W CON TOTAL E&P (PA&ED) PS&E R/W SUP (CT) CON SUP (CT)	Prior 13,900 2,700 11,221 14,000 82,734 124,555 124,555	21-22	Existing Fi	unding (\$1, 23-24	000s) 24-25 ,000s)	25-26	26-27+	Total 13,900 2,700 11,221 14,000 82,734 124,555 13,900 2,700 11,221	20.XX.025.700 Funding Agency Caltrans HQ \$82734 CON EXT. TO 03/31/22 Notes				
Component E&P (PA&ED) PS&E R/W SUP (CT) CON SUP (CT) R/W CON TOTAL E&P (PA&ED) PS&E R/W SUP (CT) CON SUP (CT) R/W	Prior 13,900 2,700 11,221 14,000 82,734 124,555 13,900 2,700 11,221 14,000	21-22	Existing Fi	unding (\$1, 23-24	000s) 24-25 ,000s)	25-26	26-27+	Total 13,900 2,700 11,221 14,000 82,734 124,555 13,900 2,700 11,221 14,000	20.XX.025.700 Funding Agency Caltrans HQ \$82734 CON EXT. TO 03/31/22 Notes				
Component E&P (PA&ED) PS&E R/W SUP (CT) CON SUP (CT) R/W CON TOTAL E&P (PA&ED) PS&E R/W SUP (CT) CON SUP (CT) R/W CON	Prior 13,900 2,700 11,221 14,000 82,734 124,555 13,900 2,700 11,221 14,000 82,734	21-22	Existing Fi	unding (\$1, 23-24	000s) 24-25 ,000s)	25-26	26-27+	Total 13,900 2,700 11,221 14,000 82,734 124,555 13,900 2,700 11,221 14,000 82,734	20.XX.025.700 Funding Agency Caltrans HQ \$82734 CON EXT. TO 03/31/22 Notes				

#### STATE OF CALIFORNIA • DEPARTMENT OF TRANSPORTATION **PROJECT PROGRAMMING REQUEST (PPR)** PRG-0010 (REV 08/2020)

 Date 12/06/2021 08:19:29

 District
 County
 Route
 EA
 Project ID
 PPNO

 05
 San Luis Obispo
 46
 3307A
 0514000027
 0226J

 SECTION 1 - All Projects
 Vertice Section
 Vertice Section
 Vertice Section
 Vertice Section

#### Project Background

N/A

#### Programming Change Requested

Reason for Proposed Change N/A

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

#### Other Significant Information

#### SECTION 2 - For SB1 Project Only

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

#### 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
SECTION 3 - All Projects			<u> </u>

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 (PPR)** PRG-0010 (REV 08/2020)

Amendment (Existin	Amendment (Existing Project)       YES       NO       Date       12/06/2021 08:15:57								
Programs 🗌 L	ProgramsLPP-CLPP-FSCCPTCEPSTIPOther								
District	EA	Project ID	PPNO	Nominatir	ng Agency				
05	3307C	0514000028	0226K	Caltrans District 5					
County	Route	PM Back	PM Ahead	Co-Nominating Agency					
San Luis Obispo	46	54.100	57.800						
				MPO	Element				
				SLOCOG	Capital Outlay				
Pr	oject Manager/Cont	act	Phone	Email Address					
	David Rasmussen		805-835-6328	david.rasmussen@dot.ca.gov					

Project Title

SR 46 Expressway Conversion - Wye Segment

Location (Project Limits), Description (Scope of Work)

Near Cholame, from 0.7 miles west of Davis Road to 0.5 miles west of Antelope Road. Convert to a 4 lane expressway.

Component	Implementing Agency							
PA&ED	Caltrans District 5							
PS&E	Caltrans District 5	altrans District 5						
Right of Way	Caltrans District 5	altrans District 5						
Construction	Caltrans District 5	altrans District 5						
Legislative Districts								
Assembly:	33	Senate:	15	Congressional:	24			
Project Milestone				Existing	Proposed			
Project Study Report App	roved							
Begin Environmental (PA	&ED) Phase				01/07/2004			
Circulate Draft Environme	ntal Document	Document Type EIR/	FONSI					
Draft Project Report					10/25/2005			
End Environmental Phase	e (PA&ED Milestone)			05/09/200	6 05/09/2006			
Begin Design (PS&E) Pha	ase			08/01/201	8 08/01/2018			
End Design Phase (Read	y to List for Advertiser	ment Milestone)		04/07/202	2 04/07/2022			
Begin Right of Way Phase	9			10/01/201	9 10/01/2019			
End Right of Way Phase (	Right of Way Certifica	ation Milestone)		03/23/202	2 03/23/2022			
Begin Construction Phase	e (Contract Award Mile	estone)		10/26/202	2 10/26/2022			
End Construction Phase (	Construction Contract	t Acceptance Milestone	e)	07/28/202	5 07/28/2025			
Begin Closeout Phase				05/28/202	7 05/28/2027			
End Closeout Phase (Close	seout Report)			07/27/202	7 07/27/2027			

#### Date 12/06/2021 08:15:57

#### 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. The construction of this segment will include an interchange at the intersection of Hwy 46/41, thereby eliminating the existing at-grade intersection. 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 7.4

NHS Improvements X YES NO	Roadway Class 1		Reversible Lar	ne Analysis 🗌 YES 🔀 NO			
Inc. Sustainable Communities Strategy Goals 🗌 YES 🔀 NO Reduce Greenhouse Gas Emissions 🗌 YES 🔀 NO							
Project Outputs	Project Outputs						
Category	Out	puts	Unit	Total			
Local streets and roads	New roadway lane-miles		Miles	7.4			

Date 12/06/2021 08:15:57

Additional Information

This project is now a CM/GC contract for construction.

PRG-0010 (REV 08/2020)

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	Performance Indicators and Measures							
Measure	Required For         Indicator/Measure         Unit         Build         Future No Build         Chan							

PPR ID ePPR-D05-2021-0003 v1

PRG-0010 (REV 08/2020)

District	County	Route	EA	Project ID	PPNO
05	San Luis Obispo	46	3307C	0514000028	0226K
Descional Title					

Project Title

SR 46 Expressway Conversion - Wye Segment

		Exist	ing Total F	Project Cost	:(\$1,000s)				
Component	Prior	21-22	22-23	23-24	24-25	25-26	26-27+	Total	Implementing Agency
E&P (PA&ED)									Caltrans District 5
PS&E	13,200							13,200	Caltrans District 5
R/W SUP (CT)	2,400							2,400	Caltrans District 5
CON SUP (CT)		13,400						13,400	Caltrans District 5
R/W	19,400							19,400	Caltrans District 5
CON		97,800						97,800	Caltrans District 5
TOTAL	35,000	111,200						146,200	
	I	Propo	sed Total	Project Cos	st (\$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	
							I		
Fund #1:	IIP - Natior	nal Hwy Sys	stem (Com	mitted)					Program Code
Fund #1:	IIP - Natior	nal Hwy Sys	stem (Com Existing Fi	mitted) unding (\$1,	000s)				Program Code 20.XX.025.700
Fund #1: Component	IIP - Nation Prior	al Hwy Sys	stem (Com Existing Fi 22-23	mitted) unding (\$1, 23-24	000s) 24-25	25-26	26-27+	Total	Program Code 20.XX.025.700 Funding Agency
Fund #1: Component E&P (PA&ED)	IIP - Nation Prior	21-22	stem (Com Existing Fu 22-23	mitted) unding (\$1, 23-24	000s) 24-25	25-26	26-27+	Total	Program Code 20.XX.025.700 Funding Agency Caltrans HQ
Fund #1: Component E&P (PA&ED) PS&E	IIP - Nation Prior 13,200	21-22	stem (Com Existing Fi 22-23	mitted) unding (\$1, 23-24	000s) 24-25	25-26	26-27+	Total 13,200	Program Code 20.XX.025.700 Funding Agency Caltrans HQ
Fund #1: Component E&P (PA&ED) PS&E R/W SUP (CT)	Prior 13,200 2,400	21-22	stem (Com Existing Fi 22-23	mitted) unding (\$1, 23-24	000s) 24-25	25-26	26-27+	Total 13,200 2,400	Program Code 20.XX.025.700 Funding Agency Caltrans HQ
Fund #1: Component E&P (PA&ED) PS&E R/W SUP (CT) CON SUP (CT)	IIP - Nation Prior 13,200 2,400	21-22 21-22 13,400	stem (Com Existing Fi 22-23	mitted) unding (\$1, 23-24	000s) 24-25	25-26	26-27+	Total 13,200 2,400 13,400	Program Code 20.XX.025.700 Funding Agency Caltrans HQ
Fund #1: Component E&P (PA&ED) PS&E R/W SUP (CT) CON SUP (CT) R/W	IIP - Nation Prior 13,200 2,400 19,400	13,400	stem (Com Existing Fr 22-23	mitted) unding (\$1, 23-24	000s) 24-25	25-26	26-27+	Total 13,200 2,400 13,400 19,400	Program Code 20.XX.025.700 Funding Agency Caltrans HQ
Fund #1: Component E&P (PA&ED) PS&E R/W SUP (CT) CON SUP (CT) R/W CON	Prior 13,200 2,400 19,400	21-22 21-22 13,400 95,300	Stem (Com Existing Fi 22-23	mitted) unding (\$1, 23-24	000s) 24-25	25-26	26-27+	Total 13,200 2,400 13,400 19,400 95,300	Program Code 20.XX.025.700 Funding Agency Caltrans HQ
Fund #1: Component E&P (PA&ED) PS&E R/W SUP (CT) CON SUP (CT) R/W CON TOTAL	IIP - Nation Prior 13,200 2,400 19,400 35,000	13,400 95,300 108,700	stem (Com Existing Fr 22-23	mitted) unding (\$1, 23-24	000s) 24-25	25-26	26-27+	Total 13,200 2,400 13,400 19,400 95,300 143,700	Program Code 20.XX.025.700 Funding Agency Caltrans HQ
Fund #1: Component E&P (PA&ED) PS&E R/W SUP (CT) CON SUP (CT) R/W CON TOTAL	IIP - Nation Prior 13,200 2,400 19,400 35,000	21-22 21-22 13,400 95,300 108,700	Stem (Com Existing Fi 22-23	mitted) unding (\$1, 23-24	000s) 24-25	25-26	26-27+	Total 13,200 2,400 13,400 19,400 95,300 143,700	Program Code 20.XX.025.700 Funding Agency Caltrans HQ Notes
Fund #1: Component E&P (PA&ED) PS&E R/W SUP (CT) CON SUP (CT) R/W CON TOTAL E&P (PA&ED)	IIP - Nation Prior 13,200 2,400 19,400 35,000	21-22 21-22 13,400 95,300 108,700	Stem (Com Existing Fi 22-23 Proposed F	mitted) unding (\$1, 23-24	000s) 24-25	25-26	26-27+	Total 13,200 2,400 13,400 19,400 95,300 143,700	Program Code 20.XX.025.700 Funding Agency Caltrans HQ Notes
Fund #1: Component E&P (PA&ED) PS&E R/W SUP (CT) CON SUP (CT) R/W CON TOTAL E&P (PA&ED) PS&E	IIP - Nation Prior 13,200 2,400 19,400 35,000 13,200	21-22 21-22 13,400 95,300 108,700	Stem (Com Existing Fi 22-23	mitted) unding (\$1, 23-24	000s) 24-25	25-26	26-27+	Total 13,200 2,400 13,400 19,400 95,300 143,700 13,200	Program Code 20.XX.025.700 Funding Agency Caltrans HQ Notes
Fund #1: Component E&P (PA&ED) PS&E R/W SUP (CT) CON SUP (CT) R/W CON TOTAL E&P (PA&ED) PS&E R/W SUP (CT)	IIP - Nation Prior 13,200 2,400 19,400 35,000 13,200 2,400	21-22 21-22 13,400 95,300 108,700	Stem (Com Existing Fi 22-23 Proposed F	mitted) unding (\$1, 23-24	000s) 24-25	25-26	26-27+	Total 13,200 2,400 13,400 19,400 95,300 143,700 13,200 2,400	Program Code 20.XX.025.700 Funding Agency Caltrans HQ Notes
Fund #1: Component E&P (PA&ED) PS&E R/W SUP (CT) CON SUP (CT) R/W CON TOTAL E&P (PA&ED) PS&E R/W SUP (CT) CON SUP (CT)	IIP - Nation Prior 13,200 2,400 19,400 35,000 13,200 2,400	13,400 95,300 108,700	Stem (Com Existing Fi 22-23 Proposed F	mitted) unding (\$1, 23-24	000s) 24-25	25-26	26-27+	Total 13,200 2,400 13,400 95,300 143,700 13,200 2,400 13,400	Program Code 20.XX.025.700 Funding Agency Caltrans HQ Notes
Fund #1: Component E&P (PA&ED) PS&E R/W SUP (CT) CON SUP (CT) R/W CON TOTAL E&P (PA&ED) PS&E R/W SUP (CT) CON SUP (CT) R/W	IIP - Nation Prior 13,200 2,400 19,400 35,000 13,200 2,400 19,400	21-22 21-22 13,400 95,300 108,700 F 13,400	Proposed F	mitted) unding (\$1, 23-24	000s) 24-25	25-26	26-27+	Total 13,200 2,400 13,400 19,400 95,300 143,700 13,200 2,400 13,400 19,400	Program Code 20.XX.025.700 Funding Agency Caltrans HQ Notes
Fund #1: Component E&P (PA&ED) PS&E R/W SUP (CT) CON SUP (CT) R/W CON TOTAL E&P (PA&ED) PS&E R/W SUP (CT) CON SUP (CT) R/W CON	IIP - Nation Prior 13,200 2,400 19,400 35,000 13,200 2,400 19,400	21-22 21-22 13,400 95,300 108,700 108,700 13,400 95,300	Stem (Com Existing Fi 22-23 Proposed F	mitted) unding (\$1, 23-24	000s) 24-25	25-26	26-27+	Total 13,200 2,400 13,400 19,400 95,300 143,700 13,200 2,400 13,400 19,400 95,300	Program Code 20.XX.025.700 Funding Agency Caltrans HQ Notes

Fund #2:	Future Ne	uture Need - Future Funds (Uncommitted)							Program Code
	1		Existing F	unding (\$1	,000s)				FUTURE
Component	Prior	21-22	22-23	23-24	24-25	25-26	26-27+	Total	Funding Agency
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
			Proposed I	- Funding (\$*	1,000s)				Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Fund #3:	RIP - State	e Cash (Cor	nmitted)		•		•		Program Code
	-		Existing F	unding (\$1	,000s)				20.XX.075.600
Component	Prior	21-22	22-23	23-24	24-25	25-26	26-27+	Total	Funding Agency
E&P (PA&ED)									San Luis Obispo Council of Governm
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON		2,500						2,500	
TOTAL		2,500						2,500	
			Proposed I	- 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 (PPR)** PRG-0010 (REV 08/2020)

 Complete this page for amendments only
 Date 12/06/2021 08:15:57

 District
 County
 Route
 EA
 Project ID
 PPNO

 05
 San Luis Obispo
 46
 3307C
 051400028
 0226K

 SECTION 1 - All Projects
 S

### Project Background

No changes

Programming Change Requested None proposed

Reason for Proposed Change N/A

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

N/A

Other Significant Information N/A

SECTION 2 - For SB1 Project Only

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

#### 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
SECTION 3 - All Projects			

### Attachments

1) Concurrence from Implementing Agency and/or Regional Transportation Planning Agency

2) Project Location Map

PRG-0010 (REV 08/2020)

Amendment (Existing Project) YES NO Date 08/18/2021 17:43:53							
Programs LPP-C LPP-F SCCP TCEP STIP Other							
District	EA	Project ID	PPNO	Nominatir	ng Agency		
05	3307E	0518000075	0226L	Caltrans	District 5		
County	Route	PM Back	PM Ahead	Co-Nominating Agency			
San Luis Obispo	46	57.300	60.800				
VAR	46			MPO	Element		
				SLOCOG	Capital Outlay		
Pr	oject Manager/Cont	act	Phone	Email Address			
	David Rasmussen		805-835-6328	david.rasmussen@dot.ca.gov			

Project Title

SR 46 Expressway Conversion - Antelope Grade Segment

Location (Project Limits), Description (Scope of Work)

On State Route 46, in San Luis Obispo County near Cholame from east of State Route 46/41 Intersection east to Kern County Line.

Convert existing 2-lane conventional highway to 4-lane divided expressway.

Component		Implementing Agency					
PA&ED	Caltrans District 5						
PS&E	Caltrans District 5						
Right of Way	Caltrans District 5						
Construction	Caltrans District 5						
Legislative Districts							
Assembly:	33	Senate:	15	Congressional:	24		
Project Milestone				Existing	Proposed		
Project Study Report App	roved			06/16/2000			
Begin Environmental (PA	&ED) Phase				07/02/2003		
Circulate Draft Environme	ental Document	Document Type (	(ND/MND)/FONSI		01/30/2005		
Draft Project Report					01/30/2005		
End Environmental Phase	e (PA&ED Milestone)				06/29/2005		
Begin Design (PS&E) Pha	ase				08/01/2018		
End Design Phase (Read	y to List for Advertiser	nent Milestone)			06/07/2023		
Begin Right of Way Phase	e				06/01/2022		
End Right of Way Phase (	(Right of Way Certifica	ation Milestone)			06/05/2023		
Begin Construction Phase	e (Contract Award Mile	estone)			01/12/2024		
End Construction Phase (	Construction Contract	t Acceptance Miles	tone)		12/18/2026		
Begin Closeout Phase					12/18/2026		
End Closeout Phase (Close	seout Report)				12/13/2028		

#### Purpose and Need

Purpose: To reduce congestion, enhance safety, reduce driver frustration, provide safe-passing opportunities, facilitate efficient goods movement and enhance mobility for major east/west travel from the Central Coast and US 101 to the San Joaquin Valley and Interstate 5.

Need: This portion of SR 46 traverses rolling to mountainous terrain and includes sustained grades up to 6%. Heavy trucks and recreational vehicles comprise 20 percent of the traffic volume within the project limits. The limited opportunities in this segment to safely pass slower moving trucks or recreational vehicles contribute to driver frustration.

Based on current traffic volumes, the current facility within the project limits exceeds capacity. The projected volumes of traffic, most notably the number of trucks and recreational vehicles traveling the route, are higher than optimum levels recommended for a two-lane conventional highway. In addition, this roadway experiences even greater congestion on weekends when travel demand is the greatest. By providing additional lanes, the proposed project would reduce traffic congestion by improving the capacity of this heavily traveled east-west corridor.

The added lane in each direction would help to eliminate the traffic conflicts associated with vehicular movements on the existing two-lane conventional highway. Generally, four-lane facilities have fewer accidents per mile than two-lane conventional highways.

Lastly, the purpose of this four-lane expressway is to provide route continuity. Four project segments to the west of this project are completed with two more in design. All of these projects will improve SR 46 to a four-lane expressway and provide route continuity from US 101 to Interstate 5.

NHS Improvements X YES NO		Roadway Class 1		Reversible Lane Analysis YES NO		
Inc. Sustainable Communities Strategy	Goals	YES NO Reduce Greenhouse Gas Emissions X YES NO				
Project Outputs						
Category		Outputs		Unit	Total	
Pavement (lane-miles)	Roadwa	ay lane miles		Miles	7.8	

Date 08/18/2021 17:43:53

#### Additional Information

The project achieved PA&ED under the parent project and identified the preferred alternative as the "Build Alternative". As preliminary designs progressed, a new alignment was determined to be a better alignment than the one that was studied under the parent project's environmental document. This required a supplemental document to be prepared along with the supplemental project report. Both of those will be available for review by the CTC when we submit our Future Consideration of Funds at the time of our TCEP funds allocation for R/W.

A Supplemental Environmental Document is in process and is anticipated in March 2022.

PRG-0010 (REV 08/2020)

	Performance Indicators and Measures								
Measure	Required For	Indicator/Measure	Unit	Build	Future No Build	Change			
Congestion Reduction	TCEP	Daily Vehicle Hours of Travel Time Reduction	Hours	523	1,360	-837			
	TCEP	Daily Truck Trips	# of Trips	2,556	2,556	0			
	TCEP	Daily Truck Miles Traveled	Miles	9,968	9,968	0			
Throughput	TCEP	Change in Truck Volume That Can Be Accommodated	# of Trucks	761,025	585,460	175,565			
	тсер	Change in Rail Volume That Can Be	# of Trailers	0	0	0			
		Accommodated	# of Containers	0	0	0			
	TCEP	Change in Cargo Volume That Can Be	# of Tons	0	0	0			
		Accommodated	# of Containers	0	0	0			
System Reliability	TCEP	Truck Travel Time Reliability Index	Index	1.11	1.28	-0.17			
	TCEP	Daily Vehicle Hours of Travel Time Reduction	Hours	523	1,360	-837			
Velocity	TCEP	Travel Time or Total Cargo Transport Time	Hours	3.6	9.3	-5.7			
Air Quality &	I PPF. I PPC.		PM 2.5 Tons	14.6	14.6	0			
GHG	SCCP, TCEP	Particulate Matter	PM 10 Tons	58.4	58.4	0			
	LPPF, LPPC, SCCP, TCEP	Carbon Dioxide (CO2)	Tons	119,377	141,540	-22,163			
	LPPF, LPPC, SCCP, TCEP	Volatile Organic Compounds (VOC)	Tons	0	1	-1			
	LPPF, LPPC, SCCP, TCEP	Sulphur Dioxides (SOx)	Tons	0	0	0			
	LPPF, LPPC, SCCP, TCEP	Carbon Monoxide (CO)	Tons	124	212	-88			
	LPPF, LPPC, SCCP, TCEP	Nitrogen Oxides (NOx)	Tons	58	168	-110			
Safety	LPPF, LPPC, SCCP, TCEP	Number of Non-Motorized Fatalities and Non-Motorized Serious Injuries	Number	0	0	0			
	LPPF, LPPC, SCCP, TCEP	Number of Fatalities	Number	0.73	1	-0.27			
	LPPF, LPPC, SCCP, TCEP	Fatalities per 100 Million VMT	Number	1.28	1.75	-0.47			
	LPPF, LPPC, SCCP, TCEP	Number of Serious Injuries	Number	2.21	3	-0.79			
	LPPF, LPPC, SCCP, TCEP	Number of Serious Injuries per 100 Million VMT	Number	3.78	5.14	-1.36			
Economic Development	LPPF, LPPC, SCCP, TCEP	Jobs Created (Direct and Indirect)	Number	1,114	0	1,114			
Cost Effectiveness	LPPF, LPPC, SCCP, TCEP	Cost Benefit Ratio	Ratio	0.4	0	0.4			

PRG-0010 (REV 08/2020)

District	County	Route	EA	Project ID	PPNO
05	San Luis Obispo, VAR	46, 46	3307E	0518000075	0226L

Project Title

SR 46 Expressway Conversion - Antelope Grade Segment

		Exi	sting Total P	roject Cos	t (\$1,000s)				
Component	Prior	22-23	23-24	24-25	25-26	26-27	27-28+	Total	Implementing Agency
E&P (PA&ED)									Caltrans District 5
PS&E									Caltrans District 5
R/W SUP (CT)									Caltrans District 5
CON SUP (CT)									Caltrans District 5
R/W									Caltrans District 5
CON									Caltrans District 5
TOTAL									
		Prop	osed Total I	Project Co	st (\$1,000s	)			Notes
E&P (PA&ED)									
PS&E	10,300							10,300	
R/W SUP (CT)	1,400							1,400	
CON SUP (CT)			11,900					11,900	
R/W	7,600							7,600	
CON			70,100					70,100	
TOTAL	19,300		82,000					101,300	
Fund #1:	Other Fed	- Highway	Infrastructu	re Prograr	n (HIP) (Co	mmitted)			Program Code
			Existing Fu	Inding (\$1	,000s)				
Component	Prior	22-23	23-24	24-25	25-26	26-27	27-28+	Total	Funding Agency
E&P (PA&ED)									San Luis Obispo Council of Governm
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
			Proposed F	unding (\$´	1,000s)				Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W	1,270							1,270	
CON									
TOTAL	1,270							1,270	

Fund #2:	Future Need - Future Funds (Uncommitted)							Program Code	
Existing Funding (\$1,000s)									
Component	Prior	22-23	23-24	24-25	25-26	26-27	27-28+	Total	Funding Agency
E&P (PA&ED)									Caltrans District 5
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
	_!		Proposed F	unding (\$	1,000s)		· · · · ·		Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)			11,900					11,900	
R/W									
CON			70,100					70,100	
TOTAL			82,000					82,000	
Fund #3:	IIP - Natior	nal Hwy Sy	stem (Com	mitted)			•		Program Code
	Existing Funding (\$1,000s)								
Component	Prior	22-23	23-24	24-25	25-26	26-27	27-28+	Total	Funding Agency
E&P (PA&ED)									Caltrans District 5
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
			Proposed F	unding (\$	1,000s)	•			Notes
E&P (PA&ED)									
PS&E	10,300							10,300	
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL	10,300							10,300	

=

Fund #4:	d #4: RSTP - STP Local (Committed)							Program Code	
Component	Prior	22-23	23-24	24-25	25-26	26-27	27-28+	Total	Funding Agency
E&P (PA&ED)									San Luis Obispo Council of Governm
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
	1		Proposed I	Funding (\$	1,000s)	1	I I		Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W	430							430	
CON									-
TOTAL	430							430	
Fund #5:	State SB1	TCEP - Tr	ade Corrido	ors Enhanc	ement Acco	ount (Comr	nitted)		Program Code
			Existing F	unding (\$1	,000s)				
Component	Prior	22-23	23-24	24-25	25-26	26-27	27-28+	Total	Funding Agency
E&P (PA&ED)									Caltrans HQ
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
			Proposed I	Funding (\$	1,000s)				Notes
E&P (PA&ED)									Includes \$7.3 million from the State
PS&E									share of the program.
R/W SUP (CT)	1,400							1,400	
CON SUP (CT)									
R/W	5,900							5,900	
CON									
TOTAL	7,300							7,300	

PRG-0010 (REV 08/2020)

Amendment (Existin	ng Project) 🔀 YES		Date 09/07/2021 12:55:51			
Programs L	.PP-C LPP-	TIP Other				
District EA Project ID			PPNO	Nominating Agency		
06	0S370	0614000130	6705	Caltrans District 6		
County	Route	PM Back	PM Ahead	Co-Nomin	ating Agency	
Kings	41	R 48.000	R 48.300	Fresno County Transportation Authority, Fresno Co		
Fresno	41	R 0.000	R 7.100	MPO Element		
				FCOG	Capital Outlay	
Pr	oject Manager/Cont	act	Phone	Email Address		
	Chris Gardner		559-978-1888	chris.gardner@dot.ca.gov		

Project Title

Excelsior Expressway

#### Location (Project Limits), Description (Scope of Work)

In Fresno and Kings 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 District 6									
PS&E	Caltrans District 6									
Right of Way	Caltrans District 6									
Construction	Caltrans District 6									
Legislative Districts										
Assembly:	32,31	Senate:	12,14	Congressional:	21					
Project Milestone				Existing	Proposed					
Project Study Report App	roved									
Begin Environmental (PA	&ED) Phase		10/01/2001							
Circulate Draft Environme	ntal Document									
Draft Project Report			02/01/2005							
End Environmental Phase	06/14/2005	06/14/2005								
Begin Design (PS&E) Pha	ise	07/01/2018	07/01/2018							
End Design Phase (Ready to List for Advertisement Milestone)       01/01/2022										
Begin Right of Way Phase	9			07/01/2018	07/01/2018					
End Right of Way Phase (	Right of Way Certifica	01/01/2022	05/01/2024							
Begin Construction Phase	e (Contract Award Mile	07/01/2022	11/01/2024							
End Construction Phase (	Construction Contrac	07/01/2025	04/01/2027							
Begin Closeout Phase				07/01/2025	07/01/2027					
End Closeout Phase (Close	07/01/2027	07/01/2029								

#### PRG-0010 (REV 06/2020

Date 09/07/2021 12:55:51

#### Purpose and Need

Improve traffic operations, safety and provide route continuity with the four-lane roads north and south of the project segment. This segment is a 6 mile gap within a 44-mile corridor of multi-lane expressway/freeway

Need: Caltrans has identified traffic queues, fatal and injury collisions rates above average for similar facilities, and lack of passing opportunities as issues in the operation of this segment.

NHS Improvements XES NO	Roadway Class 2	Reversible Lane Analysis 🛛 YES 🗌 NO							
Inc. Sustainable Communities Strategy	Goals 🗌 YES 🔀 NO Reduce Greenhouse Gas	] YES ⊠ NO Reduce Greenhouse Gas Emissions □ YES ⊠ NO							
Project Outputs									
Category	Outputs	Unit	Total						
State Highway Road Construction	Mixed flow lane-miles constructed	Miles	24						
Operational Improvement	Intersection / Signal improvements	EA	2						
ADA Improvements	New curb ramp installed	EA	8						
Pavement (lane-miles)	Mixed flow mainline constructed	Miles	24						

#### Date 09/07/2021 12:55:51

#### Additional Information

This project would upgrade approximately six miles of two-lane conventional highway to a divided four-lane expressway, completing a continuous 44-mile corridor.

SR 41 is an Interregional High Emphasis Focus Route corridor and is in the Caltrans Interregional Transportation Strategic Plan, part of the National Network of truck routes, and it is consistent with the California Freight Mobility Plan. This corridor provides access to the Lemoore Naval Air Station and provides connectivity to SR 99 which is on the Strategic Highway Network. The highway is vital to the economy of the San Joaquin Valley and used to support farms. This two-lane segment of SR 41 facilitates interregional travel between the Fresno metropolitan area and the Central California Coast and is an important agricultural goods to market route (i.e. cotton and grain activities). During the summer months, traffic volumes increase as a result of an increase in percentage of slower moving recreational vehicles. Currently, passing is prohibited within the six-mile stretch of the project limits which causes platooning of vehicles and lowers the operational characteristics of the route.

The project will improve operational efficiency of the regional movement of freight and goods, and local farm to market travel. It will increase connectivity of several economically under served and tribal communities. The project would provide greater travel time reliability, throughput, and velocity by breaking up platooning vehicles. The project is consistent with the Transportation Concept Report and the Fresno County Regional Transportation Plan. This project will provide for continuity (44-mile) of the SR 41 corridor, meet present and future goods movement traffic demands. The SR 41 corridor will also be utilized by travelers wishing to connect to the future California Highspeed Rail Kings/Tulare station. The SR 41 project benefits align with Caltrans strategic management plan by supporting safety, multi-modality, climate change, and addressing equity by improving quality of life in underserved and tribal communities. Oncoming traffic would be separated with a divided median which would improve safety. The project's improvements will bring the highway up to current design standards as well as sustainability which includes addressing area subsidence and potential climate adaptation issue, such as culverts susceptibility to riverine flooding. Complete Streets elements, such as, widening shoulders from 5 feet to 10 feet and intersection improvements that could benefit pedestrian and bicycle mobility will also be incorporated into the project. Additionally, environmental mitigation measures including designing safer passage for animals like the San Joaquin Kit Fox will be included. New electric vehicle infrastructure is being considered for incorporation into the project which would advance overall greenhouse gas reduction goals. Furthermore, the project was redesigned recently in a way to utilize existing pavement which results in less virgin material being used for construction.
Performance Indicators and Measures										
Measure	asure Required For Indicator/Measure Unit Build Future No Build Cl									

PRG-0010 (REV 08/2020)

District	County	Route	EA	Project ID	PPNO
06	Kings, Fresno	41, 41	0S370	0614000130	6705
Project Title		•			

Excelsior Expressway

Existing Total Project Cost (\$1,000s)									
Component	Prior	21-22	22-23	23-24	24-25	25-26	26-27+	Total	Implementing Agency
E&P (PA&ED)									Caltrans District 6
PS&E	3,000							3,000	Caltrans District 6
R/W SUP (CT)	1,500							1,500	Caltrans District 6
CON SUP (CT)				7,000				7,000	Caltrans District 6
R/W	5,500							5,500	Caltrans District 6
CON				51,000				51,000	Caltrans District 6
TOTAL	10,000			58,000				68,000	
	ľ	Prop	osed Total	Project Cos	t (\$1,000s)		· · ·		Notes
E&P (PA&ED)									
PS&E	3,000							3,000	
R/W SUP (CT)	1,500							1,500	
CON SUP (CT)					7,600			7,600	
R/W	5,500							5,500	
CON					53,200			53,200	
TOTAL	10,000				60,800			70,800	
			L.						
Fund #1:	IIP - Natior	nal Hwy Sy	stem (Com	mitted)					Program Code
	· · · · · ·		Existing F	unding (\$1,0	000s)				20.XX.025.700
Component	Prior	21-22	22-23	23-24	24-25	25-26	26-27+	Total	Funding Agency
E&P (PA&ED)									Caltrans HQ
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)					3,600			3,600	
R/W	3,500							3,500	
CON					19,400			19,400	

23,000

31,000

TOTAL

8,000

Fund #2:	Future Nee	ed - Future	Funds (Un	committed)		Program Code			
			Existing F	unding (\$1,0	000s)				FUTURE
Component	Prior	21-22	22-23	23-24	24-25	25-26	26-27+	Total	Funding Agency
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	
			Proposed F	unding (\$1	,000s)		· · · · ·		Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Fund #3:	RIP - Natio	nal Hwy S	ystem (Cor	nmitted)			•		Program Code
			Existing F	unding (\$1,0	000s)				20.XX.075.600
Component	Prior	21-22	22-23	23-24	24-25	25-26	26-27+	Total	Funding Agency
E&P (PA&ED)									Caltrans HQ
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W	2,000							2,000	
CON									
TOTAL	2,000							2,000	
			Proposed F	unding (\$1	,000s)		· · · · ·		Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)					1,600			1,600	
R/W	2,000							2,000	
CON					8,400			8,400	
TOTAL	2,000				10,000			12,000	

Fund #4:	SHOPP -	Future Fun	ds (Uncom	mitted)		Program Code			
			Existing F	unding (\$1,	,000s)				
Component	Prior	21-22	22-23	23-24	24-25	25-26	26-27+	Total	Funding Agency
E&P (PA&ED)									Caltrans District 6
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									-
CON									
TOTAL									
	-	-	Proposed I	- Funding (\$1	1,000s)		-!		Notes
E&P (PA&ED)									2022 SHOPP candidate PPNO
PS&E									7064 for rehab of existing 2 lanes
R/W SUP (CT)									-
CON SUP (CT)					2,400			2,400	
R/W									
CON					12,400			12,400	-
TOTAL					14,800			14,800	
Fund #5:	Local Fun	ds - Fresno	County M	easure C (C	Committed)		•		Program Code
			Existing F	unding (\$1,	,000s)				
Component	Prior	21-22	22-23	23-24	24-25	25-26	26-27+	Total	Funding Agency
E&P (PA&ED)									Fresno County Transportation Autho
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
	-	-	Proposed I	- Funding (\$1	1,000s)		-!		Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									-
CON SUP (CT)									
R/W									
CON					13,000			13,000	
TOTAL					13,000			13,000	

### STATE OF CALIFORNIA • DEPARTMENT OF TRANSPORTATION **PROJECT PROGRAMMING REQUEST (PPR)** PRG-0010 (REV 08/2020)

 Complete this page for amendments only
 Date 09/07/2021 12:55:51

 District
 County
 Route
 EA
 Project ID
 PPNO

 06
 Kings, Fresno
 41, 41
 0S370
 0614000130
 6705

 SECTION 1 - All Projects
 Fresno
 Fresno
 41, 41
 0S370
 0614000130
 6705

### Project Background

N/A

#### Programming Change Requested

Reason for Proposed Change N/A

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

Other Significant Information

#### SECTION 2 - For SB1 Project Only

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

#### 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
SECTION 3 - All Projects			

#### Attachments

1) Concurrence from Implementing Agency and/or Regional Transportation Planning Agency

2) Project Location Map

PRG-0010 (REV 08/2020)

Amendment (Existin	ng Project) 🗌 YES	NO NO			Date 11/30/2021 13:25:13		
Programs L	.PP-C 🗌 LPP-	F 🗌 SCCP	TCEP S	TIP Other			
District	EA	Project ID	PPNO	Nominating Agency			
06	45712	0612000197	8042B	Caltrans District 9			
County	Route	PM Back	PM Ahead	Co-Nomina	ating Agency		
Kern	14	53.000	58.300				
				MPO	Element		
				KCOG	Capital Outlay		
Pr	oject Manager/Cont	act	Phone	Email Address			
	Jill Tognazzini		760-874-8308	jill.tognazzini@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 4lane expressway.

Component		Implementing Agency								
PA&ED	Caltrans HQ									
PS&E	Caltrans HQ	altrans HQ								
Right of Way	Caltrans HQ	altrans HQ								
Construction	Caltrans HQ	Caltrans HQ								
Legislative Districts										
Assembly:	34	Senate:	16	Co	ngressional:	23				
Project Milestone					Existing	Proposed				
Project Study Report Appr	roved									
Begin Environmental (PA&	&ED) Phase									
Circulate Draft Environme	ntal Document	Document Type								
Draft Project Report										
End Environmental Phase	e (PA&ED Milestone)				10/29/2007	10/29/2007				
Begin Design (PS&E) Pha	ise				07/01/2018	07/01/2022				
End Design Phase (Ready	y to List for Advertisen	nent Milestone)			07/01/2022	07/01/2026				
Begin Right of Way Phase	)				07/01/2020	07/01/2024				
End Right of Way Phase (	Right of Way Certifica	ition Milestone)			07/01/2022	07/01/2026				
Begin Construction Phase (Contract Award Milestone)       01/01/2023       01/01/2023						01/01/2027				
End Construction Phase (Construction Contract Acceptance Milestone) 07/01/2024 07/01/2028										
Begin Closeout Phase	Begin Closeout Phase         12/01/2024         12/01/2028									
End Closeout Phase (Closeout Report)         12/01/2027         12/01/2031										

#### Date 11/30/2021 13:25:13

### 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.

NHS Improvements X YES NO	Roadway Class 2		Reversible Lane Analysis 🗌 YES 🔀 NO				
Inc. Sustainable Communities Strategy	Goals 🛛 YES 🗌 NO	Reduce Greenhouse Gas Emissions 🗌 YES 🔀 NO					
Project Outputs							
Category	Outp	outs	Unit	Total			
Operational Improvement	Shoulder widening		EA	28			
Pavement (lane-miles)	Roadway lane miles		Miles	21.6			
Drainage	Culverts		LF	3,500			

PPR ID ePPR-D09-2022-0002 v1

Date 11/30/2021 13:25:13

Additional Information

Bike/Ped is checked

Performance Indicators and Measures										
Measure	e Required For Indicator/Measure Unit Build Future No Build Char									
Safety	Optional	Accident Cost Savings	Dollars	103,872	4,866,240	-4,762,368				

PPR ID ePPR-D09-2022-0002 v1

PRG-0010 (REV 08/2020)

District	County	Route	EA	Project ID	PPNO
06	Kern	14	45712	0612000197	8042B
Descional Title					

Project Title Freeman Gulch Widening - Segment 2

Existing Total Project Cost (\$1,000s) Component Prior 22-23 23-24 24-25 25-26 26-27 27-28+ Total Implementing Agency E&P (PA&ED) Caltrans HQ PS&E 4,900 Caltrans HQ 4,900 1,500 Caltrans HQ R/W SUP (CT) 1,500 CON SUP (CT) 8,530 8,530 Caltrans HQ R/W 8,600 8,600 Caltrans HQ CON 62,000 62,000 Caltrans HQ TOTAL 4,900 80,630 85,530 Proposed Total Project Cost (\$1,000s) Notes E&P (PA&ED) PS&E 3,701 3,701 R/W SUP (CT) 1,600 1,600 CON SUP (CT) 10,200 10,200 R/W 9,200 9,200 CON 75,000 75,000 TOTAL 99,701 3,701 10,800 85,200 Program Code Fund #1: RIP - National Hwy System (Committed) Existing Funding (\$1,000s) 20.XX.075.600 Component Prior 22-23 23-24 24-25 25-26 26-27 27-28+ Total **Funding Agency** E&P (PA&ED) Inyo County Local Transportation Co PS&E 360 360 R/W SUP (CT) 

CON SUF (CT)						
R/W						
CON						
TOTAL	360				360	
		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 (PPR)** PRG-0010 (REV 08/2020)

Fund #2: Program Code RIP - National Hwy System (Committed) Existing Funding (\$1,000s) 20.XX.075.600 Component Prior 22-23 23-24 24-25 25-26 26-27 27-28+ Total **Funding Agency** E&P (PA&ED) Mono County Local Transportation C 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 260 260 R/W SUP (CT) CON SUP (CT) R/W CON TOTAL 260 260 Fund #3: IIP - National Hwy System (Committed) Program Code Existing Funding (\$1,000s) 20.XX.025.700 Component Prior 22-23 23-24 24-25 25-26 26-27 27-28+ Total **Funding Agency** E&P (PA&ED) Caltrans HQ 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 1,481 1,481 R/W SUP (CT) CON SUP (CT) R/W CON

1,481

TOTAL

1,481

Fund #4:	Future Nee	ed - Future	Funds (Un		Program Code				
			Existing F	unding (\$1,	.000s)				FUTURE
Component	Prior	22-23	23-24	24-25	25-26	26-27	27-28+	Total	Funding Agency
E&P (PA&ED)									
PS&E									
R/W SUP (CT)					1,500			1,500	
CON SUP (CT)					8,530			8,530	
R/W					8,600			8,600	
CON					62,000			62,000	
TOTAL					80,630			80,630	
			Proposed F	- Funding (\$1	,000s)		•		Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)		1,600						1,600	
CON SUP (CT)						10,200		10,200	
R/W		9,200						9,200	
CON						75,000		75,000	
TOTAL		10,800				85,200		96,000	
Fund #5:	RIP - State	e Cash (Cor	nmitted)						Program Code
			Existing F	unding (\$1,	.000s)				20.XX.075.600
Component	Prior	22-23	23-24	24-25	25-26	26-27	27-28+	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 F	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	

	Complete this page fo	Date 11/30/2021 13	3:25:13		
District	County	EA	Project ID	PPNO	
06	Kern	14	45712	0612000197	8042B
				•	

SECTION 1 - All Projects

Project Background

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.

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 consistent with the Transportation Concept Report, the Interregional Transportation Strategic Plan, and the Kern County Regional Transportation Plan.

#### **Programming Change Requested**

NA this project will not move forward in this cycle due to lack of funding. The changes are to recognize escalation of previously proposed amounts.

#### Reason for Proposed Change

to document escalation.

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

#### Other Significant Information

#### SECTION 2 - For SB1 Project Only

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

NA

### 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
SECTION 3 - All Projects			

PRG-0010 (REV 08/2020)

### Attachments

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

PRG-0010 (REV 08/2020)

Amendment (Existin	Amendment (Existing Project) X YES NO Date 12/13/2021 10:54:29										
Programs L	.PP-C 🗌 LPP-	F 🗌 SCCP		TIP Other							
District	EA	Project ID	PPNO	Nominati	ng Agency						
06	0H220	0612000158	6297	Caltrans District 6							
County	Route	PM Back	PM Ahead	Co-Nomina	ting Agency						
Madera	99	0.100	R 8.100	Madera County Trans	sportation Commission						
				MPO	Element						
				MCTC	Capital Outlay						
Pr	oject Manager/Cont	act	Phone	Email /	Address						
	Eric Karlson		559-246-7337	eric.karlson@dot.ca.gov							
D 1 ( T)(											

Project Title

South Madera 6 Lane

### Location (Project Limits), Description (Scope of Work)

In Madera County, from North of Fresno-Madera County line to South of Avenue 7 to North of Avenue 12. This project will improve goods movement and passenger travel along State Route 99 by median widening from 4 to 6 lanes. It will also upgrade drainage, construct drainage basins and median barrier, and increase vertical clearance at one structure.

Component	Implementing Agency										
PA&ED	Caltrans District 6										
PS&E	Caltrans District 6										
Right of Way	Caltrans District 6	Caltrans District 6									
Construction	Caltrans District 6										
Legislative Districts	·										
Assembly:	5	Senate:	Congressional:	16							
Project Milestone					Existing	Proposed					
Project Study Report App	roved										
Begin Environmental (PA&	&ED) Phase				05/01/2019	05/01/2019					
Circulate Draft Environme	ntal Document	Document Type (N	D/MND)/FONSI		12/15/2020	12/15/2020					
Draft Project Report					12/01/2020	12/01/2020					
End Environmental Phase	e (PA&ED Milestone)				05/01/2021	05/01/2021					
Begin Design (PS&E) Pha	ise				07/01/2021	07/01/2021					
End Design Phase (Read	y to List for Advertiser	nent Milestone)			08/01/2023	08/01/2023					
Begin Right of Way Phase	)				07/01/2021	07/01/2021					
End Right of Way Phase (	Right of Way Certifica	ation Milestone)			06/30/2023	06/30/2023					
Begin Construction Phase	e (Contract Award Mile	estone)			03/04/2024	02/02/2026					
End Construction Phase (	Construction Contract	Acceptance Milesto	ne)		07/01/2027	07/03/2028					
Begin Closeout Phase					07/02/2027	07/17/2028					
End Closeout Phase (Close	seout Report)				07/02/2029	07/16/2029					

Date 12/13/2021 10:54:29

### Purpose and Need

Widening of this section of SR 99 is needed to enhance freight mobility, preserve acceptable facility operation, improve safety, and reduce congestion. The proposed 6-lane freeway would improve the flow and travel-time reliability along this segment of SR 99 for current volumes of traffic and provide enough capacity to manage the projected increases to both passenger and freight vehicle volumes. The segment is already beginning to break down and operate at unacceptable levels. Adding capacity to SR 99 will allow the region time to plan and raise funds for alternate north/south roads connecting Madera and Fresno counties.

NHS Improvements X YES NO	Roadway Class 1	Reversible Lane Analysis 🛛 YES 🗌 NO							
Inc. Sustainable Communities Strategy	Emissions 🔀	YES NO							
Project Outputs									
Category	Outputs	Unit	Total						
Pavement (lane-miles)	Roadway lane miles	Miles	24						
State Highway Road Construction	Mixed flow lane-miles constructed	Miles	11.6						
Drainage	Culverts	LF	3,000						
TMS (Traffic Management Systems)	Changeable message signs	EA	2						
Operational Improvement	Ramp modifications	EA	2						
Pavement (lane-miles)	Auxiliary lane constructed	Miles	1						

Date 12/13/2021 10:54:29

#### Additional Information

Some numbers in Performance Indicators and Measures data are shown as negative values for build scenario to reflect the benefit of the build alternative vs. no-build. For example, decrease in the Number of Serious Injuries is shown as -112 in the build column.

The post miles are different from the original application because the original limits from the Project Study Report/PDS did not consider stage construction and final striping of the already widened sections North and South of the project limits. The limits shown in the original application from 1.7 to 7.5 is the area to be constructed. However, this is a gap closure project and the final striping will need to include the limits from 0.1 to 8.1. It should be noted no additional work is being added to the project except striping.

The initial project cost in the early PA&ED phase were estimated low and were based on an ongoing construction contract 06-470904. The updated cost is based on an 11 page estimate and is in the signed project report.

There is also a change in the Project Outputs for the "Mixed flow lane miles constructed". In the original ePPR there was 12.0 miles and it has been revised to 11.6. Project 06-0V120\_ is within the same limits of this project and is proposing to widen the structures at Cottonwood Creek.

There has also been a swap in funds from MCTC. MCTC using COVID STIP funds, which is subject to the STIP amendment.

The transportation impact analysis for this project was conducted before Caltrans had established guidance for such analyses, the "Transportation Analysis Framework" and "Transportation Analysis Under CEQA" (both September 2020). Due to the timing of the transportation impact analysis for this project relative to the establishment of a VMT assessment methodology, departmental guidance did not require work on this project to be reworked to follow that methodology. Therefore the methods and conclusions shown should be considered exploratory and not valid precedent for other analyses. An assessment conducted per the department's current process would likely produce different findings.

ADA is checked Bike/Ped is checked

		Performance Indica	ators and Measure	s		
Measure	Required For	Indicator/Measure	Unit	Build	Future No Build	Change
Congestion Reduction	TCEP	Daily Vehicle Hours of Travel Time Reduction	Hours	12,508	86,169	-73,661
	TCEP	Daily Truck Trips	# of Trips	26,407	26,407	0
	TCEP	Daily Truck Miles Traveled	Miles	153,158	153,158	0
Throughput	TCEP	Change in Truck Volume That Can Be Accommodated	# of Trucks	20,278	2,944	17,334
	тсер	Change in Rail Volume That Can Be	# of Trailers	5,794	841	4,953
	TGEP	Accommodated	# of Containers	20,278	2,944	17,334
	TOEP	Change in Cargo Volume That Can Be	# of Tons	115,873	16,820	99,053
		Accommodated	# of Containers	20,278	2,944	17,334
System Reliability	TCEP	Truck Travel Time Reliability Index	Index	1.13	2.56	-1.43
	TCEP	Daily Vehicle Hours of Travel Time Reduction	Hours	11,408	27,854	-16,446
Velocity	TCEP	Travel Time or Total Cargo Transport Time	Hours	0	0	0
Air Quality &	LPPF, LPPC,		PM 2.5 Tons	-6	0	-6
GHG	SCCP, TCEP	Particulate Matter	PM 10 Tons	-7	0	-7
	LPPF, LPPC, SCCP, TCEP	Carbon Dioxide (CO2)	Tons	-13,364	0	-13,364
	LPPF, LPPC, SCCP, TCEP	Volatile Organic Compounds (VOC)	Tons	-40	0	-40
	LPPF, LPPC, SCCP, TCEP	Sulphur Dioxides (SOx)	Tons	0	0	0
	LPPF, LPPC, SCCP, TCEP	Carbon Monoxide (CO)	Tons	-413	0	-413
	LPPF, LPPC, SCCP, TCEP	Nitrogen Oxides (NOx)	That Can Be# of Trailers## of Containers2ne That Can Be# of Tons11# of Containers2ability IndexIndex1Travel TimeHours1argo TransportHours1PM 2.5 TonsPM 10 Tons1Ounds (VOC)Tons-1Ounds (VOC)Tons1Tons11Tons11Argo TransportNumber1Ounds (VOC)Tons1Ounds (VOC)Tons1Ounds (VOC)Tons1Ounds (VOC)Number1Ounds (VOC)Tons1Ounds (VOC)Tons1Ounds (VOC)Tons1Ounds (VOC)Tons1Ounds (VOC)Tons1Ounds (VOC)Tons1Ounds (VOC)Tons1Ounds (VOC)Tons1Ounds (VOC)Tons1Ounds (VOC)Number1Ounds (VOC)11Ounds (VOC)11Ounds (VOC)11 </td <td>-753</td> <td>0</td> <td>-753</td>	-753	0	-753
Safety	LPPF, LPPC, SCCP, TCEP	Number of Non-Motorized Fatalities and Non-Motorized Serious Injuries	Number	0	0	0
	LPPF, LPPC, SCCP, TCEP	Number of Fatalities	Number	-2	0	-2
	LPPF, LPPC, SCCP, TCEP	Fatalities per 100 Million VMT	Number	0.013	0.019	-0.006
	LPPF, LPPC, SCCP, TCEP	Number of Serious Injuries	Number	-112	0	-112
	LPPF, LPPC, SCCP, TCEP	Number of Serious Injuries per 100 Million VMT	Number	0.34	0.338	0.002
Economic Development	LPPF, LPPC, SCCP, TCEP	Jobs Created (Direct and Indirect)	Number	1,199	0	1,199
Cost Effectiveness	LPPF, LPPC, SCCP, TCEP	Cost Benefit Ratio	Ratio	5.2	0	5.2

PRG-0010 (REV 08/2020)

District	County	Route	EA	Project ID	PPNO
06	Madera	99	0H220	0612000158	6297
Project Title					

South Madera 6 Lane

		Exist	ting Total F	Project Cost	(\$1,000s)				
Component	Prior	21-22	22-23	23-24	24-25	25-26	26-27+	Total	Implementing Agency
E&P (PA&ED)	3,413							3,413	Caltrans District 6
PS&E		9,460						9,460	Caltrans District 6
R/W SUP (CT)		1,500						1,500	Caltrans District 6
CON SUP (CT)				13,000				13,000	Caltrans District 6
R/W		4,000						4,000	Caltrans District 6
CON				122,000				122,000	Caltrans District 6
TOTAL	3,413	14,960		135,000				153,373	
		Propo	osed Total	Project Cos	t (\$1,000s)				Notes
E&P (PA&ED)	3,413							3,413	
PS&E		9,460						9,460	
R/W SUP (CT)		1,500						1,500	
CON SUP (CT)						9,500		9,500	
R/W		4,000						4,000	
CON						74,000		74,000	
TOTAL	3,413	14,960				83,500		101,873	
	ГЛ	I				I I			
Fund #1:	IIP - Nation	al Hwy Sys	stem (Com	imitted)					Program Code
Fund #1:	IIP - Nation	al Hwy Sys	stem (Com Existing F	imitted) unding (\$1,0	)00s)				Program Code 20.XX.025.700
Fund #1: Component	IIP - Nation Prior	nal Hwy Sys 21-22	stem (Com Existing F 22-23	mitted) unding (\$1,0 23-24	000s) 24 <b>-</b> 25	25-26	26-27+	Total	Program Code 20.XX.025.700 Funding Agency
Fund #1: Component E&P (PA&ED)	IIP - Nation Prior 3,413	nal Hwy Sys 21-22	stem (Com Existing F 22-23	imitted) unding (\$1,0 23-24	000s) 24-25	25-26	26-27+	Total 3,413	Program Code 20.XX.025.700 Funding Agency Caltrans HQ
Fund #1: Component E&P (PA&ED) PS&E	IIP - Nation Prior 3,413	21-22 6,400	stem (Com Existing Fi 22-23	mitted) unding (\$1,0 23-24	000s) 24-25	25-26	26-27+	Total 3,413 6,400	Program Code 20.XX.025.700 Funding Agency Caltrans HQ
Fund #1: Component E&P (PA&ED) PS&E R/W SUP (CT)	IIP - Nation Prior 3,413	21-22 6,400	stem (Com Existing F 22-23	unding (\$1,0 23-24	000s) 24-25	25-26	26-27+	Total 3,413 6,400	Program Code 20.XX.025.700 Funding Agency Caltrans HQ
Fund #1: Component E&P (PA&ED) PS&E R/W SUP (CT) CON SUP (CT)	IIP - Nation Prior 3,413	21-22 6,400	stem (Com Existing F 22-23	mitted) unding (\$1,0 23-24	000s) 24-25	25-26	26-27+	Total 3,413 6,400	Program Code 20.XX.025.700 Funding Agency Caltrans HQ
Fund #1: Component E&P (PA&ED) PS&E R/W SUP (CT) CON SUP (CT) R/W	IIP - Nation Prior 3,413	21-22 6,400	stem (Com Existing F 22-23	mitted) unding (\$1,0 23-24	000s) 24-25	25-26	26-27+	Total 3,413 6,400	Program Code 20.XX.025.700 Funding Agency Caltrans HQ
Fund #1: Component E&P (PA&ED) PS&E R/W SUP (CT) CON SUP (CT) R/W CON	IIP - Nation	21-22 6,400	stem (Com Existing F 22-23	mitted) unding (\$1,0 23-24	000s) 24-25	25-26	26-27+	Total 3,413 6,400	Program Code 20.XX.025.700 Funding Agency Caltrans HQ
Fund #1: Component E&P (PA&ED) PS&E R/W SUP (CT) CON SUP (CT) R/W CON TOTAL	IIP - Nation Prior 3,413 	21-22 6,400 6,400	stem (Com Existing F 22-23	mitted) unding (\$1,0 23-24	000s) 24-25	25-26	26-27+	Total 3,413 6,400 9,813	Program Code 20.XX.025.700 Funding Agency Caltrans HQ
Fund #1: Component E&P (PA&ED) PS&E R/W SUP (CT) CON SUP (CT) R/W CON TOTAL	IIP - Nation	21-22 6,400 6,400	stem (Com Existing F 22-23	unding (\$1,0 23-24	000s) 24-25	25-26	26-27+	Total 3,413 6,400 9,813	Program Code 20.XX.025.700 Funding Agency Caltrans HQ Notes
Fund #1: Component E&P (PA&ED) PS&E R/W SUP (CT) CON SUP (CT) R/W CON TOTAL E&P (PA&ED)	IIP - Nation Prior 3,413 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4	al Hwy Sys 21-22 6,400 6,400	stem (Com Existing F 22-23 Proposed F	unding (\$1,0	000s) 24-25 000s)	25-26	26-27+	Total 3,413 6,400 9,813 3,413	Program Code 20.XX.025.700 Funding Agency Caltrans HQ Notes
Fund #1: Component E&P (PA&ED) PS&E R/W SUP (CT) CON SUP (CT) R/W CON TOTAL E&P (PA&ED) PS&E	IIP - Nation Prior 3,413 413 3,413 3,413	21-22 6,400 6,400 6,400	stem (Com Existing F 22-23 Proposed F	Funding (\$1,0	000s) 24-25 000s)	25-26	26-27+	Total 3,413 6,400 9,813 3,413 6,400	Program Code 20.XX.025.700 Funding Agency Caltrans HQ Notes
Fund #1: Component E&P (PA&ED) PS&E R/W SUP (CT) CON SUP (CT) R/W CON TOTAL E&P (PA&ED) PS&E R/W SUP (CT)	IIP - Nation Prior 3,413 413 3,413 3,413	21-22 6,400 6,400 6,400	stem (Com Existing Fi 22-23	mitted) unding (\$1,0 23-24	000s) 24-25 000s)	25-26	26-27+	Total 3,413 6,400 9,813 3,413 6,400	Program Code 20.XX.025.700 Funding Agency Caltrans HQ Notes
Fund #1: Component E&P (PA&ED) PS&E R/W SUP (CT) CON SUP (CT) R/W CON TOTAL E&P (PA&ED) PS&E R/W SUP (CT) CON SUP (CT)	IIP - Nation Prior 3,413 4 3,413 3,413	al Hwy Sys 21-22 6,400 6,400 6,400	stem (Com Existing F 22-23 Proposed F	unding (\$1,0 23-24	000s) 24-25 000s)	25-26	26-27+	Total 3,413 6,400 9,813 3,413 6,400 3,500	Program Code 20.XX.025.700 Funding Agency Caltrans HQ Notes
Fund #1: Component E&P (PA&ED) PS&E R/W SUP (CT) CON SUP (CT) R/W CON TOTAL E&P (PA&ED) PS&E R/W SUP (CT) CON SUP (CT) R/W	IIP - Nation Prior 3,413 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4	21-22 6,400 6,400 6,400	stem (Com Existing F 22-23 Proposed F	mitted) unding (\$1,0 23-24	000s) 24-25 000s)	25-26	26-27+	Total 3,413 6,400 9,813 3,413 6,400 3,500	Program Code 20.XX.025.700 Funding Agency Caltrans HQ Notes
Fund #1: Component E&P (PA&ED) PS&E R/W SUP (CT) CON SUP (CT) R/W CON TOTAL E&P (PA&ED) PS&E R/W SUP (CT) CON SUP (CT) R/W CON	IIP - Nation Prior 3,413 3,413 3,413 3,413	al Hwy Sys 21-22 6,400 6,400 6,400	stem (Com Existing Fi 22-23 Proposed F	mitted) unding (\$1,0 23-24	000s) 24-25 000s)	25-26	26-27+	Total 3,413 6,400 9,813 9,813 3,413 6,400 3,500 30,000	Program Code 20.XX.025.700 Funding Agency Caltrans HQ Notes

Fund #2:	Future Ne	ed - Future	Program Code						
			Existing F	unding (\$1,0	000s)				FUTURE
Component	Prior	21-22	22-23	23-24	24-25	25-26	26-27+	Total	Funding Agency
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)				13,000				13,000	
R/W									
CON				122,000				122,000	
TOTAL				135,000				135,000	
	I	ŀ	Proposed I	Funding (\$1	,000s)	1			Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									-
CON SUP (CT)									
R/W									
CON									-
TOTAL									
Fund #3:	State Bon	d - State Ro	ute 99 Co	rridor (Com	nitted)				Program Code
			Existing F	unding (\$1,0	000s)				20.XX.722.000
Component	Prior	21-22	22-23	23-24	24-25	25-26	26-27+	Total	Funding Agency
E&P (PA&ED)									Caltrans HQ
PS&E		3,060						3,060	\$3060 PSE voted 08/18/21
R/W SUP (CT)									
CON SUP (CT)									
R/W									-
CON									
TOTAL		3,060						3,060	-
		F	Proposed I	Funding (\$1	,000s)				Notes
E&P (PA&ED)									
PS&E		3,060						3,060	
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL		3,060						3,060	

Fund #4:	State SB1	TCEP - Tra	de Corrido		Program Code				
			Existing F	unding (\$1,	000s)				20.XX.723.100
Component	Prior	21-22	22-23	23-24	24-25	25-26	26-27+	Total	Funding Agency
E&P (PA&ED)									
PS&E									\$1356 RW voted 08/18/21
R/W SUP (CT)		508						508	
CON SUP (CT)									
R/W		1,356						1,356	
CON									
TOTAL		1,864						1,864	
		F	Proposed F	Funding (\$1	,000s)				Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)		508						508	
CON SUP (CT)									
R/W		1,356						1,356	
CON									
TOTAL		1,864						1,864	
Fund #5:	State SB1	TCEP - Tra	de Corrido	ors Enhanc	ement Acco	ount (Comn	nitted)		Program Code
			Existing F	unding (\$1,	000s)				20.XX.723.200
Component	Prior	21-22	22-23	23-24	24-25	25-26	26-27+	Total	Funding Agency
E&P (PA&ED)									
PS&E									\$2033 RW voted 08/18/21
PS&E R/W SUP (CT)		762						762	\$2033 RW voted 08/18/21
PS&E R/W SUP (CT) CON SUP (CT)		762						762	\$2033 RW voted 08/18/21
PS&E R/W SUP (CT) CON SUP (CT) R/W		762						762	\$2033 RW voted 08/18/21
PS&E R/W SUP (CT) CON SUP (CT) R/W CON		2,033						762	\$2033 RW voted 08/18/21
PS&E R/W SUP (CT) CON SUP (CT) R/W CON TOTAL		762 2,033 2,795						762 2,033 2,795	\$2033 RW voted 08/18/21
PS&E R/W SUP (CT) CON SUP (CT) R/W CON TOTAL		2,033 2,795	Proposed F		,000s)			762 2,033 2,795	\$2033 RW voted 08/18/21
PS&E R/W SUP (CT) CON SUP (CT) R/W CON TOTAL E&P (PA&ED)		762 2,033 2,795	Proposed F	Funding (\$1	,000s)			762 2,033 2,795	\$2033 RW voted 08/18/21 Notes
PS&E R/W SUP (CT) CON SUP (CT) R/W CON TOTAL E&P (PA&ED) PS&E		762 2,033 2,795	Proposed F		,000s)			762 2,033 2,795	\$2033 RW voted 08/18/21 Notes
PS&E R/W SUP (CT) CON SUP (CT) R/W CON TOTAL E&P (PA&ED) PS&E R/W SUP (CT)		762 2,033 2,795 762	Proposed F	Funding (\$1	,000s)			762 2,033 2,795 762	\$2033 RW voted 08/18/21
PS&E R/W SUP (CT) CON SUP (CT) R/W CON TOTAL E&P (PA&ED) PS&E R/W SUP (CT) CON SUP (CT)		762 2,033 2,795 762	Proposed F	Funding (\$1	,000s)			762 2,033 2,795 762	\$2033 RW voted 08/18/21
PS&E R/W SUP (CT) CON SUP (CT) R/W CON TOTAL E&P (PA&ED) PS&E R/W SUP (CT) CON SUP (CT) R/W		762 2,033 2,795 762 2,033	Proposed F	Funding (\$1	,000s)			762 2,033 2,795 762 2,033	\$2033 RW voted 08/18/21
PS&E R/W SUP (CT) CON SUP (CT) R/W CON TOTAL E&P (PA&ED) PS&E R/W SUP (CT) CON SUP (CT) R/W CON		762 2,033 2,795 762 2,033	Proposed F	Funding (\$1	,000s)			762 2,033 2,795 762 2,033	\$2033 RW voted 08/18/21

Fund #6:	Local Fun	ids - Local N	leasure (C	committed)					Program Code
	1		Existing F	unding (\$1	,000s)				20.10.400.100
Component	Prior	21-22	22-23	23-24	24-25	25-26	26-27+	Total	Funding Agency
E&P (PA&ED)									Madera County Transportation Comm
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W		9						9	
CON									
TOTAL		9						9	
		-	Proposed I	Funding (\$	1,000s)	1	1		Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									-
CON SUP (CT)									
R/W		9						9	-
CON									
TOTAL		9						9	
Fund #7:	RIP - CO\	/ID Relief F	unds - STI	P (Commit	ed)				Program Code
			Existing F	unding (\$1	,000s)				20.XX.075.600
Component	Prior	21-22	22-23	23-24	24-25	25-26	26-27+	Total	Funding Agency
E&P (PA&ED)									Madera County Transportation Comm
PS&E									
R/W SUP (CT)		230						230	
CON SUP (CT)									
R/W		602						602	
CON									
TOTAL		832						832	
			Proposed I	Funding (\$	1,000s)				Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)		230						230	
CON SUP (CT)									
R/W		602						602	
CON									
TOTAL		832						832	

### STATE OF CALIFORNIA • DEPARTMENT OF TRANSPORTATION **PROJECT PROGRAMMING REQUEST (PPR)** PRG-0010 (REV 08/2020)

Fund #8: SHOPP - Road Maintenance and Rehabilitation Account (Committed) Program Code Existing Funding (\$1,000s) Component Prior 21-22 22-23 23-24 24-25 25-26 26-27+ 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) 6,000 6,000 R/W CON 44,000 44,000

50,000

50,000

TOTAL

### STATE OF CALIFORNIA • DEPARTMENT OF TRANSPORTATION **PROJECT PROGRAMMING REQUEST (PPR)** PRG-0010 (REV 08/2020)

 Complete this page for amendments only
 Date 12/13/2021 10:54:29

 District
 County
 Route
 EA
 Project ID
 PPNO

 06
 Madera
 99
 0H220
 0612000158
 6297

 SECTION 1 - All Projects
 For page 12/13/2021
 For page 12/13/2021
 6297

# Project Background

n/a

#### Programming Change Requested

Reason for Proposed Change

n/a

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

Other Significant Information

SECTION 2 - For SB1 Project Only

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

#### 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
SECTION 3 - All Projects			

#### SECTION 3 - All Projects

Attachments

1) Concurrence from Implementing Agency and/or Regional Transportation Planning Agency

2) Project Location Map

PRG-0010 (REV 08/2020)

Amendment (Existing Project) YES NO Date 08/18/2021 15:38:34								
Programs LPP-C LPP-F SCCP TCEP STIP Other								
District	EA	Project ID	PPNO	Nominatir	ng Agency			
06	48950	0614000040	6369	Caltrans	District 6			
County	Route	PM Back	PM Ahead	Co-Nominating Agency				
Tulare	99	25.400	30.500	Tulare County Association of Governments				
				MPO	Element			
				TCAG	Capital Outlay			
Pr	oject Manager/Cont	act	Phone	Email A	Address			
	Eric Karlson		559-246-7337	eric.karlson@dot.ca.gov				

**Project Title** 

**Tulare City Widening** 

### Location (Project Limits), Description (Scope of Work)

In and near the City of Tulare, from south of Avenue 200 to just north of Prosperity Avenue. This project will relieve traffic congestion, improve goods movement and passenger travel along State Route 99 by widening in the median from 4 to 6 lanes. In addition the project will reconstruct the Paige Avenue interchange, including roundabouts on Paige Avenue at the ramp termini, Blackstone Street, and Laspina Street to improve traffic operations.

Component	Implementing Agency								
PA&ED	Caltrans District 6	Caltrans District 6							
PS&E	Caltrans District 6								
Right of Way	Caltrans District 6								
Construction	Caltrans District 6								
Legislative Districts									
Assembly:	26	Senate:	16	Congressional:	22				
Project Milestone				Existing	Proposed				
Project Study Report App	roved								
Begin Environmental (PA	&ED) Phase			05/01/2019	05/01/2019				
Circulate Draft Environme	ntal Document	Document Type	(ND/MND)/FONSI	08/01/2020	04/23/2021				
Draft Project Report				02/15/2021	12/01/2021				
End Environmental Phase	e (PA&ED Milestone)			11/01/2021	05/06/2022				
Begin Design (PS&E) Pha	ise			12/01/2021	06/06/2022				
End Design Phase (Read	y to List for Advertiser	nent Milestone)		01/07/2024	08/01/2025				
Begin Right of Way Phase	9			11/01/2021	10/01/2022				
End Right of Way Phase (	Right of Way Certifica	ation Milestone)		12/01/2023	07/15/2025				
Begin Construction Phase	e (Contract Award Mile	07/01/2024	03/15/2026						
End Construction Phase (Construction Contract Acceptance Milestone)10/01/202603/15/2029									
Begin Closeout Phase         10/01/2026         04/02/2029									
End Closeout Phase (Close	seout Report)			10/01/2029	03/15/2033				

#### Date 08/18/2021 15:38:34

#### Purpose and Need

This project will facilitate goods movement, relieve congestion, and reduce delays. If the desired level of service is to be maintained, then this segment of Route 99 should be widened to a minimum of six lanes. SR 99 is the goods movement route of choice for the State and has more truck traffic than most interstates in the United States. In the City of Tulare, 28% truck traffic is expected to increase from 18,339 to 33,296 in twenty years. Since AADT is projected to nearly double by 2047 from 65,496 to 118,915, proactively increasing the traffic capacity of this link will alleviate safety concerns due to this enormous increase in demand.

NHS Improvements X YES NO	Roadway Class 1	Reversible Lar	ne Analysis 🛛 YES 🗌 NO
Inc. Sustainable Communities Strategy	Goals 🛛 YES 🗌 NO Reduce Greenhouse Ga	s Emissions 🔀	YES 🗌 NO
Project Outputs			
Category	Outputs	Unit	Total
Pavement (lane-miles)	Mixed flow mainline constructed	Miles	20.4
Pavement (lane-miles)	Roadway lane miles	Miles	10.2
Drainage	Culverts	LF	3,000
TMS (Traffic Management Systems)	Changeable message signs	EA	2
Operational Improvement	Ramp modifications	EA	4
Pavement (lane-miles)	Ramps and Connectors constructed	Miles	1

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Date 08/18/2021 15:38:34

### Additional Information

Some numbers in Performance Indicators and Measures data are shown as negative values for build scenario to reflect the benefit of the build alternative vs. no-build. For example, decrease in the Number of Serious Injuries is shown as -42 in the build column.

Performance Indicators and Measures									
Measure	Required For	Indicator/Measure	Unit	Build	Future No Build	Change			
Congestion Reduction	TCEP	Daily Vehicle Hours of Travel Time Reduction	Hours	8,841	22,322	-13,481			
TCEP		Daily Truck Trips	# of Trips	33,296	33,296	0			
	TCEP	Daily Truck Miles Traveled	Miles	169,811	169,811	0			
Throughput	TCEP	Change in Truck Volume That Can Be Accommodated	# of Trucks	26,071	9,605	16,466			
	TCEP	Change in Rail Volume That Can Be	# of Trailers	0	0	0			
		Accommodated	# of Containers	7,449	2,744	4,705			
	TCEP	Change in Cargo Volume That Can Be	# of Tons	148,980	54,887	94,093			
		Accommodated	# of Containers	0	0	0			
System Reliability	TCEP	Truck Travel Time Reliability Index	Index	1.02	2.22	-1.2			
	TCEP	Daily Vehicle Hours of Travel Time Reduction	Hours	8,701	12,616	-3,915			
Velocity	TCEP	Travel Time or Total Cargo Transport Time	Hours	0	0	0			
Air Quality & LPPE LPPC			PM 2.5 Tons	-8	0	-8			
GHG	SCCP, TCEP	Particulate Matter	PM 10 Tons	-8	0	-8			
	LPPF, LPPC, SCCP, TCEP	Carbon Dioxide (CO2)	Tons	-14,160	0	-14,160			
	LPPF, LPPC, SCCP, TCEP	Volatile Organic Compounds (VOC)	Tons	-10	10	-20			
	LPPF, LPPC, SCCP, TCEP	Sulphur Dioxides (SOx)	Tons	0	0	0			
	LPPF, LPPC, SCCP, TCEP	Carbon Monoxide (CO)	Tons	-218	0	-218			
	LPPF, LPPC, SCCP, TCEP	Nitrogen Oxides (NOx)	Tons	-286	0	-286			
Safety	LPPF, LPPC, SCCP, TCEP	Number of Non-Motorized Fatalities and Non-Motorized Serious Injuries	Number	0	145	-145			
	LPPF, LPPC, SCCP, TCEP	Number of Fatalities	Number	-2	0	-2			
	LPPF, LPPC, SCCP, TCEP	Fatalities per 100 Million VMT	Number	0.002	0.005	-0.003			
	LPPF, LPPC, SCCP, TCEP	Number of Serious Injuries	Number	-42	0	-42			
	LPPF, LPPC, SCCP, TCEP	Number of Serious Injuries per 100 Million VMT	Number	0.07	0.11	-0.04			
Economic Development	LPPF, LPPC, SCCP, TCEP	Jobs Created (Direct and Indirect)	Number	1,656	0	1,656			
Cost Effectiveness	LPPF, LPPC, SCCP, TCEP	Cost Benefit Ratio	Ratio	2.6	0	2.6			

PPR ID ePPR-D06-2022-0001 v0

PRG-0010 (REV 08/2020)

District	County	Route	EA	Project ID	PPNO
06	Tulare	99	48950	0614000040	6369
Project Title		•			

Tulare City Widening

		Exis	ting Total P	roject Cost	(\$1,000s)				
Component	Prior	22-23	23-24	24-25	25-26	26-27	27-28+	Total	Implementing Agency
E&P (PA&ED)	4,150							4,150	Caltrans District 6
PS&E	6,370							6,370	Caltrans District 6
R/W SUP (CT)		2,000						2,000	Caltrans District 6
CON SUP (CT)			9,000					9,000	Caltrans District 6
R/W		5,000						5,000	Caltrans District 6
CON			100,000					100,000	Caltrans District 6
TOTAL	10,520	7,000	109,000					126,520	
		Prop	osed Total F	Project Cos	t (\$1,000s	)	• •		Notes
E&P (PA&ED)	4,150							4,150	
PS&E	6,370							6,370	
R/W SUP (CT)			5,000					5,000	
CON SUP (CT)				9,000				9,000	
R/W			25,000					25,000	
CON				175,000				175,000	
TOTAL	10,520		30,000	184,000				224,520	
			L			L	1		
Fund #1:	RIP - Natio	onal Hwy S	ystem (Corr	nmitted)					Program Code
			Existing Fu	unding (\$1,0	000s)				20.XX.075.600
Component	Prior	22-23	23-24	24-25	25-26	26-27	27-28+	Total	Funding Agency
E&P (PA&ED)	2,150							2,150	Tulare County Association of Goverr
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL	2,150							2,150	
			Proposed F	unding (\$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 #2:	Future Need - Future Funds (Uncommitted)								Program Code
			Existing Fu	unding (\$1,0	000s)				FUTURE
Component	Prior	22-23	23-24	24-25	25-26	26-27	27-28+	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		5,000						5,000	
CON			100,000					100,000	
TOTAL		7,000	109,000					116,000	
			Proposed F	unding (\$1	,000s)				Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)			5,000					5,000	
CON SUP (CT)				9,000				9,000	
R/W			25,000					25,000	
CON				175,000				175,000	
TOTAL			30,000	184,000				214,000	
Fund #3:	IIP - Natior	nal Hwy Sy	stem (Com	nitted)			•		Program Code
			Existing Fu	unding (\$1,0	000s)				20.XX.025.700
Component	Prior	22-23	23-24	24-25	25-26	26-27	27-28+	Total	Funding Agency
E&P (PA&ED)	2,000							2,000	Caltrans HQ
PS&E	4,300							4,300	
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL	6,300							6,300	
			Proposed F	unding (\$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	6,300							6,300	

Fund #4:	State Bond	l - State R	Program Code						
		20.XX.722.000							
Component	Prior	22-23	23-24	24-25	25-26	26-27	27-28+	Total	Funding Agency
E&P (PA&ED)									Caltrans HQ
PS&E	2,070							2,070	
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL	2,070							2,070	
			Proposed I	- Funding (\$1	,000s)				Notes
E&P (PA&ED)									
PS&E	2,070							2,070	
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL	2,070							2,070	

### STATE OF CALIFORNIA • DEPARTMENT OF TRANSPORTATION **PROJECT PROGRAMMING REQUEST (PPR)** PRG-0010 (REV 08/2020)

 Complete this page for amendments only
 Date 08/18/2021 15:38:34

 District
 County
 Route
 EA
 Project ID
 PPNO

 06
 Tulare
 99
 48950
 0614000040
 6369

 SECTION 1 - All Projects
 Vertice
 Vertice
 Vertice
 Vertice

### Project Background

N/A

#### Programming Change Requested

Reason for Proposed Change N/A

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

Other Significant Information

#### SECTION 2 - For SB1 Project Only

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

#### 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
SECTION 3 - All Projects			

#### Attachments

1) Concurrence from Implementing Agency and/or Regional Transportation Planning Agency

2) Project Location Map

PRG-0010 (REV 08/2020)

Amendment (Existing Project) YES NO Date 10/13/2021 13:34:49								
Programs LPP-C LPP-F SCCP TCEP STIP Other								
District	EA	Project ID	PPNO	Nominatir	ng Agency			
07			2002A	Caltrans HQ				
County	Route	PM Back	PM Ahead	Co-Nominating Agency				
Los Angeles		S 157.000	157.000	Caltrans District 7				
				MPO	Element			
				SCAG	Rail			
Pr	oject Manager/Cont	act	Phone	Email 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	os Angeles County Metropolitan Transportation Authority						
PS&E	Los Angeles County	Metropolitan Trar	nsportation Authority					
Right of Way	Los Angeles County	Metropolitan Trar	nsportation Authority					
Construction	Los Angeles County	Metropolitan Trar	nsportation Authority					
Legislative Districts								
Assembly:	57	Senate:	32	Congressional:	38			
Project Milestone				Existing	Proposed			
Project Study Report App	roved							
Begin Environmental (PA&	&ED) Phase				05/01/2015			
Circulate Draft Environme	ntal Document	Document Type						
Draft Project Report					02/28/2016			
End Environmental Phase	e (PA&ED Milestone)				11/07/2018			
Begin Design (PS&E) Pha	ise				05/01/2015			
End Design Phase (Read	y to List for Advertiser	ment Milestone)			06/19/2020			
Begin Right of Way Phase	9				09/01/2017			
End Right of Way Phase (	Right of Way Certifica	ation Milestone)			05/21/2020			
Begin Construction Phase	e (Contract Award Mile		12/24/2020					
End Construction Phase (	Construction Contract		03/01/2023					
Begin Closeout Phase			03/01/2023					
End Closeout Phase (Close	seout Report)				03/01/2024			

Date 10/13/2021 13:34:49

### 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. 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.

NHS Improvements 🗌 YES 🔀 NO		Roadway Class NA		Reversible Lane Analysis 🗌 YES 🔀 NO				
Inc. Sustainable Communities Strategy Goals		YES 🗌 NO	Reduce Greenhouse Gas Emissions 🔀 YES 🗌 NO					
Project Outputs								
Category		Outputs		Unit	Total			
Rail/ Multi-Modal	Grade separations/ rail crossing improvemnets			EA	1			
Active Transportation	Bicycle lane-miles			Miles	0.88			
Active Transportation	Sidewa	lk miles		Miles	0.72			
Active Transportation	Sidewa	lk miles		Miles	0.88			

PRG-0010 (REV 08/2020)

PPR ID ePPR-CT-2022-0003 v1

Date 10/13/2021 13:34:49

Additional Information

### Project Outputs

Category Outputs Unit Total

- Category: Intercity Rail/Mass Trans; Outputs: Grade separation(s) / rail crossing improvement(s); Outputs: Each / 1
   Category: Local streets and roads; Outputs: Bicycle lane mile(s); Outputs: Miles / 0.88
- 3. Category: Local streets and roads; Outputs: Sidewalk mile(s); Outputs: Miles / 0.72

Performance Indicators and Measures										
Measure	<b>Required For</b>	Indicator/Measure	Unit	Build	Future No Build	Change				
Safety	LPPF, LPPC, SCCP, TCEP	Number of Fatalities	Number	0	0	0				
PRG-0010 (REV 08/2020)

District	County	Route	EA	Project ID	PPNO
07	Los Angeles				2002A
D					

Project Title

Rosecrans / Marquardt Grade Seperation

		Exis	sting Total F	Project Cos	t (\$1 000s)				
Component	Prior	22-23	23-24	24-25	25-26	26-27	27-28+	Total	Implementing Agency
E&P (PA&ED)									Los Angeles County Metropolitan Tra
PS&E									Los Angeles County Metropolitan Tra
R/W SUP (CT)									Los Angeles County Metropolitan Tra
CON SUP (CT)									Los Angeles County Metropolitan Tra
R/W									Los Angeles County Metropolitan Tra
CON									Los Angeles County Metropolitan Tra
TOTAL									
		Prop	osed Total	Project Co	st (\$1,000s	)			Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W	11,706							11,706	
CON	81,370							81,370	
TOTAL	93,076							93,076	
				Ļ					
Fund #1:	IIP - STIP ·	- Federal/S	State (Unco	mmitted)					Program Code
			Existing F	unding (\$1,	000s)				
Component	Prior	22-23	23-24	24-25	25-26	26-27	27-28+	Total	Funding Agency
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
			Proposed I	Funding (\$1	,000s)				Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON	7,000							7,000	
TOTAL	7,000							7,000	

Fund #2:	Local Fund	ls - Local <sup>·</sup>	Transportat	ion Funds (	(Committed	)			Program Code
			Existing F	unding (\$1	,000s)				
Component	Prior	22-23	23-24	24-25	25-26	26-27	27-28+	Total	Funding Agency
E&P (PA&ED)									Los Angeles County Metropolitan Tra
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
			Proposed I	Funding (\$ <sup>2</sup>	1,000s)				Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON	2,552							2,552	
TOTAL	2,552							2,552	
Fund #3:	Other State	e - Bond F	unding (Un	committed)					Program Code
	•		Existing F	unding (\$1	,000s)				
Component	Prior	22-23	23-24	24-25	25-26	26-27	27-28+	Total	Funding Agency
E&P (PA&ED)									Caltrans HQ
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
			Proposed I	Funding (\$ <sup>2</sup>	1,000s)				Notes
E&P (PA&ED)									Prop 1A
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									]
CON	37,251							37,251	
TOTAL	37,251							37,251	

Fund #4:	Federal Di	sc Fede	Program Code						
			Existing F	unding (\$1	,000s)				
Component	Prior	22-23	23-24	24-25	25-26	26-27	27-28+	Total	Funding Agency
E&P (PA&ED)									Federal Highway Administration
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									-
CON									
TOTAL									-
			Proposed I	- Funding (\$1	1,000s)				Notes
E&P (PA&ED)									TIGER13
PS&E									-
R/W SUP (CT)									-
CON SUP (CT)									-
R/W									
CON	15,000							15,000	-
TOTAL	15,000							15,000	-
Fund #5:	Local Fund	ds - Local <sup>-</sup>	Transportat	ion Funds (	Committed	)			Program Code
			Existing F	unding (\$1	,000s)				
Component	Prior	22-23	23-24	24-25	25-26	26-27	27-28+	Total	Funding Agency
E&P (PA&ED)									Los Angeles County Metropolitan Tra
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
			Proposed I	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 #6:	Local Fund	ds - Local <sup>·</sup>	Program Code						
			Existing F	unding (\$1	,000s)				
Component	Prior	22-23	23-24	24-25	25-26	26-27	27-28+	Total	Funding Agency
E&P (PA&ED)									Los Angeles County Metropolitan Tra
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
			Proposed I	- Funding (\$ <sup>-</sup>	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 #7:	State SB1	TCEP - Tr	ade Corrido	ors Enhanc	ement Acco	ount (Comr	nitted)		Program Code
			Existing F	unding (\$1	,000s)				
Component	Prior	22-23	23-24	24-25	25-26	26-27	27-28+	Total	Funding Agency
E&P (PA&ED)									Caltrans HQ
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									-
CON									
TOTAL									
	<u> </u>		Proposed I	- Funding (\$	1,000s)		-!		Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									-
CON SUP (CT)									
R/W									
CON	9,000		1					9,000	
TOTAL	9,000							9,000	

### STATE OF CALIFORNIA • DEPARTMENT OF TRANSPORTATION **PROJECT PROGRAMMING REQUEST (PPR)** PRG-0010 (REV 08/2020)

Amendment (Existin	Amendment (Existing Project) X YES NO Date 10/13/2021 13:54:50											
Programs L	.PP-C 🗌 LPP-	F SCCP	TCEP S	TIP Other								
District	EA	Project ID	PPNO	Nominati	ng Agency							
75			9882	Caltra	ans HQ							
County	Route	PM Back	PM Ahead	Co-Nomina	ating Agency							
Los Angeles												
				MPO	Element							
				SCAG	Rail							
Project Manager/Contact Phone Email Address												
Phillip Hoebeke 916-654-6657 phillip.hoebeke@dot.ca.gov												
Broject Title												

### Project Title

Link Union Station Phase A Component of the SCORE Program-Main Construction Contract

### Location (Project Limits), Description (Scope of Work)

The project is located at Los Angeles Union Station, 800 Alameda St. in the City of Los Angeles. Project will convert Union Station to a runthrough track station from a stub-end station & will vastly improve throughput capacity for Commuter/Intercity Rail & accommodate High Speed Rail systems. The Pacific Surfliner will also realize significant benefits from the run-through tracks, including adding capacity for up to five additional Surfliner trains per hour that will lead to increased ridership.

Component	Implementing Agency										
PA&ED	Los Angeles County	s Angeles County Metropolitan Transportation Authority									
PS&E	Los Angeles County	s Angeles County Metropolitan Transportation Authority									
Right of Way	Los Angeles County	os Angeles County Metropolitan Transportation Authority									
Construction	Los Angeles County	os Angeles County Metropolitan Transportation Authority									
Legislative Districts											
Assembly:	38,45	Senate:	27	Congressional:	30						
Project Milestone				Existing	Proposed						
Project Study Report App	roved										
Begin Environmental (PA	&ED) Phase	05/31/2016	05/31/2016								
Circulate Draft Environme	ental Document	01/17/2019	01/17/2019								
Draft Project Report					01/17/2019						
End Environmental Phase	e (PA&ED Milestone)			12/31/2020	12/31/2020						
Begin Design (PS&E) Pha	ase			01/01/2021	01/01/2021						
End Design Phase (Read	y to List for Advertiser	nent Milestone)		12/31/2022	12/31/2022						
Begin Right of Way Phase	Э			08/01/2019	08/01/2019						
End Right of Way Phase (	(Right of Way Certifica	ation Milestone)		07/30/2021	07/30/2021						
Begin Construction Phase	e (Contract Award Milestone) 01/01/2023 01/01/2023										
End Construction Phase (	se (Construction Contract Acceptance Milestone) 12/11/2026 12/11/2026										
Begin Closeout Phase				12/12/2026	12/12/2026						
End Closeout Phase (Close	seout Report)			12/01/2027	12/01/2027						

### Purpose and Need

The LinkUS Phase A Project will result in dramatic increase in operational efficiency and capacity for Union Station by converting the station from a stub-end track to a run-through track configuration. The Full Build LinkUS Project (Phases A&B) will ensure capacity for 15-min. service on core Metrolink system segments. The Project will address forecasted increase in ridership volumes, train movements & regional rail connectivity,& for future transit orientated development.

Additionally the project is needed to address the limited efficiency and station capacity currently limited by the stub-end tracks. The project would also indirectly contribute to other cumulative benefits for the region, including a regional reduction of GHG emissions and VMT, as demonstrated by the operational analysis included in the Project benefits and fully explained in the 2016 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS)(SCAG 2016).

NHS Improvements YES X NO	Roadway Class NA		Reversible Lar	ne Analysis 🗌 YES 🔀 NO	
Inc. Sustainable Communities Strategy	Goals 🗌 YES 🔀 NO	YES 🔀 NO Reduce Greenhouse Gas Emissions 🗌 YES 🔀 NO			
Project Outputs					
Category	Outp	uts	Unit	Total	
Rail/ Multi-Modal	Grade separations/ rail crossin	g improvemnets	EA	3	
Rail/ Multi-Modal	Miles of new track		Miles	1.43	
Rail/ Multi-Modal	Station improvements		EA	1	

Additional Information

Date 10/13/2021 13:54:50

PRG-0010 (REV 08/2020)

Performance Indicators and Measures											
Measure	<b>Required For</b>	Indicator/Measure	Unit	Build	Future No Build	Change					
System Reliability	LPPF, LPPC, SCCP	Transit Service On-Time Performance	% "On-time"	95	75	20					
Velocity	Optional	Average Peak Period Weekday Speed for Rail Facility	Miles per Hour	55	20	35					
Economic Development	LPPF, LPPC, SCCP, TCEP	Jobs Created (Direct and Indirect)	Number	4,700	0	4,700					

PPR ID ePPR-CT-2021-0009 v1

PRG-0010 (REV 08/2020)

District	County	Route	EA	Project ID	PPNO
75	Los Angeles				9882

Project Title

Link Union Station Phase A Component of the SCORE Program-Main Construction Contract

		Exis	sting Total P	roject Cost	(\$1,000s)				
Component	Prior	21-22	22-23	23-24	24-25	25-26	26-27+	Total	Implementing Agency
E&P (PA&ED)	84,431							84,431	Los Angeles County Metropolitan Tra
PS&E	76,324							76,324	Los Angeles County Metropolitan Tra
R/W SUP (CT)									Los Angeles County Metropolitan Tra
CON SUP (CT)									Los Angeles County Metropolitan Tra
R/W	137,063							137,063	Los Angeles County Metropolitan Tra
CON			70,881	175,820	140,000	216,609		603,310	Los Angeles County Metropolitan Tra
TOTAL	297,818		70,881	175,820	140,000	216,609		901,128	
		Prop	osed Total I	Project Cos	t (\$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			70,881	175,820	140,000	216,609		603,310	
TOTAL	297,818		70,881	175,820	140,000	216,609		901,128	
Fund #1:	State Bond	l - Hiah Sc	eed Passer	nger Train E	Bond Progra	am (Propos	itio (Comm	itted)	Program Code
	<u> </u>		Existing Fu	unding (\$1,0	 000s)			,	20.30.210.200
Component	Prior	21-22	22-23	23-24	24-25	25-26	26-27+	Total	Funding Agency
E&P (PA&ED)									Caltrans HQ
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON			50,000	75,000	100,000	198,335		423,335	
TOTAL			50,000	75,000	100,000	198,335		423,335	
			Proposed F	unding (\$1	,000s)				Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									1
R/W									1
CON			50,000	75,000	100,000	198,335		423,335	1
TOTAL			50,000	75,000	100,000	198,335		423,335	1

Fund #2:	Local Rail	- STP Rail	Program Code						
			Existing Fu	unding (\$1,	000s)				LOCAL 130
Component	Prior	21-22	22-23	23-24	24-25	25-26	26-27+	Total	Funding Agency
E&P (PA&ED)	15,896							15,896	
PS&E	2,830							2,830	
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL	18,726							18,726	
			Proposed F	unding (\$1	,000s)				Notes
E&P (PA&ED)	15,896							15,896	
PS&E	2,830							2,830	
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL	18,726							18,726	
Fund #3:	Local Rail	- STP Rail	road Local (	Committee	i)	•			Program Code
			Existing Fu	unding (\$1,	000s)				LOCAL 130
Component	Prior	21-22	22-23	23-24	24-25	25-26	26-27+	Total	Funding Agency
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON			10,496					10,496	
TOTAL			10,496					10,496	
			Proposed F	unding (\$1	,000s)				Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON			10,496					10,496	
TOTAL			10,496					10,496	

Fund #4:	Local Rail	- STP Rail	Program Code						
			Existing F	unding (\$1,	000s)				LOCAL 130
Component	Prior	21-22	22-23	23-24	24-25	25-26	26-27+	Total	Funding Agency
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	
			Proposed I	- 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 #5:	Local Rail	- STP Rail	road Local	(Committed	i)				Program Code
			Existing F	unding (\$1,	000s)				LOCAL 130
Component	Prior	21-22	22-23	23-24	24-25	25-26	26-27+	Total	Funding Agency
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	
			Proposed I		,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 #6:	Local Rail	- STP Rail	Program Code						
			Existing Fu	unding (\$1,0	000s)				LOCAL 130
Component	Prior	21-22	22-23	23-24	24-25	25-26	26-27+	Total	Funding Agency
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	
	1		Proposed F	unding (\$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 #7:	Other State	e - Transit	and Intercity	/ Rail Capit	al Program	(TIRCP) (C	Committed)		Program Code
			Existing Fu	unding (\$1,0	000s)				30.20.020.000
Component	Prior	21-22	22-23	23-24	24-25	25-26	26-27+	Total	Funding Agency
E&P (PA&ED)	23,021							23,021	
PS&E	67,336							67,336	
R/W SUP (CT)									
CON SUP (CT)									
R/W	137,063							137,063	
CON			10,385	40,000	40,000			90,385	
TOTAL	227,420		10,385	40,000	40,000			317,805	
			Proposed F	unding (\$1	,000s)	•	I		Notes
E&P (PA&ED)	23,021							23,021	
PS&E	67,336							67,336	
R/W SUP (CT)									
CON SUP (CT)									
R/W	137,063							137,063	
CON			10,385	40,000	40,000			90,385	
TOTAL			40.005	40.000	40.000			217 005	

Fund #8:	IIP - State	Cash (Cor	nmitted)						Program Code
			Existing F	unding (\$1,	000s)				20.XX.025.700
Component	Prior	21-22	22-23	23-24	24-25	25-26	26-27+	Total	Funding Agency
E&P (PA&ED)									Caltrans HQ
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									-
CON				60,820				60,820	
TOTAL				60,820				60,820	
		•	Proposed I	Funding (\$1	,000s)		· · · · · ·		Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									-
CON SUP (CT)									
R/W									
CON				60,820				60,820	
TOTAL				60,820				60,820	

### STATE OF CALIFORNIA • DEPARTMENT OF TRANSPORTATION **PROJECT PROGRAMMING REQUEST (PPR)** PRG-0010 (REV 08/2020)

 Complete this page for amendments only
 Date 10/13/2021 13:54:50

 District
 County
 Route
 EA
 Project ID
 PPNO

 75
 Los Angeles
 Image: SECTION 1 - AII Projects
 9882

### Project Background

N/A

### Programming Change Requested

Reason for Proposed Change N/A

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

Other Significant Information

### SECTION 2 - For SB1 Project Only

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

### 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
SECTION 3 - All Projects			<u></u>

### Attachments

1) Concurrence from Implementing Agency and/or Regional Transportation Planning Agency

2) Project Location Map

PRG-0010 (REV 08/2020)

Amendment (Existin	mendment (Existing Project) YES NO Date 08/16/2021 10:40:00										
Programs L	_PP-C 🗌 LPP-	F SCCP	TCEP S	TIP Other							
District	EA	Project ID	PPNO	Nominati	ng Agency						
10	0Q122	1014000168	0161B	Caltra	ans HQ						
County	Route	PM Back	PM Ahead	Co-Nominating Agency							
Merced	99	28.200	R 37.300								
				MPO	Element						
				MCAG	Capital Outlay						
Pr	oject Manager/Cont	act	Phone	Email	Address						
	El-Nakhal, Dina		209-351-4432	dina.el.nakhal@dot.ca.gov							

**Project Title** 

Livingston Widening Southbound

### Location (Project Limits), Description (Scope of Work)

In Livingston, on Route 99 Merced County PM from 28.200 to R37.300 from 0.8 mile south of Hammatt Avenue to Merced/Stanislau county line. Widen freeway from two lanes to three lanes in the southbound direction only.

Component	Implementing Agency										
PA&ED	Caltrans District 10										
PS&E	Caltrans District 10										
Right of Way	Caltrans District 10										
Construction	Caltrans District 10										
Legislative Districts											
Assembly:	17	Senate:	12	Congress	ional:	18					
Project Milestone				E>	kisting	Proposed					
Project Study Report App	roved										
Begin Environmental (PA	&ED) Phase					07/29/2011					
Circulate Draft Environme	ntal Document	Document Type F	ONSI			01/31/2013					
Draft Project Report						01/31/2013					
End Environmental Phase	e (PA&ED Milestone)			06/0	)2/2014	06/02/2014					
Begin Design (PS&E) Pha	ase			08/0	)1/2014	08/01/2014					
End Design Phase (Read	y to List for Advertiser	nent Milestone)		10/1	15/2021	10/15/2021					
Begin Right of Way Phase	9			07/0	)1/2014	07/01/2014					
End Right of Way Phase (	Right of Way Certifica	ation Milestone)		09/1	15/2021	09/15/2021					
Begin Construction Phase	e (Contract Award Mile	estone)		05/0	04/2022	05/04/2022					
End Construction Phase (	Construction Contract	Acceptance Milest	one)	02/0	)2/2024	02/02/2024					
Begin Closeout Phase				02/0	)3/2024	02/03/2024					
End Closeout Phase (Close	seout Report)			07/0	)2/2026	07/02/2026					

Date 08/16/2021 10:40:00

### Purpose and Need

The purpose of the project is to reduce congestion and provide route continuity. The project is needed to eliminate the bottleneck in SR 99 and create 6 continuous lanes through the region.

### Benefits:

SR99 is the backbone of our system with significant goods movement and is a key element to the trade corridors in the state. Benefits include Improvements for Goods Movement within the key agricultural center, supporting a growing economy, improving the region's livability, and reducing GHG emissions.

### Outputs/Outcomes:

The output of this project is adding 7.65 miles of mixed-flow lanes that would create route continuity along SR 99 and eliminate the current bottleneck and congestion in the segment.

NHS Improvements X YES NO		Roadway Class 1		Reversible Lane Analysis XES NO			
Inc. Sustainable Communities Strategy	Goals	YES 🗌 NO	Reduce Greenhouse Gas Emissions 🔀 YES 🗌 NO				
Project Outputs							
Category		Outputs			Total		
State Highway Road Construction	Mixed fl	low lane-miles constru	ucted	Miles	7.65		

Date 08/16/2021 10:40:00

Additional Information

This project's PA&ED was delivered under parent project EA 0Q120. The project was split into EA 0Q121, the NB Livingston Widening, and EA 0Q122, the SB Livingston Widening. The NB Livingston Widening was delivered, but due to limited funding, the SB Livingston Widening was delivered and shelved in 2017. When funding was made available, the project team commenced updating the PS&E package to current standards and finalizing it for delivery for FY 21/22. Since EA 0Q122 is a legacy/carry-over project, the "Performance Measures" used was LOS. The Project Report indicated that LOS would improve from E/F to C/D.

PRG-0010 (REV 08/2020)

Performance Indicators and Measures											
Measure	Required For	Indicator/Measure	Unit	Build	Future No Build	Change					
Congestion	Ontional	Per Capita and Total Person Hours of	Person Hours	0	0	0					
Reduction	Optional	Delay per Year	Hours per Capita	0	0	0					

PRG-0010 (REV 08/2020)

District	County	Route	EA	Project ID	PPNO
10	Merced	99	0Q122	1014000168	0161B
Project Title			•		

Livingston Widening Southbound

		Exist	ing Total F	Project Cost	t (\$1,000s)				
Component	Prior	21-22	22-23	23-24	24-25	25-26	26-27+	Total	Implementing Agency
E&P (PA&ED)	1,700							1,700	Caltrans District 10
PS&E	3,000							3,000	Caltrans District 10
R/W SUP (CT)	100							100	Caltrans District 10
CON SUP (CT)		4,500						4,500	Caltrans District 10
R/W	200							200	Caltrans District 10
CON		29,450						29,450	Caltrans District 10
TOTAL	5,000	33,950						38,950	
		Propo	sed Total	Project Cos	st (\$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	
				I	1				
Fund #1:	IIP - Nation	nal Hwy Sys	stem (Com	mitted)					Program Code
Fund #1:	IIP - Nation	nal Hwy Sys	stem (Com Existing F	mitted) unding (\$1,	000s)				Program Code 20.XX.025.700
Fund #1: Component	IIP - Nation Prior	nal Hwy Sys 21-22	stem (Com Existing Fi 22-23	mitted) unding (\$1, 23-24	000s) 24-25	25-26	26-27+	Total	Program Code 20.XX.025.700 Funding Agency
Fund #1: Component E&P (PA&ED)	IIP - Nation Prior 1,700	al Hwy Sys	stem (Com Existing Fi 22-23	mitted) unding (\$1, 23-24	000s) 24-25	25-26	26-27+	Total 1,700	Program Code 20.XX.025.700 Funding Agency Caltrans HQ
Fund #1: Component E&P (PA&ED) PS&E	IIP - Nation Prior 1,700 3,000	21-22	stem (Com Existing Fi 22-23	mitted) unding (\$1, 23-24	000s) 24-25	25-26	26-27+	Total 1,700 3,000	Program Code 20.XX.025.700 Funding Agency Caltrans HQ
Fund #1: Component E&P (PA&ED) PS&E R/W SUP (CT)	IIP - Nation Prior 1,700 3,000 100	21-22	stem (Com Existing Fi 22-23	mitted) unding (\$1, 23-24	000s) 24-25	25-26	26-27+	Total 1,700 3,000 100	Program Code 20.XX.025.700 Funding Agency Caltrans HQ
Fund #1: Component E&P (PA&ED) PS&E R/W SUP (CT) CON SUP (CT)	IIP - Nation Prior 1,700 3,000 100	21-22 4,500	stem (Com Existing Fi 22-23	mitted) unding (\$1, 23-24	000s) 24-25	25-26	26-27+	Total 1,700 3,000 100 4,500	Program Code 20.XX.025.700 Funding Agency Caltrans HQ
Fund #1: Component E&P (PA&ED) PS&E R/W SUP (CT) CON SUP (CT) R/W	IIP - Nation Prior 1,700 3,000 100 200	21-22 4,500	stem (Com Existing Fr 22-23	mitted) unding (\$1, 23-24	000s) 24-25	25-26	26-27+	Total 1,700 3,000 100 4,500 200	Program Code 20.XX.025.700 Funding Agency Caltrans HQ
Fund #1: Component E&P (PA&ED) PS&E R/W SUP (CT) CON SUP (CT) R/W CON	IIP - Nation Prior 1,700 3,000 100 200	21-22 4,500 29,450	stem (Com Existing Fr 22-23	mitted) unding (\$1, 23-24	000s) 24-25	25-26	26-27+	Total 1,700 3,000 100 4,500 200 29,450	Program Code 20.XX.025.700 Funding Agency Caltrans HQ
Fund #1: Component E&P (PA&ED) PS&E R/W SUP (CT) CON SUP (CT) R/W CON TOTAL	IIP - Nation Prior 1,700 3,000 100 200 200 5,000	21-22 21-22 4,500 29,450 33,950	stem (Com Existing Fr 22-23	mitted) unding (\$1, 23-24	000s) 24-25	25-26	26-27+	Total 1,700 3,000 100 4,500 200 29,450 38,950	Program Code 20.XX.025.700 Funding Agency Caltrans HQ
Fund #1: Component E&P (PA&ED) PS&E R/W SUP (CT) CON SUP (CT) R/W CON TOTAL	Prior           1,700           3,000           100           200           5,000	21-22 21-22 4,500 29,450 33,950	Existing Fi 22-23	mitted) unding (\$1, 23-24	000s) 24-25	25-26	26-27+	Total 1,700 3,000 100 4,500 200 29,450 38,950	Program Code 20.XX.025.700 Funding Agency Caltrans HQ Notes
Fund #1: Component E&P (PA&ED) PS&E R/W SUP (CT) CON SUP (CT) R/W CON TOTAL E&P (PA&ED)	IIP - Nation Prior 1,700 3,000 100 200 200 5,000	21-22 4,500 29,450 33,950	etem (Com Existing Fi 22-23 Proposed F	mitted) unding (\$1, 23-24	000s) 24-25	25-26	26-27+	Total 1,700 3,000 100 4,500 200 29,450 38,950 1,700	Program Code 20.XX.025.700 Funding Agency Caltrans HQ Notes
Fund #1: Component E&P (PA&ED) PS&E R/W SUP (CT) CON SUP (CT) R/W CON TOTAL E&P (PA&ED) PS&E	IIP - Nation Prior 1,700 3,000 100 200 200 5,000 1,700 3,000	21-22 21-22 4,500 29,450 33,950	Stem (Com Existing Fi 22-23	mitted) unding (\$1, 23-24	000s) 24-25 ,000s)	25-26	26-27+	Total 1,700 3,000 100 4,500 200 29,450 38,950 1,700 3,000	Program Code 20.XX.025.700 Funding Agency Caltrans HQ Notes
Fund #1: Component E&P (PA&ED) PS&E R/W SUP (CT) CON SUP (CT) R/W CON TOTAL E&P (PA&ED) PS&E R/W SUP (CT)	IIP - Nation Prior 1,700 3,000 100 200 200 5,000 1,700 3,000 100	21-22 21-22 4,500 29,450 33,950	Proposed F	mitted) unding (\$1, 23-24	000s) 24-25	25-26	26-27+	Total 1,700 3,000 100 4,500 200 29,450 38,950 38,950 1,700 3,000 100	Program Code 20.XX.025.700 Funding Agency Caltrans HQ Notes
Fund #1: Component E&P (PA&ED) PS&E R/W SUP (CT) CON SUP (CT) R/W CON TOTAL E&P (PA&ED) PS&E R/W SUP (CT) CON SUP (CT)	IIP - Nation Prior 1,700 3,000 100 200 5,000 1,700 3,000 100	21-22 21-22 4,500 29,450 33,950 F 4,500	estem (Com Existing Fi 22-23 Proposed F	mitted) unding (\$1, 23-24	000s) 24-25	25-26	26-27+	Total 1,700 3,000 100 4,500 29,450 38,950 1,700 3,000 100 4,500	Program Code 20.XX.025.700 Funding Agency Caltrans HQ Notes
Fund #1: Component E&P (PA&ED) PS&E R/W SUP (CT) CON SUP (CT) R/W CON TOTAL E&P (PA&ED) PS&E R/W SUP (CT) CON SUP (CT) R/W	IIP - Nation Prior 1,700 3,000 100 200 5,000 1,700 3,000 100 200	21-22 21-22 4,500 29,450 33,950 4,500	Proposed F	mitted) unding (\$1, 23-24	000s) 24-25 ,000s)	25-26	26-27+	Total 1,700 3,000 100 4,500 200 29,450 38,950 1,700 3,000 100 4,500 200	Program Code 20.XX.025.700 Funding Agency Caltrans HQ Notes
Fund #1: Component E&P (PA&ED) PS&E R/W SUP (CT) CON SUP (CT) R/W CON TOTAL E&P (PA&ED) PS&E R/W SUP (CT) CON SUP (CT) R/W CON	IIP - Nation Prior 1,700 3,000 100 200 5,000 1,700 3,000 100 200	21-22 21-22 4,500 29,450 33,950 4,500 4,500 29,450	Proposed F	mitted) unding (\$1, 23-24	000s) 24-25	25-26	26-27+	Total 1,700 3,000 100 4,500 29,450 38,950 1,700 3,000 100 4,500 200 29,450	Program Code 20.XX.025.700 Funding Agency Caltrans HQ Notes

		. = .	=			B 0 I			
Fund #2:	Future Ne	ed - Future	⊧ Funds (Un	icommitted)					Program Code
			Existing F	unding (\$1,	000s)				FUTURE
Component	Prior	21-22	22-23	23-24	24-25	25-26	26-27+	Total	Funding Agency
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
		ł	Proposed I	Funding (\$1	,000s)				Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									

PRG-0010 (REV 08/2020)

	Complete this page fo	only	Date 08/16/2021 10	):40:00	
District	County	Route	EA	Project ID	PPNO
10	Merced	99	0Q122	1014000168	0161B
SECTION 1 - All	Projects				
Project Backgrou	Ind				
N/A					
Programming Ch	ange Requested				
N/A	······································				
Reason for Prop	osed Change				
N/A					
If proposed chan	ge will delay one or more components, clearly exp	lain 1) reason for	the delay, 2) cost incre	ease related to the delay, ar	nd 3) how
cost increase will	l be funded				
N/A					
Other Significant	Information				
N/A					
SECTION 2 - Fo	r SB1 Project Only	rom quidolinoo fa			
	ent Request (Please follow the individual SBT prog	ram guideimes ic	or specific criteria)		
N/A					

### 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
Dina EL-Nakhal	Dina (l-Nakhal	Project Manager	8/16/2021
SECTION 3 - All Projects			

### Attachments

1) Concurrence from Implementing Agency and/or Regional Transportation Planning Agency

2) Project Location Map

Amendment (Existing Project) X YES NO Date 08/18/2021 17:17:53								
Programs LPP-C LPP-F SCCP TCEP STIP Other								
District	EA	Project ID	PPNO	Nominati	ng Agency			
75		0020000130	2065R	Caltrans HQ				
County	Route	PM Back	PM Ahead	Co-Nominating Agency				
VAR								
				MPO	Element			
				NON-MPO	Rail			
Project Manager/Contact		Phone	Email Address					
Vahid Nowshiravan			916-654-5971	vahid.nowshira	van@dot.ca.gov			
Ducie et Title								

Project Title

Mini-High Platform Improvements

### Location (Project Limits), Description (Scope of Work)

On 17 Amtrak California Station Platforms on the Capitol Corridor and San Joaquin Corridor. Design and build 48" high raised platforms with ADA compliant ramps.

A prefabricated metal structure will be erected on each platform to create a 48" high raised platform for level boarding. The 48" high raised platform will be positioned so when the train doors are opened, the "gap-filler" (on board) along with an on-board portable bridge plate (not part of the Mini-High Platform Improvements) will close the gap between the train door entrance and the 48" high raised platform. This will allow level boarding for persons in wheel chairs, using walkers, or transporting luggage. Work will vary slightly at each location due to the unique properties of each station platform.

Component	Implementing Agency				
PA&ED	Caltrans HQ				
PS&E	Caltrans HQ				
Right of Way	Caltrans HQ				
Construction	Caltrans HQ				
Legislative Districts					
Assembly: 32,34,35,51,3	37,38,39,43,44,45,46	Senate: 32,34,36,14,15,16,17,18,19,24,25,27,2	Congressional: 34,38,3	9,40,15,17,21,22,23,24,2	
Project Milestone			Existing	Proposed	
Project Study Report Appr	roved				
Begin Environmental (PA&	&ED) Phase			12/31/2019	
Circulate Draft Environme	ntal Document	Document Type			
Draft Project Report				12/31/2019	
End Environmental Phase	e (PA&ED Milestone)			12/31/2019	
Begin Design (PS&E) Pha	ise		01/31/2020	01/31/2020	
End Design Phase (Ready	y to List for Advertiser	nent Milestone)	06/01/2020	08/30/2021	
Begin Right of Way Phase	)			08/30/2021	
End Right of Way Phase (	Right of Way Certifica	tion Milestone)		08/30/2021	
Begin Construction Phase	(Contract Award Mile	estone)	12/31/2020	11/01/2021	
End Construction Phase (	Construction Contract	Acceptance Milestone)	06/30/2022	06/30/2022	
Begin Closeout Phase				07/01/2022	
End Closeout Phase (Close	seout Report)			12/31/2022	

### Date 08/18/2021 17:17:53

### Purpose and Need

Caltrans currently serves the San Joaquin Corridor with bi-level equipment which requires portable wheelchair lifts to board passengers using wheelchairs. If the existing portable lifts malfunction or are stolen, it prevents a passenger using a wheelchair from being able to board a train.

Caltrans is currently procuring single level rail cars to be used on the San Joaquin Corridor. Building these 48" high raised 'mini-high' platforms on the existing San Joaquin Corridor platforms will permit safe and efficient level boarding for those riders in wheelchairs, using walkers, and transporting luggage. This will improve accessibility for all and create significant operational time savings compared to using portable lifts for wheelchair passengers.

NHS Improvements 🗌 YES 🔀 NO	Roadway C	lass NA	Reve	ersible Lar	ne Analysis 🗌 YES	NO 🛛
Inc. Sustainable Communities Strategy	Goals 🗌 YES 🔀	NO Reduce Gre	enhouse Gas Emi	ssions 🔀	YES 🗌 NO	
Project Outputs						
Category	Outputs			Unit	Total	
Rail/ Multi-Modal	Station improvemen	ts		EA	17	

### STATE OF CALIFORNIA • DEPARTMENT OF TRANSPORTATION **PROJECT PROGRAMMING REQUEST (PPR)** PRG-0010 (REV 08/2020)

PPR ID ePPR-CT-2021-0008 v0

Date 08/18/2021 17:17:53

### Additional Information

ADA is checked (true) Bike/Ped is checked (true)

The proposed end date for PS&E in the Project Milestone Schedule is for PS&E for Phase 1. To speed up implementation of Phase 1 construction, the PS&E for Phase 2 was delayed. Also, designs for both mini-high installations at the City of Sacramento station platform were moved to Phase 2 due to significant design challenges onsite. Consequently, the construction allocation request will be for approximately 1/2 of the funding required for this project. The program intends to allow the unused portion of programmed construction funds to return to the STIP and the program will request the balance of these funds in the 2024 STIP.

PRG-0010 (REV 08/2020)

Performance Indicators and Measures										
Measure	<b>Required For</b>	Indicator/Measure	Unit	Build	Future No Build	Change				
Congestion LPPF, LPPC,	Project Area, Corridor, County, or	Total Miles	0	0	0					
Reduction SCCP		VMT	VMT per Capita	0	0	0				

PRG-0010 (REV 08/2020)

District	County	Route	EA	Project ID	PPNO
75	VAR			0020000130	2065R
Project Title					

Mini-High Platform Improvements

		Exist	ing Total P	roject Cost	t (\$1,000s)				
Component	Prior	21-22	22-23	23-24	24-25	25-26	26-27+	Total	Implementing Agency
E&P (PA&ED)									Caltrans HQ
PS&E			500					500	Caltrans HQ
R/W SUP (CT)									Caltrans HQ
CON SUP (CT)									Caltrans HQ
R/W									Caltrans HQ
CON	4,500							4,500	Caltrans HQ
TOTAL	4,500		500					5,000	
		Propo	sed Total F	Project Cos	st (\$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	500	4,500						5,000	
	•								
Fund #1:	IIP - Public	Transporta	ation Accou	nt (Commi	tted)				Program Code
Fund #1:	IIP - Public	Transporta	ation Accou Existing Fu	nt (Commi Inding (\$1,	tted) 000s)				Program Code 30.20.020.720
Fund #1: Component	IIP - Public Prior	Transporta	ation Accou Existing Fu 22-23	nt (Commi Inding (\$1, 23-24	tted) 000s) 24-25	25-26	26-27+	Total	Program Code 30.20.020.720 Funding Agency
Fund #1: Component E&P (PA&ED)	IIP - Public Prior	Transporta	ation Accou Existing Fu 22-23	nt (Commi Inding (\$1, 23-24	tted) 000s) 24-25	25-26	26-27+	Total	Program Code 30.20.020.720 Funding Agency Caltrans HQ
Fund #1: Component E&P (PA&ED) PS&E	IIP - Public Prior	21-22	ation Accou Existing Fu 22-23 500	nt (Commi Inding (\$1, 23-24	tted) 000s) 24-25	25-26	26-27+	Total 500	Program Code 30.20.020.720 Funding Agency Caltrans HQ \$4500 CON EXT. TO 06/30/22
Fund #1: Component E&P (PA&ED) PS&E R/W SUP (CT)	IIP - Public Prior	21-22	ation Accou Existing Fu 22-23 500	nt (Commi Inding (\$1, 23-24	tted) 000s) 24-25	25-26	26-27+	Total 500	Program Code 30.20.020.720 Funding Agency Caltrans HQ \$4500 CON EXT. TO 06/30/22 \$500 PSE voted 01/29/20
Fund #1: Component E&P (PA&ED) PS&E R/W SUP (CT) CON SUP (CT)	IIP - Public Prior	21-22	ation Accou Existing Fu 22-23 500	nt (Commi Inding (\$1, 23-24	tted) 000s) 24-25	25-26	26-27+	Total 500	Program Code 30.20.020.720 Funding Agency Caltrans HQ \$4500 CON EXT. TO 06/30/22 \$500 PSE voted 01/29/20
Fund #1: Component E&P (PA&ED) PS&E R/W SUP (CT) CON SUP (CT) R/W	IIP - Public Prior	21-22	ation Accou Existing Fu 22-23 500	nt (Commi Inding (\$1, 23-24	tted) 000s) 24-25	25-26	26-27+	Total 500	Program Code 30.20.020.720 Funding Agency Caltrans HQ \$4500 CON EXT. TO 06/30/22 \$500 PSE voted 01/29/20
Fund #1: Component E&P (PA&ED) PS&E R/W SUP (CT) CON SUP (CT) R/W CON	IIP - Public Prior 4,500	21-22	ation Accou Existing Fu 22-23 500	nt (Commi Inding (\$1, 23-24	tted) 000s) 24-25	25-26	26-27+	Total 500 4,500	Program Code 30.20.020.720 Funding Agency Caltrans HQ \$4500 CON EXT. TO 06/30/22 \$500 PSE voted 01/29/20
Fund #1: Component E&P (PA&ED) PS&E R/W SUP (CT) CON SUP (CT) R/W CON TOTAL	IIP - Public Prior 4,500 4,500	21-22	ation Accou Existing Fu 22-23 500 500	nt (Commi Inding (\$1, 23-24	tted) 000s) 24-25	25-26	26-27+	Total 500 4,500 5,000	Program Code 30.20.020.720 Funding Agency Caltrans HQ \$4500 CON EXT. TO 06/30/22 \$500 PSE voted 01/29/20
Fund #1: Component E&P (PA&ED) PS&E R/W SUP (CT) CON SUP (CT) R/W CON TOTAL	IIP - Public Prior 4,500 4,500	21-22	ation Accou Existing Fu 22-23 500 500 Proposed F	nt (Commi Inding (\$1, 23-24	tted) 000s) 24-25	25-26	26-27+	Total 500 4,500 5,000	Program Code 30.20.020.720 Funding Agency Caltrans HQ \$4500 CON EXT. TO 06/30/22 \$500 PSE voted 01/29/20 Notes
Fund #1: Component E&P (PA&ED) PS&E R/W SUP (CT) CON SUP (CT) R/W CON TOTAL E&P (PA&ED)	IIP - Public Prior 4,500 4,500	Transporta	ation Accou Existing Fu 22-23 500 500 Proposed F	nt (Commi Inding (\$1, 23-24 unding (\$1	tted) 000s) 24-25	25-26	26-27+	Total 500 4,500 5,000	Program Code 30.20.020.720 Funding Agency Caltrans HQ \$4500 CON EXT. TO 06/30/22 \$500 PSE voted 01/29/20 Notes
Fund #1: Component E&P (PA&ED) PS&E R/W SUP (CT) CON SUP (CT) R/W CON TOTAL E&P (PA&ED) PS&E	IIP - Public Prior 4,500 4,500	21-22	ation Accou Existing Fu 22-23 500 500 Proposed F	nt (Commi Inding (\$1, 23-24	tted) 000s) 24-25 ,000s)	25-26	26-27+	Total 500 4,500 5,000 500	Program Code 30.20.020.720 Funding Agency Caltrans HQ \$4500 CON EXT. TO 06/30/22 \$500 PSE voted 01/29/20 Notes
Fund #1: Component E&P (PA&ED) PS&E R/W SUP (CT) CON SUP (CT) R/W CON TOTAL E&P (PA&ED) PS&E R/W SUP (CT)	IIP - Public Prior 4,500 4,500	21-22	ation Accou Existing Fu 22-23 500 500 Proposed F	nt (Commi Inding (\$1, 23-24 unding (\$1	tted) 000s) 24-25 ,000s)	25-26	26-27+	Total 500 4,500 5,000 500	Program Code 30.20.020.720 Funding Agency Caltrans HQ \$4500 CON EXT. TO 06/30/22 \$500 PSE voted 01/29/20 Notes
Fund #1: Component E&P (PA&ED) PS&E R/W SUP (CT) CON SUP (CT) R/W CON TOTAL E&P (PA&ED) PS&E R/W SUP (CT) CON SUP (CT)	IIP - Public Prior 4,500 4,500 500	Transporta	ation Accou Existing Fu 22-23 500 500 Proposed F	nt (Commi Inding (\$1, 23-24 unding (\$1	tted) 000s) 24-25 ,000s)	25-26	26-27+	Total 500 4,500 5,000 500	Program Code 30.20.020.720 Funding Agency Caltrans HQ \$4500 CON EXT. TO 06/30/22 \$500 PSE voted 01/29/20 Notes
Fund #1: Component E&P (PA&ED) PS&E R/W SUP (CT) CON SUP (CT) R/W CON TOTAL E&P (PA&ED) PS&E R/W SUP (CT) CON SUP (CT) R/W	IIP - Public Prior 4,500 4,500 500	Transporta	ation Accou Existing Fu 22-23 500 500 Proposed F	nt (Commi Inding (\$1, 23-24	tted) 000s) 24-25 	25-26	26-27+	Total 500 4,500 5,000 500	Program Code 30.20.020.720 Funding Agency Caltrans HQ \$4500 CON EXT. TO 06/30/22 \$500 PSE voted 01/29/20 Notes
Fund #1: Component E&P (PA&ED) PS&E R/W SUP (CT) CON SUP (CT) R/W CON TOTAL E&P (PA&ED) PS&E R/W SUP (CT) CON SUP (CT) R/W CON	IIP - Public Prior 4,500 4,500 500	21-22	ation Accou Existing Fu 22-23 500 500 Proposed F	nt (Commi Inding (\$1, 23-24 unding (\$1	tted) 000s) 24-25 ,000s)	25-26	26-27+	Total 500 4,500 5,000 500 4,500	Program Code 30.20.020.720 Funding Agency Caltrans HQ \$4500 CON EXT. TO 06/30/22 \$500 PSE voted 01/29/20 Notes

	Complete this page fo	Date 08/18/2021 17	':17:53		
District	County	Route	EA	Project ID	PPNO
75	VAR			0020000130	2065R
SECTION 1 - All	Projects				

### Ducie et De chemeren el

Project Background

The following request is being submitted: split this project into two phases.

The proposed end date for PS&E in the Project Milestone Schedule is for PS&E for Phase 1. To speed up implementation of Phase 1 construction, the PS&E for Phase 2 was delayed. Also, designs for both mini-high installations at the City of Sacramento station platform were moved to Phase 2 due to significant design challenges onsite. Consequently, the construction allocation request will be for approximately 1/2 of the funding required for this project. The program intends to allow the unused portion of programmed construction funds to return to the STIP and the program will request the balance of these funds in the 2024 STIP.

Programming Change Requested

Reflect existing programming changes from 2020 and 2021: PS&E funding moved to fy 19/20, CON funding to fy 21/22. Propose schedule changes related to PS&E Delays.

Requesting the project be phased: phase 1 would be 1 mini-high platform at 17 locations, excluding Sacramento Station, and phase 2 would be a second mini-high platform at all 17 phase 1 locations, and both platforms at the Sacramento Station.

### Reason for Proposed Change

Design has proceeded more slowly than originally estimated. The project must be split into phase 1 and phase 2 to allow a base level of operations (one mini-high platform at 17 stations) to facilitate passenger boarding for new rolling stock soon to arrive.

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

Delay is caused by design proceeding more slowly than originally estimated. There is currently no cost increase associated with delay, though PS&E for Phase 2 has yet to be completed. Completed PS&E may reflect a cost increase.

Other Significant Information

### SECTION 2 - For SB1 Project Only

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

Project must be split into phases to ensure timely completion of basic accessibility to new San Joaquin Corridor rolling stock.

#### 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

### SECTION 3 - All Projects

#### Attachments

1) Concurrence from Implementing Agency and/or Regional Transportation Planning Agency

2) Project Location Map

PRG-0010 (REV 08/2020)

Amendment (Existing Project) YES NO Date 08/18/2021 13:19:36								
Programs LPP-C LPP-F SCCP TCEP STIP Other								
District	EA	Project ID	PPNO	PPNO Nominating Agency				
75		021000225	2191	Caltrans HQ				
County	Route	PM Back	PM Ahead	Co-Nominating Agency				
Stanislaus								
Stanislaus				MPO	Element			
				NON-MPO	Rail			
Project Manager/Contact		Phone	Email Address					
Betty Miller			530-306-2398	betty.l.miller@dot.ca.gov				
Duele of THE								

### Project Title

San Joaquin Corridor 2nd Platforms at Modesto and Turlock-Denair

### Location (Project Limits), Description (Scope of Work)

The Modesto Amtrak station is located at 1700 Held Drive in Modesto, 95355, approximately 75 miles south of Sacramento and 97 miles north of Fresno in the County of Stanislaus. The Turlock-Denair Amtrak station is located at 3800 Santa Fe Avenue in Denair, 95316, approximately 90 miles south of Sacramento and 85 miles north of Fresno in the County of Stanislaus. Both stations are located on the BNSF Railway Company (BNSF) Stockton Subdivision. The project consists of PA&ED, PS&E, ROW, and construction of a second passenger platform at each station and all required associated track, signal, and grade crossing work..

Component		Implementing Agency						
PA&ED	Caltrans HQ							
PS&E	Caltrans HQ							
Right of Way	Caltrans HQ							
Construction	Caltrans HQ							
Legislative Districts								
Assembly:	12	Senate:	5,8	Congressional:	9,10			
Project Milestone				Existing	Proposed			
Project Study Report App	roved							
Begin Environmental (PA	&ED) Phase				06/21/2021			
Circulate Draft Environme	ental Document	Document Type CE						
Draft Project Report					11/01/2021			
End Environmental Phase	e (PA&ED Milestone)				12/01/2021			
Begin Design (PS&E) Pha	ase				12/01/2021			
End Design Phase (Read	y to List for Advertiser	ment Milestone)			02/28/2022			
Begin Right of Way Phase	e				03/01/2022			
End Right of Way Phase (	(Right of Way Certifica	ation Milestone)			04/30/2022			
Begin Construction Phase	e (Contract Award Mile		07/01/2022					
End Construction Phase (	Construction Contrac		06/30/2025					
Begin Closeout Phase					07/01/2025			
End Closeout Phase (Close	seout Report)				01/30/2026			

Date 08/18/2021 13:19:36

### Purpose and Need

Purpose of the project is to allow two passenger trains to serve the station simultaneously. Whenever there are opposing meets, one train must wait farther out at the siding while the other serves the station. The project is needed to eliminate the delays and improve on-time performance of intercity rail passenger services through this portion of the main line rail corridor, and in turn, the entire San Joaquin Corridor. The track infrastructure is shared by an average of 50 freight trains per day.

NHS Improvements YES X NO	Roadway Class NA	Roadway Class NA		Reversible Lane Analysis 🗌 YES 🔀 NO		
Inc. Sustainable Communities Strategy	Goals 🛛 YES 🗌 NO	Reduce Greenhouse Gas Emissions 🔀 YES 🗌 NO				
Project Outputs						
Category	Outp	outs	Unit	Total		
Rail/ Multi-Modal	Station improvements		EA	2		

Date 08/18/2021 13:19:36

### Additional Information

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 platforms 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.

PRG-0010 (REV 08/2020)

Performance Indicators and Measures									
Measure	<b>Required For</b>	Indicator/Measure	Unit	Build	Future No Build	Change			
Throughput TCEP		Change in Rail Volume That Can Be	# of Trailers	2	0	2			
	TGEF	Accommodated	# of Containers	2	0	2			

PRG-0010 (REV 08/2020)

District	County	Route	EA	Project ID	PPNO
75	Stanislaus, Stanislaus			021000225	2191

Project Title

San Joaquin Corridor 2nd Platforms at Modesto and Turlock-Denair

		Exist	ting Total F	Project Cost	t (\$1,000s)				
Component	Prior	22-23	23-24	24-25	25-26	26-27	27-28+	Total	Implementing Agency
E&P (PA&ED)									Caltrans HQ
PS&E									Caltrans HQ
R/W SUP (CT)									Caltrans HQ
CON SUP (CT)									Caltrans HQ
R/W									Caltrans HQ
CON									Caltrans HQ
TOTAL									
	I I	Propo	osed Total	Project Cos	st (\$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	3,600	16,400						20,000	
Fund #1:	IIP - Public	Transporta	ation Acco	unt (Commi	tted)				Program Code
			Existing F	unding (\$1,	000s)				
Component	Prior	22-23	23-24	24-25	25-26	26-27	27-28+	Total	Funding Agency
E&P (PA&ED)									Caltrans HQ
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
		F	Proposed I	-unding (\$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	3,600	16,400						20,000	

PRG-0010 (REV 08/2020)

Amendment (Existing Project) YES NO Date 12/09/2021 15:05:10								
Programs LPP-C LPP-F SCCP TCEP STIP Other								
District EA Project ID		PPNO	Nominating Agency					
12 0Q950 12		1218000006	2833C	Caltrans District 12				
County Route		PM Back	PM Ahead Co-Nominating Ag		ating Agency			
Orange	5	29.100	44.400					
				MPO	Element			
				SCAG	Capital Outlay			
Project Manager/Contact			Phone	Email Address				
	Janilee Jablonski		657-328-6273	janilee.jablonski@dot.ca.gov				
12 County Orange Pr	0Q950 Route 5 roject Manager/Cont Janilee Jablonski	1218000006 PM Back 29.100 act	2833C PM Ahead 44.400 Phone 657-328-6273	Caltrans Co-Nomina MPO SCAG Email janilee.jablons	District 12 ating Agency Element Capital Outlay Address ski@dot.ca.gov			

**Project Title** 

Interstate 5 (I-5) Managed Lanes

### Location (Project Limits), Description (Scope of Work)

Location: In Orange County and Los Angeles on I-5 from Red Hill Avenue to 0.5 miles north of LA County Line (ORA PM Limits 29.1/44.4; LA PM Limits 0.00/0.05).

Description: The project addresses operational deficiencies related to High Occupancy Vehicles (HOV) degradation through studies of alternatives that include Priced Managed Lanes strategies.

Component			ncy					
PA&ED	Caltrans District 12							
PS&E	Caltrans District 12							
Right of Way	Caltrans District 12	Caltrans District 12						
Construction	Caltrans District 12	Caltrans District 12						
Legislative Districts	·							
Assembly: 6	65,68,69	Senate:	32,34,37,29	Congressional:	39,45,46			
Project Milestone				Existing	Proposed			
Project Study Report App	roved			11/21/2019				
Begin Environmental (PA	&ED) Phase	04/01/2021	06/01/2021					
Circulate Draft Environme	ntal Document	Document Typ	e EIR/FONSI	03/01/2022	12/01/2022			
Draft Project Report		09/01/2022	12/01/2022					
End Environmental Phase	e (PA&ED Milestone)	07/12/2023	12/01/2023					
Begin Design (PS&E) Pha	ise	10/01/2023	12/01/2023					
End Design Phase (Read	y to List for Advertiser	08/11/2027	08/19/2024					
Begin Right of Way Phase	9	10/04/2024	10/01/2023					
End Right of Way Phase (	Right of Way Certifica	07/14/2027	08/01/2025					
Begin Construction Phase	e (Contract Award Mile	02/16/2028	05/01/2026					
End Construction Phase (	Construction Contrac	11/01/2031	08/01/2029					
Begin Closeout Phase		11/01/2032	12/01/2030					
End Closeout Phase (Close	seout Report)	11/01/2034	12/01/2032					

### Purpose and Need

The purpose of this project is to implement operational improvements including Priced Managed Lanes strategies that will address HOV degradation, improve safety, increase operational efficiency, improve movement of people and goods, incentivize ride sharing, facilitate transit, increase Average Vehicle Occupancy (AVO), strive to reduce Vehicle Miles Traveled (VMT), hence reducing GHG emissions and also to improve safety and operation of freight travel while minimizing impacts to the surrounding communities and the environment.

The existing I-5 HOV lanes between Red Hill Ave and the LA/Orange County Line currently experience congestion, reduced speeds, and traffic delays during peak hour periods.

NHS Improvements X YES NO		Roadway Class 1		Reversible Lane Analysis 🗌 YES 🔀 NO			
Inc. Sustainable Communities Strategy	Goals		Reduce Greenhouse Gas Emissions 🔀 YES 🗌 NO				
Project Outputs							
Category		Outputs		Unit	Total		
Pavement (lane-miles) HOV/H		HOT mainline constructed		Miles	31.2		

Date 12/09/2021 15:05:10

### Additional Information

Regarding Project Purpose and Need tab, Reduce Greenhouse Gas Emissions question: The Air Quality Study Report (which includes GHG emission) are anticipated to obtain approval of build alternatives during the subsequent phase of the Project.

Regarding Category and Outputs tab: HOV/HOT Constructed (lane-miles) = distance from SR 57 and SR 91 7.8 miles x 2 lanes per direction x 2 directions = 31.2 lane miles.
Performance Indicators and Measures									
Measure	<b>Required For</b>	Indicator/Measure	Unit	Build	Future No Build	Change			
Congestion Reduction	LPPF, LPPC, SCCP	Daily Vehicle Hours of Delay	Hours	32,559	51,298	-18,739			

PRG-0010 (REV 08/2020)

District	County	Route	EA	Project ID	PPNO
12	Orange	5	0Q950	1218000006	2833C
Project Title					

Interstate 5 (I-5) Managed Lanes

		Exis	sting Total P	roject Cost	(\$1,000s)				
Component	Prior	22-23	23-24	24-25	25-26	26-27	27-28+	Total	Implementing Agency
E&P (PA&ED)	15,000							15,000	Caltrans District 12
PS&E									Caltrans District 12
R/W SUP (CT)									Caltrans District 12
CON SUP (CT)									Caltrans District 12
R/W									Caltrans District 12
CON									Caltrans District 12
TOTAL	15,000							15,000	
		Prop	osed Total I	Project Cos	t (\$1,000s	)			Notes
E&P (PA&ED)	15,000							15,000	
PS&E			12,500					12,500	
R/W SUP (CT)			2,200					2,200	
CON SUP (CT)				68,000				68,000	
R/W			8,700					8,700	
CON				311,000				311,000	
TOTAL	15,000		23,400	379,000				417,400	
Fund #1:	IIP - COVII	Ο Relief Fι	unds - STIP	(Committee	d)				Program Code
			Existing Fu	unding (\$1,0	000s)	1			20.XX.025.700
Component	Prior	22-23	23-24	24-25	25-26	26-27	27-28+	Total	Funding Agency
E&P (PA&ED)	2,200							2,200	Caltrans HQ
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL	2,200							2,200	
			Proposed F	unding (\$1	,000s)				Notes
E&P (PA&ED)	2,200							2,200	
PS&E			12,500					12,500	
R/W SUP (CT)									
CON SUP (CT)									
R/W			4,316					4,316	
CON									
TOTAL	2,200		16,816					19,016	

#### STATE OF CALIFORNIA • DEPARTMENT OF TRANSPORTATION **PROJECT PROGRAMMING REQUEST (PPR)** PRG-0010 (REV 08/2020)

Program Code Fund #2: Other State - National Hwy System (Committed) Existing Funding (\$1,000s) SHOPP 23-24 Component Prior 22-23 24-25 25-26 26-27 27-28+ Total Funding Agency E&P (PA&ED) 12,800 12,800 PS&E R/W SUP (CT) CON SUP (CT) R/W CON

TOTAL	12,800							12,800	
			Proposed F	unding (\$1	,000s)		1		Notes
E&P (PA&ED)	12,800							12,800	
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									-
CON									
TOTAL	12,800							12,800	
Fund #3:	IIP - Natior	hal Hwy Sy	/stem (Unco	mmitted)			1		Program Code
Existing Funding (\$1,000s)									
Component	Prior	22-23	23-24	24-25	25-26	26-27	27-28+	Total	Funding Agency
E&P (PA&ED)									Caltrans HQ
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
			Proposed F	unding (\$1	,000s)				Notes
E&P (PA&ED)									For Bridging Documents
PS&E									
R/W SUP (CT)			2,200					2,200	
CON SUP (CT)									
R/W			4,384					4,384	
CON									
TOTAL			6,584					6,584	

Fund #4:	Future Ne	Future Need - Future Funds (Uncommitted)							Program Code
	_1		Existing F	unding (\$1,0	000s)				
Component	Prior	22-23	23-24	24-25	25-26	26-27	27-28+	Total	Funding Agency
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
	_1	•	Proposed I	- Funding (\$1	,000s)				Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)				68,000				68,000	
R/W									
CON				311,000				311,000	
TOTAL				379,000				379,000	

#### STATE OF CALIFORNIA • DEPARTMENT OF TRANSPORTATION **PROJECT PROGRAMMING REQUEST (PPR)** PRG-0010 (REV 08/2020)

 Date 12/09/2021 15:05:10

 District
 County
 Route
 EA
 Project ID
 PPNO

 12
 Orange
 5
 0Q950
 121800006
 2833C

 SECTION 1 - All Projects
 Section 1
 Section 2
 Section 2
 Section 2
 Section 2

## Project Background

Existing 2020 STIP Project

#### Programming Change Requested

Requesting \$12.5M PS&E (bridging documents), \$2.2M Right of Way Support and \$8.7M Right of Way Capital for a total of \$23.4M for FY 23/24 from 2022 STIP.

#### Reason for Proposed Change

Subsequent phases after PA&ED need to be programmed

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

N/A

#### Other Significant Information

This project will utilize a design/build (D/B) delivery method thus will require unique milestone schedules and funding considerations which will be different from typical project delivery method. CTC approval is needed for D/B option. For RW funding requested, if there is a capacity constraint then RW funds will be requested in the following FY. The current plan for future funding source(s) for construction support and capital would come from a combination of STIP, SB1 competitive programs, federal grants, revenue backed private bonds, or a TIFIA loan.

#### SECTION 2 - For SB1 Project Only

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

Requesting \$12.5M PS&E (bridging documents), \$2.2M Right of Way Support and \$8.7M Right of Way Capital for a total of \$23.4M for FY 23/24 from 2022 STIP.

#### 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
SECTION 3 - All Projects			

## Attachments

1) Concurrence from Implementing Agency and/or Regional Transportation Planning Agency

2) Project Location Map

PRG-0010 (REV 08/2020)

Amendment (Existin	Amendment (Existing Project) XES NO Date 08/18/2021 11:57:29									
Programs LPP-C LPP-F SCCP TCEP STIP Other										
District	EA	Project ID	PPNO	Nominat	ing Agency					
75		0019000029	2190	San Diego Association of Governments						
County	Route	PM Back	PM Ahead	Co-Nominating Agency						
San Diego		216.500	218.100	Caltr	ans HQ					
				MPO	Element					
				SANDAG	Rail					
Pr	oject Manager/Cont	act	Phone	Email Address						
	Phillip Hoebeke		916-654-6657	phillip.hoebeke@dot.ca.gov						

**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 Associatio	an Diego Association of Governments							
PS&E	San Diego Associatio	on of Governmen	its						
Right of Way	San Diego Associatio	on of Governmen	its						
Construction	San Diego Associatio	on of Governmen	its						
Legislative Districts									
Assembly: 75,	76,77,78,79	Senate:	36,39,40	Congressional:	50,51,52,53				
Project Milestone				Existing	Proposed				
Project Study Report App	proved								
Begin Environmental (PA	&ED) Phase	11/30/2009	11/30/2009						
Circulate Draft Environme	ental Document	Document Type	CE	03/01/2011	03/01/2011				
Draft Project Report				02/16/2021	02/16/2021				
End Environmental Phas	e (PA&ED Milestone)			03/31/2012	03/31/2012				
Begin Design (PS&E) Ph	ase			10/30/2018	10/30/2018				
End Design Phase (Read	dy to List for Advertiser	nent Milestone)		09/01/2021	09/01/2021				
Begin Right of Way Phas	e			10/30/2018	10/30/2018				
End Right of Way Phase	(Right of Way Certifica	ation Milestone)		09/01/2021	09/01/2021				
Begin Construction Phas	e (Contract Award Mile	01/01/2022	01/01/2022						
End Construction Phase	(Construction Contract	07/01/2024	07/01/2024						
Begin Closeout Phase		07/01/2024	07/01/2024						
End Closeout Phase (Clo	seout Report)			01/01/2025	01/01/2025				

#### 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.

#### Purpose and Needs:

This segment of the corridor serves as a vital link for passenger and freight movements in San Diego County. Currently there is only a single track which causes train delays due to wait times for trains traveling in the opposite direction. This project would eliminate the existing 1.6 mile long single track bottleneck between CP Don and CP Los Pulgas, support current and future growth in LOSSAN corridor rail service demand, and increase system capacity and operational efficiency.

#### Outputs/Outcomes:

IR/MT	Miles	of New	Track	Miles	1.6

NHS Improvements  YES  NO	Roadway Cla	Roadway Class NA		ne Analysis 🗌 YES 🔀 NO				
Inc. Sustainable Communities Strategy Goals 🗌 YES 🛛 NO Reduce Greenhouse Gas Emissions 🖾 YES 🗌 NO								
Project Outputs								
Category		Outputs	Unit	Total				
Intercity Rail/Mass Trans	Miles of new track		Miles	1.6				

#### Date 08/18/2021 11:57:29

#### Additional Information

The purpose of the LOSSAN-SD Intermodal Improvement Program is to implement key capital improvements along the San Diego Subdivision of the Los Angeles-San Diego-San Luis Obispo (LOSSAN) Rail Corridor to facilitate additional freight trips from the Port of San Diego to points state- and nation-wide. The LOSSAN Rail Corridor is of state and national importance as the only viable freight rail connection for the San Diego Region. The U.S. Department of Defense has identified this corridor as part of the Strategic Rail Corridor Network (STRACNET) for its importance in providing access to the Marine Corps Base Camp Pendleton and the Port of San Diego. These improvements have been determined as to not only accommodate additional freight rail service but future expansions of the Corridor's commuter and intercity passenger rail services.

This project is part of a larger program of improvements in the LOSSAN-SD Intermodal Improvement Program, which includes the following projects: San Onofre to Pulgas Double Track Phase 2, San Dieguito Double Track Phase 1, Del Mar Bluffs Phase 5, and Broadway to Gaslamp Track Signalization and Platform. The performance measures noted below are for the entire LOSSAN-SD Intermodal Improvement Program of projects.

The railroad right-of-way (ROW) is subject to the jurisdiction of the Federal Surface Transportation Board (STB). The project falls under the STB ruling which stipulates that State and Local environmental regulation has been found to be preempted by federal statute (49 U.S.C. 10501(b)) for railroad projects when the tracks are used for interstate freight transport. Therefore, the project is not subject to CEQA. The STB ruling is based on the premise that projects that improve railroad reliability and capacity on tracks used for interstate commerce are not subject to regulatory compliance with state and local regulations due to the interstate commerce clause in the United States Constitution. The proposed improvements are for the purpose of improving railroad reliability and capacity of the LOSSAN Corridor, which is used to transport interstate freight.

TCEP guidelines allow supplemental funding only for state-sponsored projects - this project was originally allocated STIP IIP funding for improvements to the intercity rail corridor sponsored by the state.

Following the release of TCEP award recommendations, due to COVID and the abundance of work happening concurrently in the rail corridor. SANDAG and NCTD learned more as projects moved through the development process. This created the need to look at the entire program of projects to more efficiently schedule work for individual projects within the corridor and help expedite project delivery.

Performance Indicators and Measures										
Measure	Required For	Indicator/Measure	Unit	Build	Future No Build	Change				
Congestion Reduction	TCEP	Daily Vehicle Hours of Travel Time Reduction	Hours	0	350	-350				
	TCEP	Daily Truck Trips	# of Trips	0	197	-197				
	TCEP	Daily Truck Miles Traveled	Miles	0	38,960	-38,960				
Throughput	TCEP	Change in Truck Volume That Can Be Accommodated	# of Trucks	0	0	0				
	TCEP	Change in Rail Volume That Can Be	# of Trailers	219,000	0	219,000				
			# of Containers	0	0	0				
	TCEP	Change in Cargo Volume That Can Be	# of I ons	5,321,700	5,321,700	0				
		Accommodated	# of Containers	0	0	0				
System Reliability	TCEP	Truck Travel Time Reliability Index	Index	0	0	0				
	TCEP	Daily Vehicle Hours of Travel Time Reduction	Hours	0	350	-350				
Velocity	TCEP	Travel Time or Total Cargo Transport Time	Hours	0	0	0				
	Optional	Average Peak Period Weekday Speed for Rail Facility	Miles per Hour	41	41	0				
Air Quality &	LPPF, LPPC,	Porticulate Matter	PM 2.5 Tons	6	5	1				
GHG	SCCP, TCEP		PM 10 Tons	18	5	13				
	LPPF, LPPC, SCCP, TCEP	Carbon Dioxide (CO2)	Tons	96,539	266,647	-170,108				
	LPPF, LPPC, SCCP, TCEP	Volatile Organic Compounds (VOC)	Tons	7	12	-5				
	LPPF, LPPC, SCCP, TCEP	Sulphur Dioxides (SOx)	Tons	0	3	-3				
	LPPF, LPPC, SCCP, TCEP	Carbon Monoxide (CO)	Tons	15	181	-166				
	LPPF, LPPC, SCCP, TCEP	Nitrogen Oxides (NOx)	Tons	391	308	83				
Safety	LPPF, LPPC, SCCP, TCEP	Number of Non-Motorized Fatalities and Non-Motorized Serious Injuries	Number	0	0	0				
	LPPF, LPPC, SCCP, TCEP	Number of Fatalities	Number	3.3	4.9	-1.6				
	LPPF, LPPC, SCCP, TCEP	Fatalities per 100 Million VMT	Number	1.5	0	1.5				
	LPPF, LPPC, SCCP, TCEP	Number of Serious Injuries	Number	6.22	42.34	-36.12				
	LPPF, LPPC, SCCP, TCEP	Number of Serious Injuries per 100 Million VMT	Number	24	145	-121				
	Optional	Number of Property Damage Only and Non-Serious Injury Collisions	Number	11	79	-68				
Economic Development	LPPF, LPPC, SCCP, TCEP	Jobs Created (Direct and Indirect)	Number	1,648	0	1,648				

Performance Indicators and Measures									
Measure	Required For	Indicator/Measure	Unit	Build	Future No Build	Change			
Cost Effectiveness	LPPF, LPPC, SCCP, TCEP	Cost Benefit Ratio	Ratio	2.3	0	2.3			

PPR ID ePPR-6066-2020-0008 v4

PRG-0010 (REV 08/2020)

District	County	Route	EA	Project ID	PPNO
75	San Diego			0019000029	2190
Due to at Title					

Project Title

San Onofre to Pulgas Double Track Phase 2

		Exis	ting Total F	Project Cos	t (\$1,000s)				
Component	Prior	21-22	22-23	23-24	24-25	25-26	26-27+	Total	Implementing Agency
E&P (PA&ED)									San Diego Association of Governmer
PS&E	1,744							1,744	San Diego Association of Governmer
R/W SUP (CT)									San Diego Association of Governmer
CON SUP (CT)									San Diego Association of Governmer
R/W									San Diego Association of Governmer
CON		33,793						33,793	San Diego Association of Governmer
TOTAL	1,744	33,793						35,537	
		Propo	osed Total	Project Cos	st (\$1,000s	)			Notes
E&P (PA&ED)									
PS&E	1,744							1,744	
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON		33,793						33,793	
TOTAL	1,744	33,793						35,537	
Fund #1:	IIP - Public	: Transporta	ation Acco	unt (Commi	itted)				Program Code
			Existing F	unding (\$1,	000s)				20.XX.025.700
Component	Prior	21-22	22-23	23-24	24-25	25-26	26-27+	Total	Funding Agency
E&P (PA&ED)									Caltrans HQ
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	
		F	Proposed I	- Funding (\$1	,000s)				Notes
E&P (PA&ED)									
PS&E	1,177							1,177	
R/W SUP (CT)									
CON SUP (CT)									
R/W									1
CON		28,863						28,863	1
TOTAL	1,177	28,863						30,040	

Fund #2:	State SB1	TCEP - Tra	ade Corrido		Program Code				
			Existing F	unding (\$1,	000s)				30.20.723.100
Component	Prior	21-22	22-23	23-24	24-25	25-26	26-27+	Total	Funding Agency
E&P (PA&ED)									
PS&E	567							567	\$567,000 for PS&E is FY 2021
R/W SUP (CT)									TCEP funding.
CON SUP (CT)									
R/W									
CON		4,930						4,930	
TOTAL	567	4,930						5,497	
			Proposed I	- Funding (\$1	,000s)		4		Notes
E&P (PA&ED)									
PS&E	567							567	
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON		4,930						4,930	
TOTAL	567	4,930						5,497	

#### STATE OF CALIFORNIA • DEPARTMENT OF TRANSPORTATION **PROJECT PROGRAMMING REQUEST (PPR)** PRG-0010 (REV 08/2020)

 Complete this page for amendments only
 Date 08/18/2021 11:57:29

 District
 County
 Route
 EA
 Project ID
 PPNO

 75
 San Diego
 Image: Section 1 - All Projects
 001900029
 2190

# Project Background

\_\_\_\_\_,

N/A

#### Programming Change Requested

Reason for Proposed Change N/A

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

Other Significant Information

#### SECTION 2 - For SB1 Project Only

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

#### 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
SECTION 3 - All Projects			

#### Attachments

1) Concurrence from Implementing Agency and/or Regional Transportation Planning Agency

2) Project Location Map

PRG-0010 (REV 08/2020)

Amendment (Existin	ng Project) 🗌 YES	NO NO			Date 12/13/2021 10:51:57		
Programs L	.PP-C 🗌 LPP-	F 🗌 SCCP		TIP Other			
District	EA	Project ID	PPNO	Nominating Agency			
01	0K660	0120000130	3204	Caltrans District 1			
County	Route	PM Back	PM Ahead	Co-Nominating Agency			
Lake	20	16.740	18.020				
				MPO	Element		
				NON-MPO	Capital Outlay		
Pr	oject Manager/Cont	act	Phone	Email Address			
	Mike Khammash		707-272-0139	mike.khammash@dot.ca.gov			

**Project Title** 

Lucerne Complete Streets

#### Location (Project Limits), Description (Scope of Work)

In Lake County in Lucerne on Route 20 from 0.1 mile west of Morrison Creek Bridge to 0.1 mile east of Country Club Drive. Construct complete streets improvements.

Component		Implementing Agency							
PA&ED	Caltrans District 1								
PS&E	Caltrans District 1								
Right of Way	Caltrans District 1								
Construction	Caltrans District 1								
Legislative Districts									
Assembly:	4	Senate:	2	Congressional:	3				
Project Milestone				Existing	Proposed				
Project Study Report App	roved			09/17/2021					
Begin Environmental (PA&		07/01/2022							
Circulate Draft Environme	ntal Document	Document Type (N	ND/MND)/CE		11/04/2024				
Draft Project Report					11/04/2024				
End Environmental Phase	e (PA&ED Milestone)				04/02/2025				
Begin Design (PS&E) Pha	ise				04/02/2025				
End Design Phase (Read	y to List for Advertiser	nent Milestone)			01/15/2027				
Begin Right of Way Phase	)				04/02/2025				
End Right of Way Phase (	Right of Way Certifica	ation Milestone)			12/02/2026				
Begin Construction Phase (Contract Award Milestone)         06/11/2027									
End Construction Phase (Construction Contract Acceptance Milestone)         12/01/2028									
Begin Closeout Phase	Begin Closeout Phase 12/03/2029								
End Closeout Phase (Closeout Report) 09/03/2032									

Date 12/13/2021 10:51:57

#### Purpose and Need

The purpose of this project is to improve safety and mobility for non-motorized users and to calm main street traffic, encouraging interregional traffic to use the SR 20/29/53 Principal Arterial Corridor.

This project is needed to safely connect Lucerne's waterfront, parks, elementary school, and downtown for non-motorized users. This project satisfies Caltrans' and the Lake Area Planning Council's long-term goals to close gaps in the multimodal network in the town of Lucerne.

NHS Improvements X YES NO	Roadway Class 2	Reversible La	Reversible Lane Analysis 🗌 YES 🔀 NO						
Inc. Sustainable Communities Strategy	s Emissions 🔀	YES 🗌 NO							
Project Outputs									
Category	Outputs	Unit	Total						
Pavement (lane-miles)	Roadway lane miles	Miles	2.55						
Drainage	Culverts	LF	4,532						
ADA Improvements	New curb ramp installed	EA	13						
ADA Improvements	Repair/upgrade curb ramp	EA	37						
Active Transportation	Pedestrian/Bicycle facilities miles constructed	Miles	3.03						
ADA Improvements	LF	2,128							

Date 12/13/2021 10:51:57

#### Additional Information

This project was initiated as part of the vision for the SR 20/29/53 Corridor, which is to shift interregional traffic to the south shore of Clear Lake and make the north shore a destination route. This will be achieved by constructing roadway improvements along the south shore and traffic calming measures (such as this project) on the north shore.

Non-motorized mobility will be improved by incorporating various complete streets elements to connect Lucerne's waterfront, parks, elementary school, and downtown area, including:

- Class IV separated bikeways
- Sidewalks
- Transit stop improvements
- Rectangular rapid flashing beacons (RRFBs)

Additionally, a median island designed to calm traffic will be constructed on the western entrance to Lucerne.

Performance Indicators and Measures										
Measure	Required For	Indicator/Measure	Unit	Build	Future No Build	Change				
Congestion	LPPF, LPPC,	Project Area, Corridor, County, or	Total Miles	0	0	0				
Reduction	SĆCP	VMT	VMT per Capita	0	0	0				

PPR ID ePPR-D01-2022-0001 v0

PRG-0010 (REV 08/2020)

District	County	Route	EA	Project ID	PPNO
01	Lake	20	0K660	0120000130	3204
Project Title					

Lucerne Complete Streets

Component	Prior	22-23	23-24	24-25	25-26	26-27	27-28+	Total	Implementing Agency
E&P (PA&ED)									Caltrans District 1
PS&E									Caltrans District 1
R/W SUP (CT)									Caltrans District 1
CON SUP (CT)									Caltrans District 1
R/W									Caltrans District 1
CON									Caltrans District 1
TOTAL									
		Propo	osed Total	Project Cos	t (\$1,000s)				Notes
E&P (PA&ED)		2,804						2,804	
PS&E				2,253				2,253	
R/W SUP (CT)				2,339				2,339	
CON SUP (CT)						3,083		3,083	
R/W				794				794	
CON						19,034		19,034	
TOTAL		2,804		5,386		22,117		30,307	

Fund #1:	IIP - STIP	- Federal/S	tate (Unco		Program Code				
			Existing F	unding (\$1,	000s)				
Component	Prior	22-23	23-24	24-25	25-26	26-27	27-28+	Total	Funding Agency
E&P (PA&ED)									Caltrans District 1
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
			Proposed I	- unding (\$1	,000s)				Notes
E&P (PA&ED)		2,804						2,804	
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL		2,804						2,804	

Fund #2:	IIP - STIP	- Federal/S	State (Unco	mmitted)					Program Code
			Existing F	unding (\$1,0	000s)				
Component	Prior	22-23	23-24	24-25	25-26	26-27	27-28+	Total	Funding Agency
E&P (PA&ED)									Caltrans District 1
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
			Proposed I	- 	,000s)				Notes
E&P (PA&ED)									
PS&E				2,253				2,253	
R/W SUP (CT)				2,339				2,339	
CON SUP (CT)						3,083		3,083	
R/W				794				794	
CON						19,034		19,034	1
TOTAL				5,386		22,117		27,503	1

PRG-0010 (REV 08/2020)

Amendment (Existin	mendment (Existing Project) YES NO Date 12/14/2021 09:17:51										
Programs L	TIP Other										
District	EA	Project ID	PPNO	Nominating Agency							
02	3J370	0222000039	3859	Caltrans District 2							
County	Route	PM Back	PM Ahead	Co-Nominating Agency							
Tehama	36	81.600	83.400								
				MPO	Element						
				NON-MPO	Capital Outlay						
Project Manager/Contact			Phone	Email Address							
	Javed Iqbal		530-945-1935	javed.iqbal@dot.ca.gov							

**Project Title** 

Mineral Multi-use Path and Shoulders

### Location (Project Limits), Description (Scope of Work)

Construct Class 1 bike path, install drainage, and widen shoulders. / In Tehama County at and near Mineral 0.1 mile east of Battle Creek Bridge to 0.3 mile east of Route 172.

Component		Implementing Agency								
PA&ED	Caltrans District 2									
PS&E	Caltrans District 2									
Right of Way	Caltrans District 2	altrans District 2								
Construction	Caltrans District 2									
Legislative Districts	·									
Assembly:	3	Senate:	4	Congressiona	al:	1				
Project Milestone		Existi	ng	Proposed						
Project Study Report App	roved	12/01/2	.021							
Begin Environmental (PA&	&ED) Phase			07/18/2022						
Circulate Draft Environme	ntal Document	Document Type (ND	/MND)/CE							
Draft Project Report						06/18/2024				
End Environmental Phase	e (PA&ED Milestone)					10/18/2024				
Begin Design (PS&E) Pha	ise					10/18/2024				
End Design Phase (Read	y to List for Advertiser	nent Milestone)				01/13/2026				
Begin Right of Way Phase	)					10/18/2024				
End Right of Way Phase (	Right of Way Certifica	tion Milestone)				10/20/2025				
Begin Construction Phase	e (Contract Award Mile	estone)				06/09/2026				
End Construction Phase (	Construction Contract	Acceptance Mileston	e)			01/26/2028				
Begin Closeout Phase				01/26/2028						
End Closeout Phase (Close	seout Report)					10/28/2032				

#### Date 12/14/2021 09:17:51

#### Purpose and Need

Purpose: The purpose of this project is to provide improved and safe connectivity for non-motorized users travelling between Battle Creek Campground, businesses, residences, lodging, and to provide access to other outdoor recreation opportunities throughout Mineral.

Need: Paved shoulders on State Route (SR) 36 are 2 feet or less, and the posted speed limit is 50 to 55 mph. Potential non-motorized users have a low level of comfort because of a lack of a firm, smooth surface to travel on; high-speed traffic; high-speed turning movements onto SR 172; and a lack of facilities to cross SR 36.

HS Improvements X YES NO Roadway Class 3			Reversible Lar	ne Analysis 🗌 YES 🔀 NO		
Inc. Sustainable Communities Strategy	Goals 🗌 YES 🔀 NO	Reduce Greenhouse Gas Emissions 🔀 YES 🗌 NO				
Project Outputs						
Category	Outp	outs	Unit	Total		
Active Transportation	Pedestrian/Bicycle facilities mi	les constructed	Miles	1.8		
Drainage	Culverts		LF	625		
Active Transportation	Crosswalk		EA	1		

Date 12/14/2021 09:17:51

#### Additional Information

Additional Benefits: The benefits of this project are many, as the pathway, enhanced crossing, and improved shoulder width will be utilized yearround in lieu of vehicles. Through the project's public and stakeholder engagement effort the year-round use was reinforced by the community and public officials that the project, once constructed would be used by camps for activities, families for leisurely walks or bike rides, to conduct business in town, as well as to cross country ski or snow shoe. Another direct benefit is that due to the project providing a place for people to take active trips the amount of small vehicle trips will be greatly reduced. This has led the Tehama County Transportation Commission (TCTC) to financially partner on this project through a contribution of \$1.5 million in Congestion Mitigation and Air Quality (CMAQ) funds.

Performance Indicators and Measures										
Measure	<b>Required For</b>	Indicator/Measure	Unit	Build	Future No Build	Change				
Air Quality & GHG	LPPF, LPPC, SCCP, TCEP	Carbon Dioxide (CO2)	Tons	7	0	7				

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District	County	Route	EA	Project ID	PPNO
02	Tehama	36	3J370	0222000039	3859
- · · · · · · · · · · · · · · · · · · ·					

Project Title

Mineral Multi-use Path and Shoulders

Existing Total Project Cost (\$1,000s)									
Component	Prior	22-23	23-24	24-25	25-26	26-27	27-28+	Total	Implementing Agency
E&P (PA&ED)									Caltrans District 2
PS&E									Caltrans District 2
R/W SUP (CT)									Caltrans District 2
CON SUP (CT)									Caltrans District 2
R/W									Caltrans District 2
CON									Caltrans District 2
TOTAL									
		Propo	osed Total	Project Cos	t (\$1,000s)				Notes
E&P (PA&ED)		650						650	
PS&E				840				840	
R/W SUP (CT)				120				120	
CON SUP (CT)					900			900	
R/W					150			150	
CON					2,970			2,970	
TOTAL		650		960	4,020			5,630	
									· · · · · · · · · · · · · · · · · · ·
Fund #1:	CMAQ - C	Congestion N	/litigation (	Committed)					Program Code
			Existing F	unding (\$1,0	000s)				
Component	Prior	22-23	23-24	24-25	25-26	26-27	27-28+	Total	Funding Agency
E&P (PA&ED)									Tehama County Transportation Com
PS&E									
R/W SUP (CT)									

R/W						
CON						
TOTAL						
			Notes			
E&P (PA&ED)						
PS&E						
R/W SUP (CT)						
CON SUP (CT)						
R/W						
CON			1,500		1,500	
TOTAL			1,500		1,500	

CON SUP (CT)

Fund #2: IIP - STIP - Federal/State (Committed)									Program Code
			Existing F	unding (\$1,0	000s)				
Component	Prior	22-23	23-24	24-25	25-26	26-27	27-28+	Total	Funding Agency
E&P (PA&ED)									Caltrans District 2
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
		F	Proposed F	Funding (\$1	,000s)				Notes
E&P (PA&ED)		650						650	
PS&E				840				840	
R/W SUP (CT)				120				120	
CON SUP (CT)					900			900	
R/W					150			150	
CON					1,470			1,470	
TOTAL		650		960	2,520			4,130	1

PRG-0010 (REV 08/2020)

mendment (Existing Project) YES NO Date 08/18/2021 16:38:36										
.PP-C 🗌 LPP-	F 🗌 SCCP	TCEP S	TIP Other							
EA	Project ID	PPNO	Nominating Agency							
4E170	0315000064	4117	Nevada County Transportation Commission							
Route	PM Back	PM Ahead	Co-Nominating Agency							
49	11.100	13.300	Caltrans District 3							
			MPO	Element						
			NON-MPO	Capital Outlay						
Project Manager/Contact			Email Address							
Sam Vandell		530-741-4593	sam.vandell@dot.ca.gov							
	ng Project) YES PP-C LPP- EA 4E170 Route 49 oject Manager/Cont Sam Vandell	ng Project) YES NO PP-C LPP-F SCCP EA Project ID 4E170 0315000064 Route PM Back 49 11.100 Oject Manager/Contact Sam Vandell	ng Project)       YES       NO         .PP-C       LPP-F       SCCP       TCEP       S'         EA       Project ID       PPNO         4E170       0315000064       4117         Route       PM Back       PM Ahead         49       11.100       13.300         oject Manager/Contact       Phone         Sam Vandell       530-741-4593	ng Project)  YES  NO PP-C  LPP-F  SCCP  TCEP  STIP  Other EA Project ID PPNO Nominat 4E170 0315000064 4117 Nevada County Tran Route  PM Back  PM Ahead Co-Nomin 49 11.100 13.300 Caltrans 49 11.100 13.300 Caltrans MPO NON-MPO oject Manager/Contact  Phone Email Sam Vandell 530-741-4593 sam.vande						

Project Title

Rt 49, Corridor Improvement Project

#### Location (Project Limits), Description (Scope of Work)

In Nevada County, on SR 49 from La Bar Meadows Road to McKnight Way. The project proposes to improve operations, mobility, and safety through the addition of a Southbound Truck Climbing Lane outside an Urbanized Area.

Component	Implementing Agency									
PA&ED	Caltrans District 3									
PS&E	Caltrans District 3									
Right of Way	Caltrans District 3	Caltrans District 3								
Construction	Caltrans District 3	Caltrans District 3								
Legislative Districts										
Assembly:	3	Senate:	4		Congressional:	4				
Project Milestone			Existing	Proposed						
Project Study Report App	roved									
Begin Environmental (PA	&ED) Phase	01/12/2015	04/12/2015							
Circulate Draft Environme	ntal Document		02/24/2019	07/30/2021						
Draft Project Report					02/28/2019	08/16/2021				
End Environmental Phase	e (PA&ED Milestone)				07/15/2020	10/04/2021				
Begin Design (PS&E) Pha	ase				07/16/2020	10/05/2021				
End Design Phase (Read	y to List for Advertiser	nent Milestone)			06/20/2024	10/10/2025				
Begin Right of Way Phase	e				08/15/2022	10/05/2021				
End Right of Way Phase (	(Right of Way Certifica	ation Milestone)			06/06/2024	09/25/2025				
Begin Construction Phase	e (Contract Award Mile	estone)			11/15/2024	01/20/2026				
End Construction Phase (	Construction Contrac	t Acceptance Milest	one)		11/02/2027	12/01/2028				
Begin Closeout Phase					11/02/2027	12/02/2028				
End Closeout Phase (Closeout P	seout Report)				11/02/2028	06/03/2030				

Date 08/18/2021 16:38:36

#### Purpose and Need

The purpose of this project is to improve safety, traffic operations, and pedestrian and bicyclist mobility through the project limits, as well as, upgrade shoulder widths to current standard. There is a need for wider shoulders to accommodate pedestrians, bicyclists, and disabled vehicles. The existing highway has paved and/or gravel shoulders that vary from 0 to 8-foot wide; but typically shoulders are non-existent or are much narrower than 8-feet.

NHS Improvements X YES NO Roadway Class 2				Reversible La	ne Analysis 🗌 YES 🔀 NO			
Inc. Sustainable Communities Strategy	Inc. Sustainable Communities Strategy Goals 🛛 YES 🗌 NO Reduce Greenhouse Gas Emissions 🖾 YES 🗌 NO							
Project Outputs								
Category		Ou	tputs	Unit	Total			
Pavement (lane-miles)	Truck o	limbing lanes constru	1					

Additional Information

Date 08/18/2021 16:38:36

Performance Indicators and Measures										
Measure	<b>Required For</b>	Indicator/Measure	Unit	Build	Future No Build	Change				
Congestion Reduction	LPPF, LPPC, SCCP	Daily Vehicle Hours of Delay	Hours	0	0	0				

PRG-0010 (REV 08/2020)

District	County	Route	EA	Project ID	PPNO
03	Nevada	49	4E170	0315000064	4117
D					

Project Title

Rt 49, Corridor Improvement Project

		Exis	ting Total I	Project Cos	t (\$1,000s)				
Component	Prior	22-23	23 <b>-</b> 24	24-25	25-26	26-27	27-28+	Total	Implementing Agency
E&P (PA&ED)	3,900							3,900	Caltrans District 3
PS&E	3,000							3,000	Caltrans District 3
R/W SUP (CT)	1,200							1,200	Caltrans District 3
CON SUP (CT)									Caltrans District 3
R/W	7,000							7,000	Caltrans District 3
CON	19,000							19,000	Caltrans District 3
TOTAL	34,100							34,100	
	L	Propo	osed Total	Project Cos	st (\$1,000s)	)	1		Notes
E&P (PA&ED)	3,900							3,900	
PS&E	3,000							3,000	
R/W SUP (CT)	1,200							1,200	
CON SUP (CT)									
R/W		6,000						6,000	
CON					19,000			19,000	
TOTAL	8,100	6,000			19,000			33,100	
Fund #1: RIP - National Hwy System (Committed)						Program Code			
			Existing F	unding (\$1,	000s)				20.XX.075.600
Component	Prior	22-23	23-24	24-25	25-26	26-27	27-28+	Total	Funding Agency
E&P (PA&ED)	3,900							3,900	Nevada County Transportation Comm
PS&E	3,000							3,000	
R/W SUP (CT)	1,200							1,200	
CON SUP (CT)									
R/W									
CON									
TOTAL	8,100							8,100	
			Proposed I	- Funding (\$1	,000s)				Notes
E&P (PA&ED)	3,900							3,900	
PS&E	3,000							3,000	
R/W SUP (CT)	1,200							1,200	
CON SUP (CT)									
R/W									
CON									
TOTAL	8,100							8,100	

Fund #2:	Future Need - Future Funds (Uncommitted)							Program Code	
			FUTURE						
Component	Prior	22-23	23-24	24-25	25-26	26-27	27-28+	Total	Funding Agency
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W	7,000							7,000	
CON	19,000							19,000	
TOTAL	26,000							26,000	
			Proposed I	- Funding (\$1	,000s)				Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON					19,000			19,000	
TOTAL					19,000			19,000	
Fund #3:	IIP - State	Cash (Unc	ommitted)				•		Program Code
			Existing F	unding (\$1	,000s)				
Component	Prior	22-23	23-24	24-25	25-26	26-27	27-28+	Total	Funding Agency
E&P (PA&ED)									Caltrans District 3
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
			Proposed I	- Funding (\$1	l,000s)				Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W		3,000						3,000	
CON									
TOTAL		3,000						3,000	

Fund #4:	RIP - National Hwy System (Uncommitted)							Program Code	
Existing Funding (\$1,000s)									
Component	Prior	22-23	23-24	24-25	25-26	26-27	27-28+	Total	Funding Agency
E&P (PA&ED)									Nevada County Transportation Comm
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
			Proposed F	- Funding (\$1	,000s)				Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W		3,000						3,000	
CON									
TOTAL		3,000						3,000	

PRG-0010 (REV 08/2020)

	Complete this page fo	Date 08/18/2021 16	3:38:36		
District	County	Route	EA	Project ID	PPNO
03	Nevada	49	4E170	0315000064	4117
SECTION 1 - All	Projects				

Project Background

Highway 49 in Nevada County is a critical lifeline from rural western Nevada, Sierra and Yuba counties. This lifeline provides for goods movement and freight; service industry access; access for residents to critical medical care, higher education, jobs and commercial needs. Collectively, the residents along the corridor represent a disadvantaged population and they currently lack direct access to the highway and alternate transportation modes; are directly affected by travel delays, substandard intersections and driveway connections; and lack bicycle and pedestrian connections to goods and services in the community. From La Barr Meadows to McKnight Way Highway 49 experiences significant vehicle collisions due to high-speed movements conflicting with low-speed movements, significant stress to pedestrians and cyclists at public intersections, and a high rate of vehicle-wildlife conflict. Moreover, the Caltrans Freight Mobility Plan identifies State Route 49 highly deficient for freight economic competitiveness and efficiencies. Due to the rolling terrain within the project limits, there are elevation gains that reduce truck and transit speeds creating a differential in vehicle speeds, promoting unsafe passing. These challenges result in the inability to address climate and equity goals in this rural community.

Programming Change Requested

#### Reason for Proposed Change

The purpose of this project is to enhance connectivity for the rural community in Nevada County including rural communities along State Route 49 from La Barr Meadows Road to McKnight Way. The project will improve safety, and mobility of vehicular, pedestrian, and cyclist traffic on State Route 49. This project will enhance daily commuting, mobility, freight, transit (Nevada County Connects, fixed route transit, Route 5 Commuter Service to Auburn Multi-modal Station), essential services and provide a long-term benefit for emergency readiness for evacuations caused by climate change stressors through construction of roundabouts, and intersection signalization. Providing access management and bringing the facility to current standards will provide safer travel and better mobility for cyclists and pedestrians. The proposed 8 to 10-foot shoulders and the installation of rumble strips will alert drivers leaving the travel way and shoulders, as well as provide additional recovery area for drivers to self-correct, as well as providing space for cyclists, pedestrians, local services, disabled vehicles, enforcement vehicles and emergency responders. The project will allow vehicles to move on their way as slower moving vehicles use climbing lanes. This will provide safer travel to buses and automobiles by eliminating the conflict of high-speed vehicle movements with low speed movements. Additionally, safe space refuge is proposed for left-turn movements away from the through traffic lanes also known as "Two-Way Left-Turn Lanes". A proposed wildlife crossing will allow wildlife to move through the landscape more successfully and better adapt as climate changes alter vegetation types. If proposed change will delay one or more components, clearly explain 1) reason for the delay, 2) cost increase related to the delay, and 3) how cost increase will be funded

Other Significant Information

#### SECTION 2 - For SB1 Project Only

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

The Nevada 49 Corridor Improvement project will be developed in a multi-phased approach. To date, the Nevada Corridor Improvement Project has garnered \$11,000,000. The \$3,000,000 in Interregional Transportation Improvement Funds will complete critical right of way and construction activities for the truck climbing lane in the southbound direction.

#### 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
Cameron Knudson for Sam Vandell	Cameron Knudson	Project Manager	08/18/2021
SECTION 3 - All Projects			

Attachments

1) Concurrence from Implementing Agency and/or Regional Transportation Planning Agency

2) Project Location Map

PRG-0010 (REV 08/2020)

Amendment (Existing Project) YES NO Date 12/02/2021 11:55:46									
Programs L	.PP-C	F SCCP	TCEP S	TIP Other					
District	EA	Project ID	PPNO	Nominating Agency					
03			9886	Capitol Corridor Joint Powers Authority					
County	Route	PM Back	PM Ahead	Co-Nominating Agency					
Placer	CC			Placer County Transpo	rtation Planning Agency				
Sacramento	CC			MPO Element					
				NON-MPO	Rail				
Project Manager/Contact			Phone	Email A	Email Address				
James Allison			510-910-5162	jalliso@	jalliso@bart.gov				
Draiget Title									

Project Title

Sacramento to Roseville 3rd Mainline Track

#### Location (Project Limits), Description (Scope of Work)

The Sacramento to Roseville Third Mainline - Phase One addition of the third main line starts in Sacramento County, near UP Milepost 100.99 at the westernmost limit and extends to approximately UP Milepost 107.74 in the City of Roseville in Placer County. Utility relocations, trackside ditches, new utilities, railroad signals, and earthwork are included to accommodate the new track. The layout of the third mainline reserves flexibility for future construction of a fourth main line by UPRR, should that ever be needed for railroad capacity in the future. Right of way fencing will be provided along portions of the alignment in areas that have residential and commercial adjacency to provide improved protection against unauthorized public access to the tracks provide enhanced safety and security. The project will include one new railroad bridge over Dry Creek. Five private and public grade at-grade crossings are situated along the alignment.

Component	Implementing Agency									
PA&ED	Capitol Corridor Join	Capitol Corridor Joint Powers Authority								
PS&E	Capitol Corridor Join	t Powers Authority								
Right of Way	Capitol Corridor Join	t Powers Authority								
Construction	Capitol Corridor Join	Capitol Corridor Joint Powers Authority								
Legislative Districts										
Assembly:	6	Senate:	1	Congressional:	4					
Project Milestone				Existing	Proposed					
Project Study Report App	roved			11/15/2016						
Begin Environmental (PA	&ED) Phase		01/15/2012							
Circulate Draft Environme	ental Document	Document Type Elf	۲		11/18/2015					
Draft Project Report					11/15/2016					
End Environmental Phase	e (PA&ED Milestone)				11/18/2015					
Begin Design (PS&E) Pha	ase				08/01/2017					
End Design Phase (Read	y to List for Advertiser	nent Milestone)			07/18/2022					
Begin Right of Way Phase	е				12/01/2017					
End Right of Way Phase	(Right of Way Certifica	ation Milestone)			02/28/2023					
Begin Construction Phase	e (Contract Award Mile		03/01/2023							
End Construction Phase (	Construction Contract		03/30/2027							
Begin Closeout Phase					03/01/2027					
End Closeout Phase (Close	seout Report)		05/16/2027							

Date 12/02/2021 11:55:46

#### Purpose and Need

The Project is needed to provide a car-free alternative to mobility within the Northern California megaregion. Roseville and /Placer County are one of the fastest growing cities/regions in California and there is only one Capitol Corridor round trip per day serving this burgeoning market. This project is needed to add two more round trips (for a total of three round trips) to triple the amount of intercity passenger rail service to/from this area growing region. In addition to providing the travelling public greater choice, accessible travel opportunity, this project is needed to provide highway congestion relief, improve air quality, and reduce greenhouse gas emissions. The CCJPA Board has identified this as a priority project.

NHS Improvements  YES  NO		Roadway Class NA		Reversible Lane Analysis 🗌 YES 🔀 NC				
Inc. Sustainable Communities Strategy	Goals		YES NO Reduce Greenhouse Gas Emissions X YES NO					
Project Outputs								
Category		Outputs		Unit	Total			
Rail/ Multi-Modal Miles o		of new track		Miles	7.2			
Date 12/02/2021 11:55:46

#### Additional Information

If CCJPA is not successful in receiving the uncommitted funds (Solutions for Congested Corridors and CRISI) CCJPA is proposing the construction of the layover facility and the relocation of the Kinder Morgan pipeline to prepare for the eventual delivery of the full project. The layover facility would allow Capitol Corridor to initiate another train in Roseville but likely with a higher access payment to UP in the absence of the full infrastructure improvements agreed to by UP and CCJPA.

The following are notes meant for the Uncommitted funding source(s) where field room would not fit the following details. CCJPA's CRISI application to FRA was submitted on 11/24/21 (due date 11/29/21) and we expect to learn in Spring 2022 of an award status. SCC funding will be the subject of a PCTPA led application in 2022. CMAQ, is a placeholder fund source from SACOG, using ARP funds and then fund swapping (for now CMAQ) to fund this project.

PRG-0010 (REV 08/2020)

Performance Indicators and Measures										
Measure	<b>Required For</b>	Indicator/Measure	Future No Build	Change						
Air Quality & GHG	LPPF, LPPC, SCCP, TCEP	Carbon Dioxide (CO2)	Tons	0	22,920	-22,920				
Accessibility	LPPF, LPPC, SCCP	Number of Destinations Accessible by Mode	Number	6	2	4				

PRG-0010 (REV 08/2020)

District	County	Route	EA	Project ID	PPNO
03	Placer, Sacramento	CC, CC			9886

Project Title

Sacramento to Roseville 3rd Mainline Track

		Exist	ing Total F	Project Cost	t (\$1,000s)				
Component	Prior	22-23	23-24	24-25	25-26	26-27	27-28+	Total	Implementing Agency
E&P (PA&ED)									Capitol Corridor Joint Powers Author
PS&E									Capitol Corridor Joint Powers Author
R/W SUP (CT)									Capitol Corridor Joint Powers Author
CON SUP (CT)									Capitol Corridor Joint Powers Author
R/W									Capitol Corridor Joint Powers Author
CON									Capitol Corridor Joint Powers Author
TOTAL									
		Propo	sed Total	Project Cos	st (\$1,000s)	)	- <b>-</b>		Notes
E&P (PA&ED)	3,530							3,530	
PS&E	10,317							10,317	
R/W SUP (CT)	40							40	
CON SUP (CT)									
R/W	335							335	
CON		155,208						155,208	
TOTAL	14,222	155,208						169,430	
		·							
									i
Fund #1:	Other State	e - Transit a	Ind Intercit	y Rail Capi	tal Program	ı (TIRCP) (	(Committed)		Program Code
Fund #1:	Other State	e - Transit a	nd Intercit Existing Fi	y Rail Capi unding (\$1,	tal Program 000s)	ו (TIRCP) (	(Committed)		Program Code
Fund #1: Component	Other State	e - Transit a 22-23	Ind Intercit Existing Fi 23-24	y Rail Capi unding (\$1, 24-25	tal Program 000s) 25-26	1 (TIRCP) ( 26-27	(Committed) 27-28+	Total	Program Code Funding Agency
Fund #1: Component E&P (PA&ED)	Other State	e - Transit a 22-23	ind Intercit Existing Fi 23-24	y Rail Capi unding (\$1, 24-25	tal Program 000s) 25-26	n (TIRCP) ( 26-27	(Committed)	Total	Program Code Funding Agency Capitol Corridor Joint Powers Author
Fund #1: Component E&P (PA&ED) PS&E	Other State	e - Transit a 22-23	Ind Intercit Existing Fi 23-24	y Rail Capi unding (\$1, 24-25	tal Program 000s) 25-26	26-27	(Committed)	Total	Program Code Funding Agency Capitol Corridor Joint Powers Author
Fund #1: Component E&P (PA&ED) PS&E R/W SUP (CT)	Other State	e - Transit a 22-23	ind Intercit Existing Fi 23-24	y Rail Capi unding (\$1, 24-25	tal Program 000s) 25-26	26-27	(Committed) 27-28+	Total	Program Code Funding Agency Capitol Corridor Joint Powers Author
Fund #1: Component E&P (PA&ED) PS&E R/W SUP (CT) CON SUP (CT)	Other State	e - Transit a 22-23	nd Intercit Existing Fi 23-24	y Rail Capi unding (\$1, 24-25	tal Program 000s) 25-26	26-27	(Committed) 27-28+	Total	Program Code Funding Agency Capitol Corridor Joint Powers Author
Fund #1: Component E&P (PA&ED) PS&E R/W SUP (CT) CON SUP (CT) R/W	Other State	e - Transit a 22-23	nd Intercit Existing Fi 23-24	y Rail Capi unding (\$1, 24-25	tal Program 000s) 25-26	26-27	(Committed) 27-28+	Total	Program Code Funding Agency Capitol Corridor Joint Powers Author
Fund #1: Component E&P (PA&ED) PS&E R/W SUP (CT) CON SUP (CT) R/W CON	Other State	e - Transit a 22-23	nd Intercit Existing Fu 23-24	y Rail Capi unding (\$1, 24-25	tal Program 000s) 25-26	26-27	(Committed) 27-28+	Total	Program Code Funding Agency Capitol Corridor Joint Powers Author
Fund #1: Component E&P (PA&ED) PS&E R/W SUP (CT) CON SUP (CT) R/W CON TOTAL	Other State	e - Transit a 22-23	nd Intercit Existing Fi 23-24	y Rail Capi unding (\$1, 24-25	tal Program 000s) 25-26	26-27	(Committed) 27-28+	Total	Program Code Funding Agency Capitol Corridor Joint Powers Author
Fund #1: Component E&P (PA&ED) PS&E R/W SUP (CT) CON SUP (CT) R/W CON TOTAL	Other State	e - Transit a 22-23	Proposed F	y Rail Capi unding (\$1, 24-25	tal Program 000s) 25-26	26-27	(Committed) 27-28+	Total	Program Code Funding Agency Capitol Corridor Joint Powers Author Notes
Fund #1: Component E&P (PA&ED) PS&E R/W SUP (CT) CON SUP (CT) R/W CON TOTAL E&P (PA&ED)	Other State	e - Transit a 22-23	Proposed F	y Rail Capi unding (\$1, 24-25	tal Program 000s) 25-26 ,000s)	26-27	(Committed) 27-28+	Total	Program Code Funding Agency Capitol Corridor Joint Powers Author Notes Partially allocated at present
Fund #1: Component E&P (PA&ED) PS&E R/W SUP (CT) CON SUP (CT) R/W CON TOTAL E&P (PA&ED) PS&E	Other State	e - Transit a 22-23	Proposed F	y Rail Capi unding (\$1, 24-25	tal Program 000s) 25-26 ,000s)	26-27	(Committed) 27-28+	Total	Program Code Funding Agency Capitol Corridor Joint Powers Author Notes Partially allocated at present
Fund #1: Component E&P (PA&ED) PS&E R/W SUP (CT) CON SUP (CT) R/W CON TOTAL E&P (PA&ED) PS&E R/W SUP (CT)	Other State	e - Transit a 22-23	Proposed F	y Rail Capi unding (\$1, 24-25	tal Program 000s) 25-26 ,000s)	(TIRCP) (	(Committed) 27-28+	Total	Program Code Funding Agency Capitol Corridor Joint Powers Author Notes Partially allocated at present
Fund #1: Component E&P (PA&ED) PS&E R/W SUP (CT) CON SUP (CT) R/W CON TOTAL E&P (PA&ED) PS&E R/W SUP (CT) CON SUP (CT)	Other State	e - Transit a 22-23	Proposed F	y Rail Capi unding (\$1, 24-25	tal Program 000s) 25-26 ,000s)	26-27	(Committed) 27-28+	Total	Program Code Funding Agency Capitol Corridor Joint Powers Author Notes Partially allocated at present
Fund #1: Component E&P (PA&ED) PS&E R/W SUP (CT) CON SUP (CT) R/W CON TOTAL E&P (PA&ED) PS&E R/W SUP (CT) CON SUP (CT) R/W	Other State	e - Transit a 22-23	Proposed F	y Rail Capi unding (\$1, 24-25	tal Program 000s) 25-26 ,000s)	(TIRCP) (	(Committed) 27-28+	Total	Program Code Funding Agency Capitol Corridor Joint Powers Author Notes Partially allocated at present
Fund #1: Component E&P (PA&ED) PS&E R/W SUP (CT) CON SUP (CT) R/W CON TOTAL E&P (PA&ED) PS&E R/W SUP (CT) CON SUP (CT) R/W CON	Other State	e - Transit a 22-23 F 5,553	Proposed F	y Rail Capi unding (\$1, 24-25	tal Program 000s) 25-26 ,000s)	(TIRCP) ( 26-27	(Committed) 27-28+	Total	Program Code Funding Agency Capitol Corridor Joint Powers Author Notes Partially allocated at present

Fund #2:	State Bond	I - Prop 1A	(Committe		Program Code				
			Existing F	unding (\$1,	000s)				
Component	Prior	22-23	23-24	24-25	25-26	26-27	27-28+	Total	Funding Agency
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
		F	Proposed F	unding (\$1	,000s)		<u>.</u>		Notes
E&P (PA&ED)									Partially allocated at this time
PS&E	5,492							5,492	
R/W SUP (CT)									
CON SUP (CT)									
R/W	248							248	
CON		46,230						46,230	
TOTAL	5,740	46,230						51,970	
Fund #3:	State Bond	I - Prop 1B	(Committe	ed)			•		Program Code
			Existing F	unding (\$1,	000s)				
Component	Prior	22-23	23-24	24-25	25-26	26-27	27-28+	Total	Funding Agency
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
		F	Proposed F	- Funding (\$1	,000s)				Notes
E&P (PA&ED)									Partially allocated at this time
PS&E	1,939							1,939	
R/W SUP (CT)									
CON SUP (CT)									
R/W	87							87	
CON		16,225						16,225	
TOTAL	2,026	16,225						18,251	

Fund #4:	Other Stat	e - State Ra	ailroad Ass		Program Code				
			Existing F	unding (\$1,	000s)				
Component	Prior	22-23	23-24	24-25	25-26	26-27	27-28+	Total	Funding Agency
E&P (PA&ED)									Capitol Corridor Joint Powers Author
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
		F	Proposed I	- Funding (\$1	,000s)				Notes
E&P (PA&ED)									Funds allocated to CCJPA and self-
PS&E									programmed for project
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON		2,000						2,000	
TOTAL		2,000						2,000	
Fund #5:	IIP - STIP-	-IIP (Uncom	mitted)						Program Code
			Existing F	unding (\$1,	000s)				
Component	Prior	22-23	23-24	24-25	25-26	26-27	27-28+	Total	Funding Agency
E&P (PA&ED)									Capitol Corridor Joint Powers Author
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
		F	Proposed I	- Funding (\$1	,000s)				Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON		30,000						30,000	
ΤΟΤΑΙ		30,000						30,000	

Fund #6:	IIP - STIP-IIP (Committed)								Program Code
	_1		Existing F	unding (\$1,	,000s)				
Component	Prior	22-23	23-24	24-25	25-26	26-27	27-28+	Total	Funding Agency
E&P (PA&ED)									Capitol Corridor Joint Powers Author
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
		ſ	Proposed I	Funding (\$1	l,000s)				Notes
E&P (PA&ED)	3,530							3,530	Used for CEQA and initial design -
PS&E									already expended
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL	3,530							3,530	
Fund #7:	Future Nee	ed - Future	Funds (Ur	committed	)		•		Program Code
			Existing F	unding (\$1,	,000s)				
Component	Prior	22-23	23-24	24-25	25-26	26-27	27-28+	Total	Funding Agency
E&P (PA&ED)									Capitol Corridor Joint Powers Author
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
			Proposed I	Funding (\$1	l,000s)				Notes
E&P (PA&ED)									There are three future funds;
PS&E									Federal CRISI at \$28.2M, State
R/W SUP (CT)									Solutions for Congested Corridors
CON SUP (CT)									funding but for now identified as
R/W									CMAQ at \$2M. See additional info.
CON		55,200						55,200	
TOTAL		55,200						55,200	

PRG-0010 (REV 08/2020)

Amendment (Existin	ng Project) 🗌 YES	NO NO			Date 12/02/2021 09:54:42
Programs L	.PP-C	F SCCP	TCEP S	TIP Other	
District	EA	Project ID	PPNO	Nominati	ng Agency
07			9887	Los Angeles-San Diego-San	Luis Obispo Rail Corridor Ager
County	Route	PM Back	PM Ahead	Co-Nomina	ating Agency
Ventura	LOS	405.600	412.500		
				MPO	Element
				SCAG	Rail
Pr	oject Manager/Cont	act	Phone	Email	Address
	James Campbell		714-560-5390	jcampbel	l@octa.net

**Project Title** 

Leesdale Passing Siding

### Location (Project Limits), Description (Scope of Work)

Extension of the current Leesdale Siding between Oxnard and Camarillo, California. This project is based in a rural area between MP 405.6-412.6 within the Ventura Subdivision of the LOSSAN Rail Corridor. The current siding is ~3,700 feet, but would be extended nearly 3 miles west.

Component		Implementing Agency								
PA&ED	Los Angeles-San Die	s Angeles-San Diego-San Luis Obispo Rail Corridor Agency (								
PS&E	Los Angeles-San Die	s Angeles-San Diego-San Luis Obispo Rail Corridor Agency (								
Right of Way	Los Angeles-San Die	s Angeles-San Diego-San Luis Obispo Rail Corridor Agency (								
Construction	Los Angeles-San Die	ego-San Luis Obi	spo Rail Corridor Agency	(						
Legislative Districts										
Assembly:	37,44	Senate:	19	Congressional:	26					
Project Milestone				Existing	Proposed					
Project Study Report App	roved									
Begin Environmental (PA	&ED) Phase				08/01/2022					
Circulate Draft Environme	ental Document	Document Type			05/01/2023					
Draft Project Report					09/01/2023					
End Environmental Phase	e (PA&ED Milestone)				10/01/2023					
Begin Design (PS&E) Pha	ase				12/01/2023					
End Design Phase (Read	y to List for Advertiser	ment Milestone)			07/01/2024					
Begin Right of Way Phase	9									
End Right of Way Phase (	(Right of Way Certifica	ation Milestone)								
Begin Construction Phase	e (Contract Award Milestone) 10/01/2024									
End Construction Phase (	Construction Contrac	t Acceptance Mile	estone)		11/01/2026					
Begin Closeout Phase					11/01/2026					
End Closeout Phase (Close	seout Report)				11/01/2027					

#### Date 12/02/2021 09:54:42

#### Purpose and Need

The existing Leesdale Siding is also not a Centralized Traffic Control (CTC) siding and requires manual operation to change the direction of the switches on either side. The project would replace the manual switches with remote-controlled switching equipment on both sides of the siding. The Las Posas Road and Pleasant Valley Road grade crossing signal systems would be modified to accommodate. The current Leesdale siding is 3,700 feet long and is manually operated. This is too short for the average freight train to currently utilize, as that the average freight train has the length of 5,500 feet. This configuration results in a bottleneck on the line, since one train must back up to clear the tracks for the other trains to depart, using about five to 10 minutes for the maneuver. This project would allow for service expansion, improved reliability and reduced travel time. Specifically, the project will provide direct benefits to Metrolink and Surfliner services in this area by allowing for 30-minute frequencies in this segment.

NHS Improvements YES 🔀 NO		Roadway Class NA		Reversible Lane Analysis 🗌 YES 🔀 NO		
Inc. Sustainable Communities Strategy	Goals	YES NO Reduce Greenhouse Gas Emissions X YES NO				
Project Outputs						
Category		Outputs			Total	
Rail/ Multi-Modal	Miles of	f new track		Miles	3	

PPR ID ePPR-0190-2022-0003 v3

Additional Information

Date 12/02/2021 09:54:42

PRG-0010 (REV 08/2020)

	Performance Indicators and Measures										
Measure	<b>Required For</b>	Indicator/Measure	Change								
Congestion Reduction	LPPF, LPPC, SCCP	Daily Vehicle Hours of Delay	Hours	0	0.2	-0.2					
System Reliability	LPPF, LPPC, SCCP	Transit Service On-Time Performance	% "On-time"	91	90	1					

PRG-0010 (REV 08/2020)

District	County	Route	EA	Project ID	PPNO
07	Ventura	LOS			9887
Project Title					

Leesdale Passing Siding

		Exist	ting Total P	roject Cost	(\$1,000s)				
Component	Prior	22-23	23-24	24-25	25-26	26-27	27-28+	Total	Implementing Agency
E&P (PA&ED)									Los Angeles-San Diego-San Luis Ol
PS&E									Los Angeles-San Diego-San Luis Ot
R/W SUP (CT)									Los Angeles-San Diego-San Luis Ot
CON SUP (CT)									Los Angeles-San Diego-San Luis Ot
R/W									Los Angeles-San Diego-San Luis Ot
CON									Los Angeles-San Diego-San Luis Ob
TOTAL									
		Propo	sed Total I	Project Cos	t (\$1,000s	)	1		Notes
E&P (PA&ED)		1,000						1,000	
PS&E			2,500					2,500	
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON				22,500				22,500	
TOTAL		1,000	2,500	22,500				26,000	
									·
Fund #1:	Federal D	isc Earma	rk Repurpo	sing (Unco	mmitted)				Program Code
			Existing Fu	unding (\$1,0	000s)				
Component	Prior	22-23	23-24	24-25	25-26	26-27	27-28+	Total	Funding Agency
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
		F	Proposed F	unding (\$1	,000s)				Notes
E&P (PA&ED)		1,000						1,000	If earmark is NOT awarded,
PS&E			2,500					2,500	LOSSAN fully intends to fund this
R/W SUP (CT)									point with State Rail Assistance
CON SUP (CT)									lanang.
R/W									1
CON				2,500				2,500	1
TOTAL		1,000	2,500	2,500				6.000	1

Fund #2:	IIP - STIP	Augmenta	tion (Uncon	nmitted)					Program Code
			Existing F	unding (\$1,	000s)				
Component	Prior	22-23	23-24	24-25	25-26	26-27	27-28+	Total	Funding Agency
E&P (PA&ED)									California Transportation Commissio
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									]
		ł	Proposed I	Funding (\$1	,000s)				Notes
E&P (PA&ED)									
PS&E									]
R/W SUP (CT)									1
CON SUP (CT)									
R/W									1
CON				20,000				20,000	Ī
TOTAL				20,000				20,000	

#### STATE OF CALIFORNIA • DEPARTMENT OF TRANSPORTATION **PROJECT PROGRAMMING REQUEST (PPR)** PRG-0010 (REV 08/2020)

Amendment (Existin	mendment (Existing Project) YES NO Date 12/02/2021 14:06:02							
Programs LPP-C LPP-F SCCP TCEP STIP Other								
District	EA	Project ID	PPNO	Nominatir	ng Agency			
75			9888	San Joaquin Joint	t Powers Authority			
County	Route	PM Back	PM Ahead	Co-Nominating Agency				
San Joaquin								
				MPO	Element			
				SJCOG	Rail			
Project Manager/Contact		Phone	Email Address					
	Paul Herman		209-487-4630	paul@acerail.com				

#### **Project Title**

San Joaquin Street Station Layover Track

#### Location (Project Limits), Description (Scope of Work)

The project is located in Stockton, at the existing San Joaquin Street Station along the BNSF Stockton Subdivision. The project will construct layover track, reconfigure parking lot, and install street lighting along San Joaquin Street between Hazelton Avenue and Worth Street in Stockton. The project will increase passenger safety and security as well as increase train storage capacity at the station.

Component		Implementing Agency						
PA&ED	San Joaquin Region	in Joaquin Regional Rail Commission						
PS&E	San Joaquin Joint Po	owers Authority						
Right of Way	San Joaquin Region	al Rail Commission	1					
Construction	San Joaquin Joint Po	owers Authority						
Legislative Districts								
Assembly:	13	Senate:	5	Congressional:	9			
Project Milestone				Existing	Proposed			
Project Study Report App	roved							
Begin Environmental (PA	&ED) Phase		07/01/2022					
Circulate Draft Environme	ntal Document							
Draft Project Report					08/31/2022			
End Environmental Phase	e (PA&ED Milestone)				09/30/2022			
Begin Design (PS&E) Pha	ase				10/01/2022			
End Design Phase (Read	y to List for Advertiser	nent Milestone)			06/30/2023			
Begin Right of Way Phase	9							
End Right of Way Phase (	Right of Way Certifica	ation Milestone)						
Begin Construction Phase (Contract Award Milestone)					07/01/2023			
End Construction Phase (Construction Contract Acceptance Milestone)					06/30/2024			
Begin Closeout Phase					07/01/2024			
End Closeout Phase (Close	seout Report)				09/30/2024			

Date 12/02/2021 14:06:02

#### Purpose and Need

The project will provide a fourth San Joaquin train roundtrip serving the Sacramento area and to ensure convenient, reliable connections in Stockton for passengers traveling to/from the Sacramento area, without exceeding capacity restrictions south of Stockton. The project will also provide the opportunity to make future additional passenger rail connections to Sacramento for five San Joaquins trains that go from the San Joaquin Valley to the Bay Area. Station access improvements at San Joaquin Street Station would improve passenger safety and convenience and provide added capacity and amenities to promote increased ridership at the station.

Rail/ Multi-Modal	Miles of new track		Miles	2	
Category	Out	puts	Unit	Total	
Project Outputs					
Inc. Sustainable Communities Strategy	Goals 🗌 YES 🔀 NO	□ YES ⋈ NO Reduce Greenhouse Gas Emissions □ YES ⋈ NO			
NHS Improvements YES NO	Roadway Class NA	Roadway Class NA		ne Analysis 🗌 YES 🔀 NO	

PPR ID ePPR-6262-2022-0003 v3

Additional Information

Date 12/02/2021 14:06:02

PRG-0010 (REV 08/2020)

Performance Indicators and Measures								
Measure	<b>Required For</b>	Indicator/Measure	Unit	Build	Future No Build	Change		
Throughput	TOED	Change in Rail Volume That Can Be	# of Trailers	1	0	1		
	TOEP	Accommodated	# of Containers	0	0	0		

PRG-0010 (REV 08/2020)

District	County	Route	EA	Project ID	PPNO
75	San Joaquin				9888

Project Title

San Joaquin Street Station Layover Track

		Exist	ing Total P	roject Cos	t (\$1,000s)				
Component	Prior	22-23	23-24	24-25	25-26	26-27	27-28+	Total	Implementing Agency
E&P (PA&ED)									San Joaquin Regional Rail Commiss
PS&E									San Joaquin Joint Powers Authority
R/W SUP (CT)									San Joaquin Regional Rail Commiss
CON SUP (CT)									San Joaquin Joint Powers Authority
R/W									San Joaquin Regional Rail Commiss
CON									San Joaquin Joint Powers Authority
TOTAL									
		Propo	sed Total I	Project Co	st (\$1,000s	)			Notes
E&P (PA&ED)									
PS&E		1,000						1,000	
R/W SUP (CT)									
CON SUP (CT)									
R/W									-
CON			6,000					6,000	-
TOTAL		1,000	6,000					7,000	
	1								
Fund #1:	IIP - STIP	- Federal/S	tate (Comm	nitted)					Program Code
			Existing Fu	unding (\$1,	000s)				
Component	Prior	22-23	23-24	24-25	25-26	26-27	27-28+	Total	Funding Agency
E&P (PA&ED)									Caltrans District 10
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
		F	Proposed F	unding (\$1	,000s)				Notes
E&P (PA&ED)									
PS&E		1,000						1,000	
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON			6,000					6,000	
TOTAL		1,000	6,000					7,000	

PRG-0010 (REV 08/2020)

Amendment (Existin	ng Project) 🗌 YES	NO 🛛			Date 11/19/2021 10:23:30
Programs L	.PP-C	F SCCP	TCEP S	TIP Other	
District	EA	Project ID	PPNO	Nominat	ng Agency
04			9889	Caltra	ans HQ
County	Route	PM Back	PM Ahead	Co-Nomina	ating Agency
Sonoma	SMA	59.900	62.900	Sonoma Marin	Area Rail Transit
				MPO	Element
				MTC	Rail
Project Manager/Contact		Phone	Email	Address	
	Joanne Parker		707-794-3062	jparker@sono	namarintrain.org
Project Title					

тојест па

SMART Windsor Rail Systems Project

#### Location (Project Limits), Description (Scope of Work)

In Sonoma County between Sonoma County Airport SMART station to the Town of Windsor.

The SMART Windsor Rail Systems Project is part of an overall transportation network extension and the environmental and design phases were completed under the overall corridor extension project. This project will fund the rail systems hardware, software and associated onboard and control center costs for testing and re-launching of revenue rail service for the publicly owned SMART passenger and freight rail system over three-miles between the Sonoma County Airport Station/SMART Rail Operations Center and the Town of Windsor. The project includes federally mandated Positive Train Control (PTC) and all necessary railroad systems and communication hardware and software, and includes a public/private partnership for broadband access for public agencies/schools.

Component		Implementing Agency						
PA&ED	Sonoma Marin Area	onoma Marin Area Rail Transit						
PS&E	Sonoma Marin Area	Rail Transit						
Right of Way	Sonoma Marin Area	Rail Transit						
Construction	Sonoma Marin Area	Rail Transit						
Legislative Districts								
Assembly:	2,4,10	Senate:	2,3	Congressional:	2,5			
Project Milestone		·		Existing	Proposed			
Project Study Report Appr	roved							
Begin Environmental (PA&	&ED) Phase		01/01/2000					
Circulate Draft Environme	ntal Document							
Draft Project Report					11/21/2005			
End Environmental Phase	e (PA&ED Milestone)				06/01/2008			
Begin Design (PS&E) Pha	ase				08/01/2009			
End Design Phase (Ready	y to List for Advertiser	nent Milestone)			09/01/2018			
Begin Right of Way Phase	9							
End Right of Way Phase (	Right of Way Certifica	ation Milestone)						
Begin Construction Phase (Contract Award Milestone)					09/01/2022			
End Construction Phase (Construction Contract Acceptance Milestone)					12/31/2023			
Begin Closeout Phase					12/31/2023			
End Closeout Phase (Close	seout Report)				03/01/2024			

#### Date 11/19/2021 10:23:30

#### Purpose and Need

The SMART Windsor Rail System Extension, of which this discrete systems component is a part, will address many challenges in the northern San Francisco Bay Area, including providing high quality transit travel options further into the North Coast region, multimodal connectivity, rehabilitating existing underutilized public transportation infrastructure, supporting transit oriented and affordable housing development, reducing vehicle miles traveled, supporting economic development through freight rail service and bringing tourists to the region, each with lower greenhouse gas emissions impact than current funding allows. SMART's average passenger trip length is 22-25 miles with significant percentages of riders accessing the system through bus, bicycle and walking for the first and last mile. The project also provides greater emergency resilience with a second ingress/egress from SMART's Rail Operations Center (ROC) and the mainline, supplying critical system redundancies for use during emergencies for evacuations and/or supply and personnel deliver logistics. Finally, the project includes continuing successful public-private partnership between SMART and the internet service provider Sonic to bring high speed fiber optic, broadband internet services to communities along the SMART rail corridor and improve public access, including public school access, to telecommunications services throughout SMART's and Sonic's service areas.

NHS Improvements  YES  NO	Roadway Class NA	Reversible Lar	Reversible Lane Analysis 🗌 YES 🔀 NO	
Inc. Sustainable Communities Strategy	YES 🗌 NO			
Project Outputs				
Category	Category Outputs			
Rail/ Multi-Modal	Miles of new track	Miles	3.1	
Rail/ Multi-Modal	Miles of new track	Miles	0.5	
Rail/ Multi-Modal	New stations	EA	1	
Rail/ Multi-Modal	Grade separations/ rail crossing improvemnets	EA	5	
Active Transportation	Pedestrian/Bicycle facilities miles constructed	Miles	3.1	

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#### Date 11/19/2021 10:23:30

#### Additional Information

The overall corridor project has completed 30% of construction between Sonoma County Airport SMART Station and the Town of Windsor and was put on hold due to original funds committed to the project being the subject of ongoing litigation with outside parties not related to SMART, which resulted in the halting of the project mid-construction.

To complete the extension, the construction work is being delivered in smaller work packages. This work package will fund the rail systems, hardware, software and associated onboard and control center costs for testing and relaunching of revenue rail service for the publicly owned SMART passenger and freight rail system over three-miles between the Sonoma County Airport Station/SMART Rail Operations Center and the Town of Windsor.

The environmental and preliminary engineering phase work for the project were funded and completed earlier with the entire SMART corridor project. Contingent upon funds, the Notice to Proceed (related to Construction Award Milestone) for this rail systems project has an estimated date of September 1, 2022. Completion of the project and start of revenue service is anticipated within 16 months.

This project is located in a State-designated AB1550 Low Income community and the six Federally recognized Tribal Nations in the Metropolitan Transportation Commission-region are located in Sonoma County, including recent land taken into trust near the future SMART Windsor Station. This project is included in State and Regional plans, including the State Rail Plan and the Metropolitan Transportation Commission's Plan Bay Area 2040 and 2050. SMART's expansion northward has been endorsed through the Plan Bay Area 2040 Tribal consultation process and from Tribal Nations through the Plan Bay Area 2050 process.

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	Performance Indicators and Measures								
Measure	<b>Required For</b>	Indicator/Measure	Unit	Build	Future No Build	Change			
Accessibility	LPPF, LPPC, SCCP	Number of Jobs Accessible by Mode	Number	106,212	0	106,212			
Cost Effectiveness	LPPF, LPPC, SCCP, TCEP	Cost Benefit Ratio	Ratio	4.2	0	4.2			

PPR ID ePPR-6411-2022-0002 v4

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District	County	Route	EA	Project ID	PPNO
04	Sonoma	SMA			9889
D 1 1 T 11					

Project Title

SMART Windsor Rail Systems Project

		Exist	ting Total F	Project Cost	t (\$1,000s)				
Component	Prior	22-23	23-24	24-25	25-26	26-27	27-28+	Total	Implementing Agency
E&P (PA&ED)									Sonoma Marin Area Rail Transit
PS&E									Sonoma Marin Area Rail Transit
R/W SUP (CT)									Sonoma Marin Area Rail Transit
CON SUP (CT)									Sonoma Marin Area Rail Transit
R/W									Sonoma Marin Area Rail Transit
CON									Sonoma Marin Area Rail Transit
TOTAL									
		Propo	osed Total	Project Cos	st (\$1,000s)	)			Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON		10,000						10,000	
TOTAL		10,000						10,000	
Fund #1:         IIP - Interregional Transportation Improvement Program (Uncommitted)						Program Code			
			Existing F	unding (\$1,	000s)				
Component	Prior	22-23	23-24	24-25	25-26	26-27	27-28+	Total	Funding Agency
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
		F	Proposed I	- Funding (\$1	,000s)				Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON		10,000						10,000	
TOTAL		10,000						10,000	

Amendment (Existin	Amendment (Existing Project) YES NO Date 12/02/2021 15:30:02									
Programs LPP-C LPP-F SCCP TCEP STIP Other										
District	EA	Project ID	PPNO	Nominating Agency						
05			9890	City of King						
County	Route	PM Back	PM Ahead	Co-Nomina	ating Agency					
Monterey	101	R 40.335								
				MPO	Element					
				SLOCOG	Rail					
Project Manager/Contact			Phone	Email Address						
	Octavio Hurtado, PE	Ξ	831-386-5927	ohurtado@kingcity.com						
Ducie et Title										

Project Title

King City Platform & Multimodal Station - Phase One

#### Location (Project Limits), Description (Scope of Work)

The project includes re-establishing the historic 1886 passenger rail station "King's Station" as part of the new Amtrak long-distance Coast Starlight rail service. The Project includes construction of a new 1200 LF accelerated access platform, parking lot, staging area for Fort Hunter Liggett, track realignment, siding extension and roadway and crossing modifications.

The Proposed King City Station is located in King City between the existing UPRR Coast Subdivision tracks and 1st Street, south of Broadway Street and north of the San Lorenzo Creek.

Component		Implementing Agency							
PA&ED	City of King	City of King							
PS&E	City of King								
Right of Way	City of King	City of King							
Construction	City of King	City of King							
Legislative Districts									
Assembly:	30	Senate:	12	Congressional:	20				
Project Milestone		Existing	Proposed						
Project Study Report Approved									
Begin Environmental (PA&	&ED) Phase		01/01/2014						
Circulate Draft Environme	ntal Document		11/14/2014						
Draft Project Report					02/24/2014				
End Environmental Phase	(PA&ED Milestone)				11/10/2015				
Begin Design (PS&E) Pha	ise				05/21/2020				
End Design Phase (Ready	y to List for Advertiser	nent Milestone)			06/30/2024				
Begin Right of Way Phase	)								
End Right of Way Phase (	Right of Way Certifica	ition Milestone)							
Begin Construction Phase	e (Contract Award Mile	estone)			07/01/2024				
End Construction Phase (	Construction Contract	Acceptance Milesto	one)		06/30/2025				
Begin Closeout Phase					07/01/2025				
End Closeout Phase (Close	seout Report)				12/31/2025				

#### Purpose and Need

In light of recent investments in Santa Barbara County and Monterey County, there are new opportunities to integrate rail and bus planning to efficiently close the gap on the Central Coast. This includes planning for connections to the Central Valley.

The Amtrak-managed Coast Starlight service currently operates between Salinas and Paso Robles without stopping anywhere along this 100mile section of the Central Coast. Although a rail station ("King's Station") was first opened in the City of King in 1886, the city and surrounding areas are not currently served by any rail service, even though the rail corridor is within walking distance of most of the town. Additionally, the City of King acts as the gateway to the nearby United States Army Garrison Fort Hunter-Liggett, which has seen significantly increased activity since the 9/11 terrorist attacks.

King City is identified as a priority for service by 2027 in the 2018 California State Rail Plan. It will allow for the existing Coast Starlight to make a local stop in King City and provide more access along the central coast as well as for potential future service increases. The increased rail and express bus services will provide new opportunities for access to local and regional low-income communities and disadvantaged communities along the Coast Rail Corridor. Optimized transit connections will help the transit dependent population, particularly for the low income population in the King City and the surrounding communities. King City is considered a low-income community.

Rail/ Multi-Modal	New stations		EA	1				
Category	Outŗ	outs	Unit	Total				
Project Outputs								
Inc. Sustainable Communities Strategy	Goals 🛛 YES 🗌 NO	NO Reduce Greenhouse Gas Emissions 🔀 YES 🗌 NO						
NHS Improvements YES NO	Roadway Class NA	Roadway Class NA		Reversible Lane Analysis 🗌 YES 🔀 NO				

#### Date 12/02/2021 15:30:02

#### Additional Information

In order to construct the accelerated access platform and track alignment modifications and provide accessibility to residents and businesses on both sides of the track certain roadway and crossing modifications or improvements are required.

Pearl Street Crossing Closure and temporary Railroad Avenue - The proposed accelerated access platform will extend through the existing crossing at Pearl Street, requiring closure of the crossing. The crossing warning equipment and track panels will be removed. To the west of the tracks, Pearl Street will provide access to the station parking area. To the east, Pearl will be closed and converted to a cul-de-sac and a temporary connection along Railroad Avenue will provide access to either a new Broadway Street railroad crossing or to existing Bitterwater Road. The ultimate buildout of Railroad Avenue will be completed separately as part of the development of the area east of the tracks. Broadway Street Crossing – Approval for a proposed new crossing. A proposed new railroad crossing at Broadway Street is part of the City's long-term plan and is anticipated to replace existing access provided at Pearl Street as well as provide access between future development east of the tracks and the Historic Downtown area. The Broadway crossing is a vital part of the overall project and future developments for the City, and is anticipated to be completed in Phase One of the development.

Bitterwater Road and San Antonio Drive Crossings – These existing crossings may be modified slightly as track alignments are adjusted and associated minor modifications to railroad and roadway infrastructure will take place to accommodate any track realignment. Additionally minor signage and striping or other modifications may be required to bring the crossings up to current standards. The impacts are anticipated to be minimal.

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Performance Indicators and Measures									
Measure	<b>Required For</b>	Indicator/Measure	Unit	Build	Future No Build	Change			
Air Quality & GHG	LPPF, LPPC, SCCP, TCEP	Carbon Dioxide (CO2)	Tons	661,881	0	661,881			

PPR ID ePPR-5194-2022-0001 v4

PRG-0010 (REV 08/2020)

District	County	Route	EA	Project ID	PPNO
05	Monterey	101			9890
Duele of Title					

Project Title

King City Platform & Multimodal Station - Phase One

		Exis	sting Total F	Project Cost	(\$1,000s)				
Component	Prior	22-23	23-24	24-25	25-26	26-27	27-28+	Total	Implementing Agency
E&P (PA&ED)									City of King
PS&E									City of King
R/W SUP (CT)									City of King
CON SUP (CT)									City of King
R/W									City of King
CON									City of King
TOTAL									
		Prop	osed Total	Project Cos	t (\$1,000s	)	<u>+</u>		Notes
E&P (PA&ED)									
PS&E	1,501							1,501	
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON				25,750				25,750	
TOTAL	1,501			25,750				27,251	
Fund #1:	Other State	e - State R	ail Assistar	nce (Commit	tted)				Program Code
	· · · · · · ·		Existing F	unding (\$1,0	000s)				
Component	Prior	22-23	23-24	24-25	25-26	26-27	27-28+	Total	Funding Agency
E&P (PA&ED)									Caltrans HQ
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
			Proposed I	Funding (\$1	,000s)				Notes
E&P (PA&ED)									CalSTA State Rail Assistance
PS&E	1,501							1,501	(SRA)
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL	1,501							1,501	

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Fund #2:	2: IIP - Interregional Transportation Improvement Program (Uncommitted)								Program Code
			Existing F	unding (\$1,0	000s)				
Component	Prior	22-23	23-24	24-25	25-26	26-27	27-28+	Total	Funding Agency
E&P (PA&ED)									Caltrans HQ
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
			Proposed I	Funding (\$1	,000s)				Notes
E&P (PA&ED)									Interegional Transportation
PS&E									Improvemtment Program (ITIP)
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON				7,500				7,500	
TOTAL				7,500				7,500	
Fund #3:	Other Sta	te - State R	ail Assistar	nce (Uncom	mitted)				Program Code
			Existing F	unding (\$1,0	000s)				
Component	Prior	22-23	23-24	24-25	25-26	26-27	27-28+	Total	Funding Agency
E&P (PA&ED)									Caltrans HQ
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
			Proposed I	Funding (\$1	,000s)				Notes
E&P (PA&ED)									CalSTA State Rail Assistance
PS&E									(SRA)
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON				6,375				6,375	
TOTAL				6,375				6,375	

Fund #4:	Other Stat	te - Amtrak		Program Code					
			Existing F	unding (\$1,	000s)				
Component	Prior	22-23	23-24	24-25	25-26	26-27	27-28+	Total	Funding Agency
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									-
CON									-
TOTAL									
		•	Proposed I	Funding (\$1	,000s)			1	Notes
E&P (PA&ED)									Funding will come from Amtrak.
PS&E									Amtrak letter of commitment is
R/W SUP (CT)									pending final signature and will be sent to Union Pacific as required for UP review.
CON SUP (CT)									
R/W									
CON				11,875				11,875	
TOTAL				11,875				11,875	

PRG-0010 (REV 08/2020)

Amendment (Existin	mendment (Existing Project) YES NO Date 12/02/2021 16:22:45								
Programs L	.PP-C	F SCCP	TCEP S	TIP Other					
District	EA	Project ID	PPNO	Nominating Agency					
08			9891	Riverside County Transportation Commission					
County	Route	PM Back	PM Ahead	Co-Nominating Agency					
VAR				Caltrans HQ					
				MPO	Element				
				SCAG	Rail				
Project Manager/Contact			Phone	Email A	Address				
Sheldon Peterson			951-787-7141	SPeterson@RCTC.org					
Ducie et Title									

Project Title

Coachella Valley-San Gorgonio Pass Rail Corridor Service

Location (Project Limits), Description (Scope of Work)

IN RIVERSIDE COUNTY - FOR RCTC/CALTRANS - INTERCITY RAIL SERVICE BETWEEN LOS ANGELES UNION STATION TO COACHELLA VALLEY (144 MILES, TIER 1 FOR 2 ROUNDTRIPS PER DAY). PAED TIER 2 PROJECT-LEVEL ENVIRONMENTAL FOR ANALYSIS OF UP TO SIX (6) STATION LOCATIONS AND DESIGN, AND UP TO 76 MILES OF 3RD TRACK BETWEEN COLTON TO COACHELLA VALLEY (5 ROUNDTRIPS PER DAY). LATER PHASES OF THE PROJECT, INCLUDING CONSTRUCTION, WOULD BE FUNDED BY OTHER SOURCES INCLUDING, BUT NOT LIMITED TO, VARIOUS LOCAL, STATE, AND FEDERAL SOURCES.

Component	Implementing Agency								
PA&ED	Riverside County Transportation Commission	Riverside County Transportation Commission							
PS&E	Riverside County Transportation Commission	Riverside County Transportation Commission							
Right of Way	Riverside County Transportation Commission								
Construction	Riverside County Transportation Commission								
Legislative Districts									
Assembly: 65,68,40,42,47,51,53,55,56,57,58,60Senate: 32,33,20,37,23,24,28,29,31 Congressional: 34,36,38,39,40,41,42,45,45,44,45,45,45,45,45,45,45,45,45,45,									
Project Milestone		Existing	Proposed						
Project Study Report App	roved	09/30/2021							
Begin Environmental (PA	&ED) Phase		07/01/2023						
Circulate Draft Environme	ntal Document Document Type EIR/EIS		07/01/2029						
Draft Project Report			12/31/2029						
End Environmental Phase	(PA&ED Milestone)		06/01/2030						
Begin Design (PS&E) Pha	ise		09/01/2030						
End Design Phase (Read	y to List for Advertisement Milestone)		03/31/2032						
Begin Right of Way Phase	)		09/01/2030						
End Right of Way Phase (	Right of Way Certification Milestone)		03/31/2032						
Begin Construction Phase	e (Contract Award Milestone)		07/01/2032						
End Construction Phase (	Construction Contract Acceptance Milestone)		06/30/2035						
Begin Closeout Phase			01/01/2036						
End Closeout Phase (Close	seout Report)		06/30/2036						

Date 12/02/2021 16:22:45

#### Purpose and Need

THE PROJECT WILL ADDRESS THE ABSENCE OF EFFECTIVE TRANSPORTATION ALTERNATIVES TO THE AUTOMOBILE BETWEEN LOS ANGELES AND COACHELLA VALLEY AND THE PROJECTED INCREASE IN TRAVEL DEMAND ALONG THE CORRIDOR DUE TO POPULATION AND EMPLOYMENT GROWTH. CONGESTION CONTINUES TO RISE AND PROJECT WILL OFFER A SAFE, RELIABLE AND CONVENIENT INTERCITY PASSENGER RAIL SERVICE THAT HAS THE CAPABILITY TO MEET THE FUTURE MOBILITY NEEDS OF RESIDENTS, BUSINESSES, AND VISITORS.

NHS Improvements  YES  NO	Roadway Class NA		Reversible Lane Analysis 🗌 YES 🔀 NO						
Inc. Sustainable Communities Strategy	Goals 🛛 YES 🗌 NO	NO Reduce Greenhouse Gas Emissions X YES NO							
Project Outputs									
Category	Outp	outs	Unit	Total					
Rail/ Multi-Modal	Miles of new track		Miles	76					
Rail/ Multi-Modal	New stations		EA	6					

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Date 12/02/2021 16:22:45

#### Additional Information

Current project benefits are based on Tier 1 Program-level environmental which includes 2 roundtrips per day. Proposed Tier 2 Project-level environmental to include 5 roundtrips per day as the baseline. Long term project benefits to align with State Rail Plan which is to include hourly service.

The project follows the FRA preferred tiered approach for completing NEPA requirements for intercity rail projects. The Tier 1 Program-level Environmental Impact Statement (EIS) addresses broad service level issues along the corridor. The Tier 2 Project-level EIS addresses site-specific project environmental reviews.

Fund #1 through #3 notes: PAED includes the Tier 1 Program-level environmental. \$5,085 was allocated and obligated with prior year FRA, STA, and PTIMSEA funds. This phase is anticipated to be complete by mid-2022.

Fund #4 through #7 notes: Tier 2 Project-level environmental would begin in FY 23/24 and includes ITIP/RTIP, SRA, and CMAQ (CRISI to replace \$20,000 CMAQ if successful).

Fund #8 notes: As required in STIP guidelines, future phase costs are listed.

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Performance Indicators and Measures										
Measure	Required For	Indicator/Measure	Unit	Build	Future No Build	Change				
Air Quality &	LPPF, LPPC,	Particulata Matter	PM 2.5 Tons	86.7	87.4	-0.7				
GHG	SCCP, TCEP		PM 10 Tons	215	216.7	-1.7				
	LPPF, LPPC, SCCP, TCEP	Volatile Organic Compounds (VOC)	Tons	10	10.1	-0.1				
	LPPF, LPPC, SCCP, TCEP	Sulphur Dioxides (SOx)	Tons	9.3	9.4	-0.1				
	LPPF, LPPC, SCCP, TCEP	Carbon Monoxide (CO)	Tons	1,903.4	1,918.8	-15.4				
	LPPF, LPPC, SCCP, TCEP	Nitrogen Oxides (NOx)	Tons	78.8	79.4	-0.6				

PRG-0010 (REV 08/2020)

District	County	Route	EA	Project ID	PPNO
08	VAR				9891

Project Title

Coachella Valley-San Gorgonio Pass Rail Corridor Service

		Exis	sting Total P	Project Cos	t (\$1,000s)				
Component	Prior	22-23	23-24	24-25	25-26	26-27	27-28+	Total	Implementing Agency
E&P (PA&ED)									Riverside County Transportation Com
PS&E									Riverside County Transportation Corr
R/W SUP (CT)									Riverside County Transportation Corr
CON SUP (CT)									Riverside County Transportation Corr
R/W									Riverside County Transportation Corr
CON									Riverside County Transportation Corr
TOTAL									
		Prop	osed Total	Project Co	st (\$1,000s	)			Notes
E&P (PA&ED)	5,085		60,000					65,085	
PS&E							100,000	100,000	
R/W SUP (CT)									
CON SUP (CT)									
R/W							123,250	123,250	
CON							1,284,100	1,284,100	
TOTAL	5,085		60,000				1,507,350	1,572,435	
Fund #1:	Other Fed	- Federal I	Railroad Adı	ministratio	n Earmarks	(Committe	ed)		Program Code
			Existing Fu	unding (\$1	000s)				
Component	Prior	22-23	23-24	24-25	25-26	26-27	27-28+	Total	Funding Agency
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
			Proposed F	unding (\$1	,000s)				Notes
E&P (PA&ED)	2,982							2,982	
PS&E									
R/W SUP (CT)									1
CON SUP (CT)									
R/W									1
CON									
TOTAL	2,982							2,982	1

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Fund #2:	State Bond - Public Transportation Modernization Improvement (Committed)								Program Code
Component	Prior	22-23	23-24	24-25	25-26	26-27	27-28+	Total	Funding Agency
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
			Proposed F	unding (\$1	,000s)	1	<b>I</b>		Notes
E&P (PA&ED)	1,000							1,000	
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL	1,000							1,000	
Fund #3:	Other State	e - STA Tra	ansit Assist	(Committee	d)				Program Code
			Existing F	unding (\$1,	000s)				
Component	Prior	22-23	23-24	24-25	25-26	26-27	27-28+	Total	Funding Agency
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
	Notes								
E&P (PA&ED)	1,103							1,103	
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL	1,103							1,103	

Fund #4:	IIP - ITIP (Uncommitted)							Program Code		
Component	Prior	22-23	23-24	24-25	25-26	26-27	27-28+	Total	Funding Agency	
E&P (PA&ED)										
PS&E										
R/W SUP (CT)										
CON SUP (CT)										
R/W										
CON										
TOTAL										
		4	Proposed F	unding (\$ <sup>2</sup>	1,000s)				Notes	
E&P (PA&ED)			10,000					10,000	PAED inclds Tier 1 Prgm-lvl env.	
PS&E									\$5,085 alloc./oblgtd w prior yr	
R/W SUP (CT)									expctd compl. by mid-2022 Tier 2	
CON SUP (CT)									Project-Ivl env. wld bgn FY24 &	
R/W									inclds ITIP/RTIP, SRA, a oth. fed.	
CON									funds.	
TOTAL			10,000					10,000		
Fund #5:	RIP - STI	- Advance	Construction	ר (Commit	ted)				Program Code	
			Existing Fu	Inding (\$1	,000s)					
Component	Prior	22-23	23-24	24-25	25-26	26-27	27-28+	Total	Funding Agency	
E&P (PA&ED)										
PS&E										
R/W SUP (CT)										
CON SUP (CT)										
R/W										
CON										
TOTAL										
			Proposed F	unding (\$	1,000s)		· · ·		Notes	
E&P (PA&ED)			15,658					15,658	RCTC board approval to program	
PS&E									STIP-RIP on October 13, 2021.	
R/W SUP (CT)									23-24, 2022.	
CON SUP (CT)										
R/W										
CON										
TOTAL			15,658					15,658		
Fund #6:	Other Stat	te - State R	ail Assistan		Program Code					
---	------------	--------------	--------------	--------------	--------------	-------	--------------	--------	---------------------------------	--
			Existing Fu	unding (\$1,	000s)					
Component	Prior	22-23	23-24	24-25	25-26	26-27	27-28+	Total	Funding Agency	
E&P (PA&ED)										
PS&E										
R/W SUP (CT)										
CON SUP (CT)										
R/W										
CON										
TOTAL										
		•	Proposed F	unding (\$1	,000s)				Notes	
E&P (PA&ED)			5,942					5,942	Awarded to RCTC in 2019.	
PS&E										
R/W SUP (CT)										
CON SUP (CT)										
R/W										
CON										
TOTAL			5,942					5,942		
Fund #7: CMAQ - Congestion Mitigation (Committed)							Program Code			
			Existing Fu	unding (\$1,	000s)					
Component	Prior	22-23	23-24	24-25	25-26	26-27	27-28+	Total	Funding Agency	
E&P (PA&ED)										
PS&E										
R/W SUP (CT)										
CON SUP (CT)										
R/W										
CON										
TOTAL										
		•	Proposed F	unding (\$1	,000s)				Notes	
E&P (PA&ED)			28,400					28,400	CMAQ may be supplanted with	
PS&E									FRA CRISI funds; awards	
R/W SUP (CT)									anticipated by USDOT/FRA spring	
CON SUP (CT)										
R/W										
CON										
TOTAL			28,400					28,400		

Fund #8:	Future Need - Future Funds (Uncommitted)								Program Code
			Existing F	unding (\$1,	000s)				
Component	Prior	22-23	23-24	24-25	25-26	26-27	27-28+	Total	Funding Agency
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
			Proposed I	- Funding (\$1	,000s)		1		Notes
E&P (PA&ED)									
PS&E							100,000	100,000	
R/W SUP (CT)									
CON SUP (CT)									
R/W							123,250	123,250	
CON							1,284,100	1,284,100	
TOTAL							1,507,350	1,507,350	

PRG-0010 (REV 08/2020)

mendment (Existing Project) YES NO Date 12/02/2021 13:59:54										
Programs LPP-C LPP-F SCCP TCEP STIP Other										
EA	Project ID	PPNO	Nomina	ing Agency						
		9892	San Joaquin Joi	nt Powers Authority						
Route	PM Back	PM Ahead	Co-Nominating Agency							
	121.300	123.900								
			MPO	Element						
			SACOG	Rail						
Project Manager/Contact			Email Address							
Brian Shmidt			brian@acerail.com							
	Ing Project) YES LPP-C LPP- EA Route Route Project Manager/Cont Brian Shmidt	Ing Project)       YES       NO         LPP-C       LPP-F       SCCP         EA       Project ID         Route       PM Back         121.300       121.300         Project Manager/Contact       Brian Shmidt	Ing Project)       YES       NO         LPP-C       LPP-F       SCCP       TCEP       S'         EA       Project ID       PPNO         9892       9892         Route       PM Back       PM Ahead         121.300       123.900         Project Manager/Contact       Phone         Brian Shmidt       209-944-6241	Imp Project)       YES       NO         LPP-C       LPP-F       SCCP       TCEP       STIP       Other         EA       Project ID       PPNO       Nominat         9892       San Joaquin Joi         Route       PM Back       PM Ahead       Co-Nomin         121.300       123.900       MPO         roject Manager/Contact       Phone       Email         Brian Shmidt       209-944-6241       brian@at						

**Project Title** 

Philips Siding Rehabilitation

#### Location (Project Limits), Description (Scope of Work)

The Philips Siding Rehabilitation project is located within Elk Grove in Sacramento County. The project is on the UPRR Sacramento Subdivision is located from MP 121.3 to MP 123.9. The project will require replacing the southern switch with a #20 turnout and rehabilitating the existing siding to mainline track standards. The Philips Siding Rehabilitation project is a necessary component of the Valley Rail Sacramento Extension, a proposed passenger rail service between Stockton and Sacramento with further connections to San Jose, Ceres, and Bakersfield. Once deployed, the improvements will provide 7 round trips to Sacramento, with service terminating in Natomas.

Component		Implementing Agency								
PA&ED	San Joaquin Region	San Joaquin Regional Rail Commission								
PS&E	San Joaquin Joint Po	San Joaquin Joint Powers Authority								
Right of Way	San Joaquin Region	San Joaquin Regional Rail Commission								
Construction	San Joaquin Joint Po	an Joaquin Joint Powers Authority								
Legislative Districts										
Assembly:	9	Senate:	6	Congressional:	7					
Project Milestone				Existing	Proposed					
Project Study Report App	roved			08/31/2021						
Begin Environmental (PA	&ED) Phase		09/13/2019							
Circulate Draft Environme	ental Document	Document Type								
Draft Project Report					03/30/2020					
End Environmental Phase	e (PA&ED Milestone)				10/02/2020					
Begin Design (PS&E) Pha	ase				03/31/2022					
End Design Phase (Read	y to List for Advertiser	nent Milestone)			07/01/2022					
Begin Right of Way Phase	Э									
End Right of Way Phase (	(Right of Way Certifica	tion Milestone)								
Begin Construction Phase	e (Contract Award Mile	estone)			09/30/2022					
End Construction Phase (	Construction Contract	Acceptance Milesto	ne)		03/31/2023					
Begin Closeout Phase					03/31/2023					
End Closeout Phase (Close	seout Report)				04/30/2023					

Date 12/02/2021 13:59:54

#### Purpose and Need

The project will rehabilitate the existing Philips Siding to mainline track standards. The project is needed as double tracks will be provided along the UPRR Sacramento Subdivision north of the project limits with the proposed Elk Grove Double Track project. If the Philips Siding is not rehabilitated to mainline track standards this would be inconsistent with track improvements proposed along the corridor that are intended to improve safety for trains in passing situation and support increased train speeds in the corridor. The track improvements to the UPRR Sacramento Subdivision are required for implementation of Valley Rail service, including a total of 7 round trips serving Sacramento.

NHS Improvements YES NO		Roadway Class NA F		Reversible Lane Analysis 🗌 YES 🔀 NC			
Inc. Sustainable Communities Strategy	Goals	🛛 YES 🗌 NO	YES NO Reduce Greenhouse Gas Emissions X YES NO				
Project Outputs							
Category		Out	puts	Unit	Total		
Rail/ Multi-Modal	Miles o	f rehabilitated track		Miles	2.6		

PPR ID ePPR-6262-2022-0001 v3

Additional Information

Date 12/02/2021 13:59:54

PRG-0010 (REV 08/2020)

	Performance Indicators and Measures										
Measure	Required For	Indicator/Measure	Unit	Build	Future No Build	Change					
Accessibility	LPPF, LPPC, SCCP	Number of Destinations Accessible by Mode	Number	6	0	6					

PPR ID ePPR-6262-2022-0001 v3

PRG-0010 (REV 08/2020)

District	County	Route	EA	Project ID	PPNO
75	Sacramento				9892
Draiget Title					

Project Title

Philips Siding Rehabilitation

		Exis	ting Total F	Project Cos	t (\$1,000s)				
Component	Prior	22-23	23-24	24-25	25-26	26-27	27-28+	Total	Implementing Agency
E&P (PA&ED)									San Joaquin Regional Rail Commiss
PS&E									San Joaquin Joint Powers Authority
R/W SUP (CT)									San Joaquin Regional Rail Commiss
CON SUP (CT)									San Joaquin Joint Powers Authority
R/W									San Joaquin Regional Rail Commiss
CON									San Joaquin Joint Powers Authority
TOTAL									
		Propo	osed Total	Project Cos	st (\$1,000s	)	-!		Notes
E&P (PA&ED)									
PS&E	673							673	
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON		6,509						6,509	
TOTAL	673	6,509						7,182	
	1				1	1	-1 - 1		
Fund #1:	IIP - STIP -	- Federal/S	tate (Comr	mitted)					Program Code
			Existing F	unding (\$1,	000s)				
Component	Prior	22-23	23-24	24-25	25-26	26-27	27-28+	Total	Funding Agency
E&P (PA&ED)									Caltrans District 10
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
			Proposed I	Funding (\$1	,000s)				Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON		6,509						6,509	
TOTAL		6,509						6,509	

#### STATE OF CALIFORNIA • DEPARTMENT OF TRANSPORTATION **PROJECT PROGRAMMING REQUEST (PPR)** PRG-0010 (REV 08/2020)

Fund #2: Other State - Transit and Intercity Rail Capital Program (TIRCP) (Committed) Program Code Existing Funding (\$1,000s) Component Prior 22-23 23-24 24-25 25-26 26-27 27-28+ Total **Funding Agency** E&P (PA&ED) California Transportation Commissio PS&E R/W SUP (CT) CON SUP (CT) R/W CON TOTAL Proposed Funding (\$1,000s) Notes E&P (PA&ED) Previously allocated funding from 673 2018 Valley Rail TIRCP Reward. 673 PS&E Program Supplement R/W SUP (CT) 10SJRRCPS-04-A4 EA# R387GF CON SUP (CT) R/W CON TOTAL 673 673

PRG-0010 (REV 08/2020)

Amendment (Existin	Immendment (Existing Project)         YES         NO         Date         12/02/2021 14:06:53										
Programs L	_PP-C	F SCCP	TCEP S	TIP Other							
District	EA	Project ID	PPNO	Nominating Agency							
75			9893	San Joaquin Joint Powers Authority							
County	Route	PM Back	PM Ahead	Co-Nominating Agency							
Sacramento		122.500	127.500								
				MPO	Element						
				SACOG	Rail						
Project Manager/Contact			Phone	Email Address							
Brian Shmidt			209-944-6241	brian@acerail.com							
Project Title											

#### Project Title

Elk Grove to Philips Siding Rail Operational and Capacity Improvements Project

#### Location (Project Limits), Description (Scope of Work)

The Elk Grove to Philips Siding Rail Operational and Capacity Improvements Project would be constructed between mile post 122.5 and mile post 127.75 along the UPRR Sacramento Subdivision. The project extend the existing Philips Siding 4.4 miles to connect with the proposed Elk Grove Station siding, creating an overall approximately 7.1-mile-long second main track that will serve trains entering the proposed Elk Grove Station. The existing siding switches will be upgraded to allow for increased train speed. The project will also include modifications to numerous existing private and public crossings, bridges, and culverts within the project limits. The Project is a necessary component of the Valley Rail Sacramento Extension, a proposed passenger rail service between Stockton and Sacramento with further connections to San Jose, Ceres, and Bakersfield. Once deployed, the improvements will provide 7 round trips to Sacramento, with service terminating in Natomas.

Component		Implementing Agency								
PA&ED	San Joaquin Joint Po	San Joaquin Joint Powers Authority								
PS&E	San Joaquin Joint Powers Authority									
Right of Way	San Joaquin Regional Rail Commission									
Construction	San Joaquin Joint Po	San Joaquin Joint Powers Authority								
Legislative Districts										
Assembly:	9	Senate:	6	Congressional:	7					
Project Milestone				Existing	Proposed					
Project Study Report App	roved									
Begin Environmental (PA	&ED) Phase		07/01/2022							
Circulate Draft Environme	ental Document		12/31/2022							
Draft Project Report					03/30/2023					
End Environmental Phase	e (PA&ED Milestone)				03/30/2023					
Begin Design (PS&E) Pha	ase				07/01/2023					
End Design Phase (Read	y to List for Advertiser	ment Milestone)			06/30/2024					
Begin Right of Way Phase	e									
End Right of Way Phase	(Right of Way Certifica	ation Milestone)								
Begin Construction Phase	e (Contract Award Mile	estone)			09/30/2024					
End Construction Phase (	Construction Contrac	t Acceptance Miles	stone)		06/30/2025					
Begin Closeout Phase					07/01/2025					
End Closeout Phase (Close	seout Report)				09/30/2025					

Date 12/02/2021 14:06:53

#### Purpose and Need

The project will increasing train speeds in the corridor which will provide benefits to the San Joaquins service, ACE, and UPRR. Allowing the ACE service to operate up to four (4) daily rounds trips to Natomas will greatly increase the transportation options for residents throughout the existing and proposed corridors.

NHS Improvements YES NO		Roadway Class NA		Reversible La	ne Analysis 🗌 YES 🔀 NO			
Inc. Sustainable Communities Strategy Goals 🛛 YES 🗌 NO Reduce Greenhouse Gas Emissions 🖾 YES 🗌 NO					YES 🗌 NO			
Project Outputs								
Category		Out	puts	Unit	Total			
Rail/ Multi-Modal	Miles o	f rehabilitated track		Miles	7.1			

PPR ID ePPR-6262-2022-0002 v3

Additional Information

Date 12/02/2021 14:06:53

PRG-0010 (REV 08/2020)

	Performance Indicators and Measures										
Measure	Required For	Indicator/Measure	Unit	Build	Future No Build	Change					
Accessibility	LPPF, LPPC, SCCP	Number of Destinations Accessible by Mode	Number	6	0	6					

PPR ID ePPR-6262-2022-0002 v3

PRG-0010 (REV 08/2020)

District	County	Route	EA	Project ID	PPNO
75	Sacramento				9893
D 1 1 TU					

Project Title

Elk Grove to Philips Siding Rail Operational and Capacity Improvements Project

		Exist	ting Total P	roject Cost	(\$1,000s)				
Component	Prior	22-23	23-24	24-25	25-26	26-27	27-28+	Total	Implementing Agency
E&P (PA&ED)									San Joaquin Joint Powers Authority
PS&E									San Joaquin Joint Powers Authority
R/W SUP (CT)									San Joaquin Regional Rail Commiss
CON SUP (CT)									San Joaquin Joint Powers Authority
R/W									San Joaquin Regional Rail Commiss
CON									San Joaquin Joint Powers Authority
TOTAL									
		Propo	osed Total I	Project Cos	t (\$1,000s	)			Notes
E&P (PA&ED)		1,948						1,948	
PS&E			5,846					5,846	
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON				45,522				45,522	
TOTAL		1,948	5,846	45,522				53,316	
	1								
Fund #1: Other State - Transit and Intercity Rail Capital Program (TIRCP) (Committed)									Program Code
			Existing Fu	unding (\$1,0	000s)				
Component	Prior	22-23	23-24	24-25	25-26	26-27	27-28+	Total	Funding Agency
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
		F	Proposed F	unding (\$1	,000s)				Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON				45,522				45,522	
TOTAL				45,522				45,522	

Fund #2:	IIP - STIP - Federal/State (Committed)							Program Code	
Existing Funding (\$1,000s)									
Component	Prior	22-23	23-24	24-25	25-26	26-27	27-28+	Total	Funding Agency
E&P (PA&ED)									Caltrans District 10
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding (\$1,000s)								Notes	
E&P (PA&ED)		1,948						1,948	
PS&E			5,846					5,846	
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL		1,948	5,846					7,794	

# Appendix C – ITIP Public Comments

As required by Senate Bill 486 (DeSulnier, 2014), the Commission held a north public hearing regarding the ITIP, virtually on November 1, 2021. The south hearing was held virtually on November 8, 2021.

In addition to verbal testimony given by the public at the Commission-hosted public hearings, few written comments were submitted directly to Caltrans via OCIP@dot.ca.gov email and written letters sent prior to the comment deadline of November 15, 2021.

Several letters were received strongly supporting the Draft 2022 ITIP proposal. There were few comments received either requesting clarification or additional information.

Following are the formal comments received followed by Caltrans responses to the comments.

North ITIP Hearing held virtually on November 1, 2021, Summary of Verbal Comments:

Commissioner Fran Inman

Commented that the new project list does not clearly indicate which projects are going to address the good movement challenge that is being further highlighted by the current supply chain issues. She suggested that public transportation projects should also be clearly identified.

Commissioner Joseph K Lyou

Commissioner Lyou pointed out that projects like Sacramento to Roseville Third Track Expansion indirectly help good movement by reducing the freeway congestion in the corridor.

CTC Executive Director, Mitch Weiss

Inquired how two proposed active transportation projects contribute to the interregional goals of ITIP.

Commissioner Hilary Newton

Asked Caltrans if the infrastructure for active transportation projects also includes safety elements like adequate lighting, bathrooms, and safety barriers. She encourages Caltrans to take an expanded view of active transportation projects. Assemblyman Jim Paterson

Supported proposed funding for the Fresno-41 Excelsior Expressway project. Highlighted the safety benefit of this project which eliminate a dangerous bottleneck in the corridor. He pointed out that about 35% of fatal accidents that happen on Route 41 take place in this portion of the corridor.

Supervisor Buddy Mendes

Supported the Fresno-41 Excelsior Expressway project. Emphasized the safety aspect of this bottleneck in an increasingly busy corridor due to rapid growth in traffic to and from/ the Lemoore Naval Air Station.

Lorna Roush – Organizer of the Widen 41 Facebook Page

Supported the Fresno-41 Excelsior Expressway project and highlighted the safety aspect of this project by claiming that between 2015-2020, there were 260 wrecks in a 260-weeks period.

Mike Leonardo – Executive Director, Fresno County Transportation Authority (FCTA)

Supported the Fresno-41 Excelsior Expressway project and appreciated Caltrans efforts to reduce the overall project cost by modifying some design elements. He emphasized the partnership between Caltrans and the FCTA who is also contributing their RIP funding to this project.

Tony Boren – Executive Director, Fresno Council of Governments (FCOG)

Supported the Fresno-41 Excelsior Expressway project and highlighted the partnership and collaborative efforts between FCOG, FCTA, D6 and HQ to make this much needed safety project a reality.

Rob Poythress – Madera County Supervisor

Supported Caltrans decision to fund various ITIP projects in San Joaquin Valley. He believes that these projects will improve safety, good movement, and health by improving the air quality in this area. He explained the significant role that San Joaquin Valley agriculture plays in the overall economic activity, food supply and the creation of new jobs in the state.

Ted Smalley – Executive Director

Pointed several four-lane bottlenecks on State Route 99 that still need to be improved for safety and efficient movement of goods. He pointed out that Tulare County is home to many disadvantaged communities. Mentioned TCAG's long vision/dream for a cross-valley rail. Mat Fell – Madera County Association of Governments

Supported the Madera 6-Lane Widening project. Talked about multimodal transportation options like Yosemite Area Regional Transportation (YARTS) that provides bus service to Yosemite National park from various points in Merced, Madera, and Fresno counties. He also mentioned that the future Altamont Corridor Express (ACE) service extension to Merced will provide additional alternate modes of transportation in the valley.

Patricia Taylor – Executive Director, Madera County Transportation Commission

Supported the Madera-41 6-Lane Widening project. Highlighted the safety and good movements benefits from this project by stating that truck volume is 18% of all the traffic on Route 99. Mentioned that these improvements also provide safe travel to people up and down the valley who must travel to Children's Hospital, located in Madera.

Stacey Mortensen – Executive Director, Altamont Corridor Express

Supported the newly proposed rail projects between Stockton and Sacramento.

Joanne Parker – Sonoma-Marin Area Rail Transit (SMART)

Supported the SMART Larkspur to Cloverdale - Phase 3 project and thanks Caltrans for including this project in the ITIP. Provided a brief overview of multimodal choices (Rail and Ferry) being offered to commuters to San Francisco.

Kenneth Kao – Sonoma-Marin Area Rail Transit (SMART)

Supported the SMART Larkspur to Cloverdale - Phase3 project along with rail projects being proposed for the Capitol and San Joaquin rail corridors.

Bruce Houdesheldt – City of Roseville

Supported the Sacramento to Roseville Third Track Expansion project.

Robert Padgette – Capitol Corridor

Supported the Sacramento to Roseville Third Track Expansion project and noted that this project will improve good movement and also reduce greenhouse gases by reducing freeway congestion. Commissioner Lee Ann Eager

Thanked all who participated in the ITIP hearing. Highlighted the importance of safety aspect in project planning by noting that safety also means better health for communities by improving air quality.

### Commissioner Carl Guardino

Applauded the self-help counties for bringing their own funding to many of the ITIP proposals. He also emphasized the importance of safety in transportation projects.

Commissioner Bob Alvarado

Pointed out that even with \$1 billion in investments from Proposition 1B, all State Route 99 project needs are not met. He hopes for another future funding boost for the valley to finish these long overdue improvements.

# South ITIP Hearing held virtually on November 8, 2021, Summary of Verbal Comments:

### Teresa Favila – California Transportation Commission Staff

Expects that the final ITIP document will include performance measures for all new projects with either \$50M or more in total project cost or STIP funds for R/W and/or CON totaling \$15M or more. Currently some proposed projects do not have these measures. She also pointed out that some projects do not have complete funding plan for STIP-funded components which need to be revised. Also mentioned that Caltrans needs to explain the interregional importance of ATP projects being proposed.

Noted that 13 letters of support have been received by the CTC. Mentioned that copies will be sent to Caltrans to be included in the final document.

Commissioner Fran Inman

Inquired how these new proposals address the goods movement challenge the state is experiencing.

Commissioner Joseph K Lyou

Commissioner Lyou encouraged Caltrans to take a longer view of transportation systems.

Mitch Weiss – CTC Executive Director

Commented about the poor delivery (a third of rail projects either get delayed or deleted after initial programming) of rail projects. Stated that the CTC is ready to work with Caltrans to address this challenge of timely delivery of rail projects.

Mike Woodman – Nevada County Transportation Commission

Supported the Nevada- State Route 49 Corridor Improvement project. Highlighted safety benefits, goods movement and operational improvements and the emergency evacuation-route benefits. Noted that the project is in an air quality conformity zone.

Mike Lebarre – Mayor of King City

Supported the King City Platform and Multimodal Station project and hopes that this project will provide much needed alternate mode of transportation for the residents of this area. Cited wide support for this project around the region.

Jan Harnik – Chair, Riverside County Transportation Commission

Supported the Coachella Valley Rail project and characterizes it as a transformative project. Highlighted the partnership between Caltrans RCTC.

Ben Benoit – Past Chair, Riverside County Transportation Commission

Supported the Coachella Valley Rail project and thanks Caltrans for including it in the ITIP. Noted that, once completed, the project will help reduce congestion on Interstate 10.

Patricia Chen – Los Angeles Metropolitan Transportation Commission

Supported the fact that 2022 ITIP proposal includes projects for all modes of transportation. Noted that more than 50% of all new funding is going to nonsingle occupancy type of projects. Commented that the ITIP project selection criteria need to be looked at since it does not seem to work well for active transportation type of projects. Notes that LA Metro submitted LA River Bike-Path ATP project for consideration for ITIP funding. Mentioned that LA Metro will be sending comments about ITIP selection criteria to the CTC.

Chris Lopez – Monterey County Supervisor

Supported the King City Platform and Multimodal Station project and stresses the importance of investing in disadvantaged communities.

Christina Watson – Transportation Authority of Monterey County

Supported the King City Platform and Multimodal Station project.

Kiana Valentine – On behalf of Coachella Valley Association of Governments

Supported the proposed funding for the Coachella Valley Rail project.

Written Comment

A written comment was read stating that the Naval Air Station, Lemoore will be sending written comments about the Fresno - State Route 41 Excelsior Expressway project and the writer wanted to know the deadline for submitting those comments.

# Commissioner Fran Inman

Noted that many stakeholders are asking how system-resiliency is incorporated in planning these projects and wants Caltrans to explain how these considerations drive the planning efforts. Wondered about funding potential future price increases due to the current ongoing supply chain issues.

# Commissioner Rocco Davis

Noted that will be long before transit occupancy goes back to pre-pandemic levels and is wondering if there will be any efforts to help increase the ridership.

### Commissioner Hilary Norton

Highlighted the importance of the first and last mile connection for the success of multi-modal system. Challenged Caltrans to leverage the federal funding (from Infrastructure Bill that was just signed into law) to make needed investments in that area and meet our goals towards zero emissions.

### Commissioner Clarissa Reyes Falcon

Highlighted the importance of about maintaining balance between housing and employment opportunities so that no additional vulnerable communities are created.

# Comment Letters:

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



October 19, 2021

The Honorable Toks Omishakin Director California Department of Transportation 1020 N Street Sacramento, CA 95814

#### Re: Draft 2022 Interregional Transportation Improvement Program Investments into State Route 99

Dear Director Omishakin,

The Madera County Transportation Commission (MCTC), the Merced County Association of Governments (MCAG), and the Tulare County Association of Governments (TCAG) write to express our enthusiastic support for the Draft 2022 Interregional Transportation Improvement Program (Draft 2022 ITIP) released by the California Department of Transportation (Caltrans) on October 15, 2021. The Draft 2022 ITIP proposes to fund cost increases for the current program of projects, to program limited subsequent project phases for currently programmed projects, and to add a few new active transportation, intercity rail, and highway projects.

We are grateful for the inclusion of funding for State Route 99 (SR 99) as it serves as a critical north-south corridor for goods movement throughout California, supports the largest agricultural region in the United States, and is a vital corridor for daily life for the 4.4 million residents of the San Joaquin Valley. We recognize the Draft 2022 ITIP only has \$178.2 million in new capacity to bring to bear for cost increases, new phases, and new projects to deliver a safe, efficient, and multimodal interregional transportation system. The Draft 2022 ITIP includes funding for these key SR 99 projects:

- The South Madera 6 Lane Widening Project (Madera County from south of Avenue 7 to north of Avenue 12). This project will eliminate the 5.8 mile, four-lane bottleneck on SR 99 in the southbound and northbound directions, between Fresno and Madera by providing an additional lane in each direction in the median.
- The **Tulare City Widening Project**. This project will eliminate the 5 mile, four-lane bottleneck on SR 99 in the City of Tulare, between Avenue 200 and Prosperity Avenue by providing an additional lane in each direction in the median.
- The Livingston Widening Southbound Project (Merced County). This project is 8 miles from south of Hammatt Ave to the Merced/Stanislaus County line. The widening is from 2 to 3 lanes in the median. SR 99 north and south of the project area is an existing six-lane freeway. The Livingston Widening Northbound Project is currently under construction.
- The **South Tulare 99 Project** (northwards from Delano). Funded specifically with SR 99 bond funds (expected CTC action January 2022), this innovative project will make permanent 13.5 miles of temporary lanes in southern Tulare.

MCTC, MCAG, and TCAG – and the communities we represent – are steadfast in our commitment to finishing SR 99 to six-lanes throughout. Finishing SR 99 will help reduce significant safety issues along the highly traveled corridor and create economic vitality through the efficient movement of goods and

services. Moreover, these goals can be achieved while reducing greenhouse gas (GHG) emissions as demonstrated by our SB 375 Sustainable Communities Strategy, which the California Air Resources Board has approved.

We also support the state's overarching goals for California's transportation system – multimodal, safe, efficient, accessible, equitable, and sustainable. Along with our other San Joaquin Valley regional transportation agency partners, we have and will continue to prioritize investments in rail, intercity rail, transit, and active transportation infrastructure and mobility options. We are also actively supporting the state's zero-emission vehicle goals, endeavor to support affordable housing development, and strive to stand-up disadvantaged communities and make investments to create opportunities for *all* our residents.

We look forward to partnering with Caltrans, the California State Transportation Agency, the California Transportation Commission, and other important state and regional stakeholders for a focused summit on SR 99 in early 2022 (we stand ready to start planning this event immediately). Moreover, we are anxious to assist Caltrans to complete a comprehensive multimodal corridor plan for SR 99. We recognize these are conditions of funding for the South Madera 6 Lane Widening Project and you have our full commitment to these important and complementary efforts.

Again, we are thankful for the inclusion of funding for SR 99 in the Draft 2022 ITIP. Our organizations are confident that we can achieve a set of shared goals by working together to develop innovative solutions and mitigations to address our mobility, environmental, and quality of life challenges. Please do not hesitate to reach out for additional information regarding our position on the Draft 2022 ITIP or for purposes of the SR 99 summit and the comprehensive corridor plan.

Sincerely,

Supervisor Pete Vander Poel Chair Tulare County Association of Governments

Supervisor Lloyd Pareira Chair Merced County Association of Governments

Council Member Jose Rodriquez Chair Madera County Transportation Commission

cc: David Kim, Secretary, California State Transportation Agency
 Hilary Norton, Chair, California Transportation Commission
 Mitch Weiss, Executive Director, California Transportation Commission
 Ronda Paschal, Deputy Legislative Secretary, Office of Governor Gavin Newsom
 Mark Tollefson, Deputy Cabinet Secretary, Office of Governor Gavin Newsom
 James Barba, Consultant, Office of Senate President pro Tempore Atkins
 Julius McIntyre, Consultant, Office of Assembly Speaker Rendon



October 22, 2021

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

#### Re: Finish What We Started – A Call to Action to Complete State Route 99

Dear Governor Newsom:

As San Joaquin Valley Legislators, we respectfully call upon your Administration to complete the 20-year effort to widen and make safety improvements to State Route (SR) 99 - a critical north-south corridor for goods movement throughout California.

The currently incomplete SR 99 poses a serious danger to the traveling public. Choke points and safety issues created as heavy duty trucks and passenger vehicles move from six to four lanes throughout the SR 99 corridor can only be fully eliminated by completing this transportation corridor. We must continue to invest in a surface transportation network that moves goods, services and people efficiently and safely.

Modernizing the older, narrower segments along SR 99 will generate many positive outcomes for the *entire* State of California – decreasing congestion, reducing fatalities and serious injuries, increasing our economic competitiveness and vitality, and creating living-wage jobs. These benefits can be realized while also achieving the state's air quality and climate change goals.

We respectfully request the California State Transportation Agency and the California Department of Transportation work with the San Joaquin Valley to develop and implement a 15-year plan to fund and complete SR 99 – to finish what we started.

State Route 99 is vitally important because:

- This route supports 1.3 million daily truck trips. 90-percent of freight through the San Joaquin Valley moves by truck primarily on SR 99.
- 44 percent of all employment in the San Joaquin Valley is associated with goods movementdependent industries, more than goods movement related employment in all other regions of California.

 SR 99 supports the state's geographic and agricultural production center – an area generating more than \$45 billion in Agricultural products annually – and provides 25 percent of the nation's food supply.

Eight segments totaling 35 miles out of the 274-mile SR 99 corridor throughout the counties of Merced, Madera and Tulare remain unfunded. These unfinished segments include approximately 12 dangerous bottlenecks along this vital corridor.

We applaud you for your efforts to address the transportation needs of the Central Valley. Vehicle traffic – especially heavy truck traffic – continue to clog our highways unless efficiency and safety improvements are completed.

The transition to an electric fleet will certainly help deal with some aspects of climate changes, but regardless of motive power, vehicle traffic – especially heavy truck traffic – will still clog our highways unless efficiency and safety improvements are completed.

Critics are opposed to building more highway lanes, and expanding road lanes in general. Respectfully, this view is short-sighted when discussing the busiest state highway in the nation. Completing the widening of SR 99 will decrease air pollution by unclogging the often stagnant flow of truck freight by speeding truck traffic through congested areas. This will also improve overall motorist safety reducing accidents.

We respectfully request that the California State Transportation Agency and the California Department of Transportation work with the San Joaquin Valley to develop and implement a 15-year plan to complete SR 99 – to finish what we started.

Sincerely,

Melissa Hurtado Senator, 14<sup>th</sup> District

Anna Caballero Senator, 12<sup>th</sup> District

Frank Bigelow

Frank Bigelow Assemblymember, 5<sup>th</sup> District

Anchors Borgens

Andreas Borgeas Senator, 8<sup>th</sup> District

Shannon Grove Senator, 16<sup>th</sup> District

Jim Patterson Assemblymember, 23<sup>rd</sup> District

Devon Mathis Assemblymember, 26<sup>th</sup> District

K.4 SAUS

Rudy Salas Assemblymember, 32<sup>nd</sup> District

1 Since Formy

Vince Fong Assemblymember, 34<sup>th</sup> District

cc: The Honorable Lena Gonzalez, Chair, Senate Transportation Committee The Honorable Laura Friedman, Chair, Assembly Transportation Committee Honorable Members, San Joaquin Valley Legislative Delegation The Honorable David Kim, Secretary, California State Transportation Agency The Honorable Toks Omishakin, Director, California State Department of Transportation The Honorable Hilary Norton, Chair, California Transportation Commission Mitch Weiss, Executive Director, California Transportation Commission Ronda Paschal, Deputy Legislative Secretary, Office of Governor Gavin Newsom Mark Tollefson, Deputy Cabinet Secretary, Office of Governor Gavin Newsom James Barba, Consultant, Office of Senate President pro Tempore Atkins Julius McIntyre, Consultant, Office of Assembly Speaker Rendon



2001 Howard Road, Suite 201 Madera, California 93637

Office: 559-675-0721 Fax: 559-675-9328 Website: www.maderactc.org

October 26, 2021

Ms. Hilary Norton Chair, California Transportation Commission 1120 N Street, MS 52 Sacramento, CA 95814

# Re: Draft 2022 Interregional Transportation Improvement Program (ITIP): State Route 99 Median Widening in Madera County– SUPPORT

Dear Chair Norton:

On behalf of the Madera County Transportation Commission (MCTC), I write in strong support of the draft 2022 ITIP, as released on October 15, which includes a recommendation by the California Department of Transportation (Caltrans) to make crucial investments on State Route (SR) 99 between Madera and Fresno County. The proposed \$33.5 million ITIP contribution, coupled with Madera County's Mid-Cycle Regional Improvement Program (\$832,000) and SHOPP funds (\$44 million), will eliminate a 5.8 mile four-lane bottleneck, alleviating severe congestion, enhancing safety and enhancing goods movement throughput on State Route (SR) 99 between Avenues 7 and 12 in Madera County by constructing additional lanes in the median.

Given the San Joaquin Valley's unique geography, vast agricultural farmland, heavy goods movement, tourism traffic and the jobs-housing imbalance, we must continue to accommodate all modes of travel to provide a balanced multimodal transportation system that will meet our mutual goals of reducing greenhouse gas emissions, reducing fatalities and injuries, and enhancing mobility, particularly for disadvantaged communities. The San Joaquin Valley annually generates over \$35 billion and produces 25 percent of the nation's food supply. Over 95 percent of all truck traffic in the Valley utilizes SR 99 as one of only two north-south arterials (Highway 101 being the other) in the state.

We appreciate the continued partnership with Caltrans, the California Transportation Commission, and California Air Resources Board to implement our state-adopted sustainable communities strategies plans as we collectively look for innovative and pragmatic solutions to address our region's air quality and mobility needs, particularly in Madera, which is a funding partner through Measure T. This collaboration includes our commitment and anticipation to participate in a State Route 99 Summit to discuss strategies to complete a comprehensive corridor plan to help achieve mutual air quality and mobility goals.

CTC Chair Norton October 26, 2021 Page 2 of 2

For these reasons, we respectfully request your support of the draft 2022 ITIP. If you have any questions, please feel free to contact our Executive Director, Patricia Taylor, at (559) 675-0721 or <u>patricia@maderactc.org</u> or our legislative advocate, Gus Khouri, at (916) 605-8975 or <u>gus@khouriconsult.com</u>.

Sincerely,

Jose Rodriquez Chair

cc: Members of the California Transportation Commission Mitch Weiss, Executive Director, California Transportation Commission Hon. Anna Caballero, Senator, 12<sup>th</sup> District Hon. Frank Bigelow, Assembly Member, 5<sup>th</sup> District Mark Tollefson, Deputy Cabinet Secretary, Governor Newsom Ronda Paschal, Deputy Secretary, Governor Newsom David S. Kim, Secretary, California State Transportation Agency Toks Omishakin, Director, Caltrans



October 27, 2021

Ms. Hilary Norton Chair, California Transportation Commission 1120 N Street, MS 52 Sacramento, CA 95814

# Re: Draft 2022 Interregional Transportation Improvement Program (ITIP): State Route 99 Median Widening in Madera County– SUPPORT

Dear Chair Norton:

On behalf of the Madera County Economic Development Commission (MCEDC), I write in strong support of the draft 2022 ITIP, as released on October 15, which includes a recommendation by the California Department of Transportation (Caltrans) to make crucial investments on State Route (SR) 99 between Madera and Fresno County. The proposed \$33.5 million ITIP contribution, coupled with Madera County's Mid-Cycle Regional Improvement Program (\$832,000) and SHOPP funds (\$44 million), will eliminate a 5.8 mile four-lane bottleneck, alleviating severe congestion, enhancing safety and goods movement throughput on State Route (SR) 99 between Avenues 7 and 12 in Madera County by constructing additional lanes in the median.

Given the San Joaquin Valley's unique geography, vast agricultural farmland, heavy goods movement, tourism traffic and the jobs-housing imbalance, we must continue to accommodate all modes of travel to provide a balanced multimodal transportation system that will meet goals of reducing greenhouse gas emissions, reducing fatalities and injuries, and enhancing mobility, particularly for disadvantaged communities. The San Joaquin Valley's agriculture market generates over \$35 billion annually and produces 25 percent of the nation's food supply. Over 95 percent of all truck traffic in the Valley utilizes SR 99 as one of only two north-south arterials (Highway 101 being the other) in the state.

For these reasons, we respectfully request your support of the draft 2022 ITIP.

Sincerely,

Bobby Kahn Executive Director

cc: Members of the California Transportation Commission Mitch Weiss, Executive Director, California Transportation Commission Hon. Anna Caballero, Senator, 12<sup>th</sup> District Hon. Frank Bigelow, Assembly Member, 5<sup>th</sup> District Mark Tollefson, Deputy Cabinet Secretary, Governor Newsom Ronda Paschal, Deputy Secretary, Governor Newsom David S. Kim, Secretary, California State Transportation Agency Toks Omishakin, Director, Caltrans





We are community. We are family. We are health.

October 28, 2021

Ms. Hilary Norton Chair, California Transportation Commission 1120 N Street. MS 52 Sacramento, CA 95814

#### Re: Draft 2022 Interregional Transportation Improvement Program (ITIP): State Route 99 Median Widening in Madera County-SUPPORT

Dear Chair Norton:

On behalf of Camarena Health, I write in strong support of the draft 2022 ITIP, as released on October 15, which includes a recommendation by the California Department of Transportation (Caltrans) to make crucial investments on State Route (SR) 99 between Madera and Fresno County. The proposed \$33.5 million ITIP contribution, coupled with Madera County's Mid-Cycle Regional Improvement Program (\$832,000) and SHOPP funds (\$44 million), will eliminate a 5.8 mile four-lane bottleneck, alleviating severe congestion, enhancing safety and goods movement throughput on State Route (SR) 99 between Avenues 7 and 12 in Madera County by constructing additional lanes in the median.

Given the San Joaquin Valley's unique geography, vast agricultural farmland, heavy goods movement, tourism traffic and the jobs-housing imbalance, we must continue to accommodate all modes of travel to provide a balanced multimodal transportation system that will meet goals of reducing greenhouse gas emissions, reducing fatalities and injuries, and enhancing mobility, particularly for disadvantaged communities. The San Joaquin Valley annually generates over \$35 billion and produces 25 percent of the nation's food supply. Over 95 percent of all truck traffic in the Valley utilizes SR 99 as one of only two north-south arterials (Highway 101 being the other) in the state.

For these reasons, we respectfully request your support of the draft 2022 ITIP.

Sincerely,

Paulo A. Soares, MHA

**Chief Executive Office** Camarena Health

Members of the California Transportation Commission cc: Mitch Weiss, Executive Director, California Transportation Commission Hon. Anna Caballero, Senator, 12<sup>th</sup> District Hon. Frank Bigelow, Assembly Member, 5<sup>th</sup> District Mark Tollefson, Deputy Cabinet Secretary, Governor Newsom Ronda Paschal, Deputy Secretary, Governor Newsom David S. Kim, Secretary, California State Transportation Agency Toks Omishakin, Director, Caltrans



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PLACERVILLE, CA 95667 (530) 295-5505 FAX (530) 295-1905

460 SUTTER HILL ROAD, SUITE C SUTTER CREEK, CA 95685 (209) 267-0500

October 29, 2021

STATE CAPITOL

P.O. BOX 942849 SACRAMENTO, CA 94249-0005

(916) 319-2005

FAX (916) 319-2105

E-MAIL

Ms. Hilary Norton Chair, California Transportation Commission 1120 N Street, MS 52 Sacramento, CA 95814

### Re: Draft 2022 Interregional Transportation Improvement Program (ITIP): State Route 99 Median Widening in Madera County-SUPPORT

Dear Chair Norton:

I write in strong support of the draft 2022 ITIP, as released on October 15, which includes a recommendation by the California Department of Transportation (Caltrans) to make crucial investments on State Route (SR) 99 between Madera and Fresno County. The proposed \$33.5 million ITIP contribution, coupled with Madera County's Mid-Cycle Regional Improvement Program (\$832,000) and SHOPP funds (\$44 million), will eliminate a 5.8 mile four-lane bottleneck, alleviating severe congestion, enhancing safety and goods movement throughput on State Route (SR) 99 between Avenues 7 and 12 in Madera County by constructing additional lanes in the median.

Given the San Joaquin Valley's unique geography, vast agricultural farmland, heavy goods movement, tourism traffic and the jobs-housing imbalance, we must continue to accommodate all modes of travel to provide a balanced multimodal transportation system that will meet goals of reducing greenhouse gas emissions, reducing fatalities and injuries, and enhancing mobility, particularly for disadvantaged communities. The San Joaquin Valley annually generates over \$35 billion and produces 25 percent of the nation's food supply. Over 95 percent of all truck traffic in the Valley utilizes SR 99 as one of only two north-south arterials (Highway 101 being the other) in the state.

For these reasons, I respectfully request your support of the draft 2022 ITIP.

Sincerely,

Frank Bigelow

Frank Bigelow Assemblymember, 5<sup>th</sup> District



November 3, 2021

Mr. Mitch Weiss Executive Director California Transportation Commission 1120 N Street, Room 2221 Sacramento, CA 95814

Via email to ctc@catc.ca.gov

#### RE: Interregional Transportation Improvement Program – King City Rail Platform & PTC Funding – Support

Dear Mr. Weiss:

On behalf of the Transportation Agency for Monterey County (TAMC), I am writing to support the inclusion of the King City Platform & Multimodal Station, Phase One and the Coast Subdivision Positive Train Control (PTC) Implementation projects in the Interregional Transportation Improvement Program (ITIP). The proposed ITIP funds will support the construction of a train platform in downtown King City to enable a stop on the Coast Starlight in the near term and for future additional passenger rail service along the coast in the long term, and the PTC project will enable an increase in passenger service along the coast.

The King City Platform & Multimodal Station, Phase One project will provide new rail access to travelers on the Central Coast, including to the US Army Fort Hunter Liggett. The project will promote economic development around the rail station, increasing connectivity and access to jobs and services for low-income, minority communities. This project supports alternatives to vehicular travel, thereby reducing vehicle miles traveled and greenhouse gas emissions, and improving air quality.

The Coast Subdivision Positive Train Control (PTC) project will modernize the track and signal system for faster, safer, and more reliable passenger and freight rail operations. PTC will increase speed throughout the Coast Subdivision and reduce delays for the Capitol Corridor, Coast Starlight, freight trains, and any future passenger service on the Central Coast. PTC will significantly reduce the risk of loss of life, damages to property, and increase the reliability of the rail system.

If you have any questions, please contact Christina Watson of my staff at (831) 775-4406 or via email at <u>christina@tamcmonterey.org</u>.

Sincerely,

& Muck

Todd Muck Executive Director



November 4, 2021

Hilary Norton, Chair California Transportation Commission 1120 N Street Sacramento, CA 95814

### SUBJECT: King City Platform and Multimodal Station-Phase One project

Dear Ms. Norton,

I am writing in support of the King City's application for the 2022 Interregional Transportation Improvement Program (ITIP). Phase One of the King City Platform and Multimodal Station project adds a passenger rail station along the Coast Subdivision between Salinas and Paso Robles on the current Amtrak Coast Starlight route.

Phase One constructs a passenger platform in King City. Subsequent phases will include construction of a grade crossing, road rerouting, and ultimately a larger, multimodal rail station facility. This project will allow for the Coast Starlight to make a local stop at King City and provide additional access to travelers on the Central Coast.

The King City Platform and Multimodal Station-Phase One project will promote economic development around the rail station, increasing connectivity and access to jobs and services for low-income, minority communities. It supports alternatives to vehicular travel, thereby reducing vehicle miles travelled (VMT) and greenhouse gas (GHG) emissions and improving air quality. This project accomplishes the goals of the 2021 ITSP for this corridor by increasing intercity passenger rail service, increasing connectivity and accessibility to multi-modal options, and balancing local community and interregional travel needs.

Additionally, the goals of the King City Platform and Multimodal Station-Phase One project is consistent with AMBAG's 2040 Metropolitan Transportation Plan/Sustainable Communities Strategy (MTP/SCS) and will help implement goals of the 2040 MTP/SCS.

Sincerely,

Maura F. Twomey Executive Director

#### cc:

Mitch Weiss, Executive Director, California Transportation Commission Teresa Favila, Deputy Director, California Transportation Commission Mike LeBarre, Mayor, City of King

Planning Excellence!

November 4, 2021

Hilary Norton, Chair California Transportation Commission 1120 N Street Sacramento, CA 95814

### SUBJECT: King City Platform and Multimodal Station-Phase One Project

Dear Ms. Norton,

I am writing to express support from the Monterey-Salinas Transit District (MST) for King City's application for the 2022 Interregional Transportation Improvement Program (ITIP). Phase One of the King City Platform and Multimodal Station project adds a passenger rail station along the Coast Subdivision between Salinas and Paso Robles on the current Amtrak Coast Starlight route and constructs a passenger platform in King City. Subsequent phases will include construction of a grade crossing, road rerouting, and ultimately a larger, multimodal rail station facility. This project will allow for the Coast Starlight to make a local stop at King City and provide additional access to travelers on the Central Coast.

The King City Platform and Multimodal Station-Phase One project will promote economic development around the rail station, increasing connectivity and access to jobs and services for low-income, minority communities. It supports alternatives to vehicular travel, thereby reducing vehicle miles travelled (VMT) and greenhouse gas (GHG) emissions and improving air quality. This project accomplishes the goals of the 2021 ITSP for this corridor by increasing intercity passenger rail service, increasing connectivity and accessibility to public transit, and balancing local community and interregional travel needs.

Additionally, the goals of the King City Platform and Multimodal Station-Phase One project is consistent with goals contained with the MST Board of Directors 2022 – 25 Strategic Plan.

Sincerely,

Carl & Saday

Carl G. Sedoryk General Manager/CEO, Monterey-Salinas Transit

cc:

Mitch Weiss, Executive Director, California Transportation Commission Teresa Favila, Deputy Director, California Transportation Commission Mike LeBarre, Mayor, City of King
November 4, 2021

Via email to <a href="mailto:ctc@catc.ca.gov">ctc@catc.ca.gov</a>

Mr. Mitch Weiss Executive Director California Transportation Commission 1120 N Street, Room 2221 Sacramento, CA 95814

### RE: Interregional Transportation Improvement Program – King City Rail Platform & PTC Funding – Support

Dear Mr. Weiss:

On behalf of the Monterey County Board of Supervisors, I am writing to support the inclusion of the King City Platform & Multimodal Station, Phase One and the Coast Subdivision Positive Train Control (PTC) Implementation projects in the Interregional Transportation Improvement Program (ITIP). The proposed ITIP funds will support the construction of a train platform in downtown King City to enable a stop on the Coast Starlight in the near term and for future additional passenger rail service along the coast in the long term, and the PTC project will enable an increase in passenger service along the coast.

The King City Platform & Multimodal Station, Phase One project will provide new rail access to travelers on the Central Coast, including to the U.S. Army Fort Hunter Liggett. The project will promote economic development around the rail station, increasing connectivity and access to jobs and services for low-income, minority communities. This project supports alternatives to vehicular travel, thereby reducing vehicle miles traveled and greenhouse gas emissions, and improving air quality.

The Coast Subdivision Positive Train Control (PTC) project will modernize the track and signal system for faster, safer, and more reliable passenger and freight rail operations. PTC will increase speed throughout the Coast Subdivision and reduce delays for the Capitol Corridor, Coast Starlight, freight trains, and any future passenger service on the Central Coast. PTC will significantly reduce the risk of loss of life, damages to property, and increase the reliability of the rail system.

Thank you for your consideration of funding for this important project to Monterey County.

Sincerely,

Wendy Rt on

Wendy Root Askew Chair, Board of Supervisors

November 4, 2021

Mitch Weiss, Executive Director California Transportation Commission 1120 N Street MS 52 Sacramento, CA 95814

## RE: SUPPORT FOR KING CITY'S RAIL PLATFORM AND MULTIMODAL TIRCP GRANT APPLICATION

Dear Mr. Weiss:

The Monterey Bay Air Resources District (MBARD) supports King City's grant application to the Transit and Intercity Rail Capital Program for Phase One of the King City Platform and Multimodal Station project.

The King City Platform and Multimodal Station will improve passenger rail service in the area to help alleviate traffic congestion on Highway 101 and make the Central Coast more accessible for commuters, tourists, and rural residents. This project will also centralize and optimize transit connections for the transit dependent population by consolidating the existing transit and multimodal passenger transportation activities and re-establish the King City train station in the historic downtown area.

The modernization of King City's commuter and urban rail systems, and bus transit systems will significantly reduce vehicle miles traveled, traffic congestion and emissions of greenhouse gases and criteria pollutants. As mobile sources of air pollution account for over 70% of the air pollution in our three-county jurisdiction, MBARD is more than pleased to support King City's Transit and Intercity Rail Capital Program (TIRCP) grant application and encourages your favorable consideration.

Sincerely,

ichard A. Stedman

Richard A. Stedman Air Pollution Control Officer

cc: Mike LeBarre, Mayor, King City, California





9300 Valley Children's Place Madera, CA 93636

(559) 353-3000 valleychildrens.org

November 12, 2021

Ms. Hilary Norton Chair, California Transportation Commission 1120 N Street, MS 52 Sacramento, CA 95814

#### Re: Draft 2022 Interregional Transportation Improvement Program (ITIP): State Route 99 Median Widening in Madera County– SUPPORT

Dear Chair Norton:

On behalf of Valley Children's Healthcare, I am writing in strong support of the draft 2022 ITIP, as released on October 15, which includes a recommendation by the California Department of Transportation (Caltrans) to make crucial investments on State Route (SR) 99 between Madera and Fresno County. The proposed \$33.5 million ITIP contribution, coupled with Madera County's Mid-Cycle Regional Improvement Program (\$832,000) and SHOPP funds (\$44 million), will eliminate a 5.8 mile four-lane bottleneck, alleviating severe congestion, enhancing safety and goods movement throughput on State Route (SR) 99 between Avenues 7 and 12 in Madera County by constructing additional lanes in the median.

Furthermore, this improvement to SR 99 will help ensure that patients and their families traveling to our Madera campus for health care services will arrive to their appointments on time and will help ease any stress and anxiety they have associated with their medical appointments.

Given the San Joaquin Valley's unique geography, vast agricultural farmland, heavy goods movement, tourism traffic and the jobs-housing imbalance, we must continue to accommodate all modes of travel to provide a balanced multimodal transportation system that will meet goals of reducing greenhouse gas emissions, reducing fatalities and injuries and enhancing mobility, particularly for disadvantaged communities. The San Joaquin Valley annually generates over \$35 billion and produces 25 percent of the nation's food supply. Over 95 percent of all truck traffic in the Valley utilizes SR 99 as one of only two north-south arterials (Highway 101 being the other) in the state.

For these reasons, we respectfully request your support of the draft 2022 ITIP.

Sincerely,

Tim Curley Director of Community and Government Relations

287

cc: Members of the California Transportation Commission Mitch Weiss, Executive Director, California Transportation Commission Honorable Anna Caballero, Senator, 12<sup>th</sup> District Honorable Frank Bigelow, Assembly Member, 5<sup>th</sup> District Mark Tollefson, Deputy Cabinet Secretary, Governor Newsom Ronda Paschal, Deputy Secretary, Governor Newsom David S. Kim, Secretary, California State Transportation Agency Toks Omishakin, Director, Caltrans November 15, 2021

Mr. James Anderson Chief, Division of Financial Programming California Department of Transportation 1120 N Street, MS-82 Sacramento, CA 95814

# Subject: Interregional Transportation Improvement Program Hearing Comments

Dear Mr. Anderson:

The Orange County Transportation Authority (OCTA) would like to express its appreciation regarding the California Department of Transportation's (Caltrans) Interregional Transportation Improvement Program (ITIP) recent public hearing and allowing agencies to provide written comments by November 15, 2021.

Per the 2022 ITIP proposal, Caltrans staff is recommending an additional \$23.4 million for the plans, specifications, and estimates, and right-of-way (ROW) phases for the Interstate 5 Managed Lane Project (PPNO 2833C). OCTA believes that programming funding for future phases is premature and should be considered as part of the 2024 State Transportation Improvement Program funding cycle because the environmental phase for the project is not expected to be completed for another two or more years. The request by Caltrans at this time questions whether Caltrans will be approaching the environmental process with an open mind. This request by Caltrans can have the appearance that Department is pre-committed to a particular outcome and defeating the fundamental purposes of the environmental review process that has yet to be initiated. In addition, the request for ITIP funding for design and ROW can undermine the ability of Caltrans to defend a legal challenge against any project decision resulting from the environmental review process and compounded by the fact that Caltrans is the lead agency for the environmental work and the design work.

OCTA would also like to draw your attention to emergency repair work along the Los Angeles – San Diego – San Luis Obispo intercity rail ROW in the City of San Clemente to stabilize the railroad track near the Cyprus Shore area. The track was deemed unusable due to impacts of a land slide and ocean encroachment. The Southern California Regional Rail Authority's Metrolink commuter rail service and intercity passenger rail service were suspended for several weeks while emergency repairs were underway.

OCTA recommends that Caltrans consider supporting this emergency track stabilization project or future related work in the ITIP. Maintaining passenger rail service in emergency failures should be a priority for the state, and this project would be a good candidate for ITIP funding. Further, Caltrans should provide a minimum set aside of future funding through the ITIP or another state funding program to help manage the costs of emergency failures to passenger rail systems that may be the result of climate change.

OCTA appreciates Caltrans consideration for this request. If you have any question or comments, please feel free to contact Adriann Cardoso, Capital Programming Manager at (714) 560-5915 or at <u>acardoso@octa.net</u>

Sincerely,

Kia Mortazavi Executive Director, Planning

KM:bk

c: Adriann Cardoso, OCTA



November 15, 2021

Ms. Hilary Norton Chair, California Transportation Commission 1120 N Street, MS 52 Sacramento, CA 95814

# Re: Draft 2022 Interregional Transportation Improvement Program (ITIP): State Route 99 Median Widening in Madera County– SUPPORT

Dear Chair Norton:

The San Joaquin Valley Regional Planning Agencies' Directors' Committee is submitting this letter in support of the draft 2022 ITIP which includes a recommendation by the California Department of Transportation (Caltrans) to make crucial investments to State Route (SR) 99 between Madera and Fresno County. The proposed project will utilize \$33.5 million in ITIP funds, coupled with Madera County's Mid-Cycle Regional Improvement Program (\$832,000) and SHOPP funds (\$44 million). The project will construct additional lanes in the median of SR 99 between Avenues 7 and 12 in Madera County thus eliminating a 5.8 mile four-lane bottleneck, alleviating severe congestion, and enhancing safety and goods movement on this critical north-south regional corridor.

Given the San Joaquin Valley's unique geography, vast agricultural farmland, heavy goods movement, tourism traffic and the jobs-housing imbalance, we must continue to accommodate all modes of travel to provide a balanced multimodal transportation system that will meet goals of reducing greenhouse gas emissions, reducing fatalities and injuries, and enhancing mobility, particularly for disadvantaged communities. For these reasons, we respectfully request your support of the draft 2022 ITIP.

Please do not hesitate to reach out to us with any questions.

Sincerely,

ahron Hakimi

Ahron Hakimi Executive Director for the Kern Council of Governments Chair of the San Joaquin Valley Regional Planning Agencies' Directors' Committee

cc: Members of the California Transportation Commission Mitch Weiss, Executive Director, California Transportation Commission Hon. Anna Caballero, Senator, 12<sup>th</sup> District Hon. Frank Bigelow, Assembly Member, 5<sup>th</sup> District Mark Tollefson, Deputy Cabinet Secretary, Governor Newsom Ronda Paschal, Deputy Secretary, Governor Newsom David S. Kim, Secretary, California State Transportation Agency Toks Omishakin, Director, Caltrans



Governments Ahron Hakimi - Cha

Stanislaus Council of Governments Rosa Park



San loaguin

Council of

Association of Governments Stacie Guzman Tulare County Association of Governments Ted Smalley

Kings County Association of Governments Terri King Madera County Transportation Commission Patricia Taylor

Fresno

Council of

Governments

Tony Boren

(559) 266-6222 (559) 314-6015 (Fax)

http://sjvcogs.org

1401 19th Street, Suite 300 Bakersfield, CA 93301

## Email Comments:

In addition to the verbal comments and letters, one email was received from Teresa Favila, CTC, with comments regarding the Draft 2022 ITIP. That email is included in this section.

From: Favila, Teresa@CATC <Teresa.Favila@catc.ca.gov>
Sent: Monday, November 15, 2021 5:13 PM
To: OCIP@DOT <OCIP@dot.ca.gov>
Cc: Keck, Steven D@DOT <steven.keck@dot.ca.gov>; Weiss, Mitch@CATC
<Mitch.Weiss@catc.ca.gov>; Taylor, Tanisha@CATC <Tanisha.Taylor@catc.ca.gov>; Bavirisetty, Rambabu@DOT <rambabu.bavirisetty@dot.ca.gov>; Anderson, James R@DOT
<james.r.anderson@dot.ca.gov>
Subject: CTC's comments to the draft 2022 ITIP

Thank you for the opportunity to provide comments on the draft 2022 Interregional Transportation Improvement Program (ITIP). The ITIP is a critical component of the State Transportation Improvement Program (STIP) that statutorily provides funding to projects with the primary objective of improving interregional movement of people and goods throughout California.

The California Transportation Commission (Commission) provides the following comments and recommendation:

## **Freight Needs**

Projecting an increase of almost 200 million additional truck trips by 2050, the 2020 Interregional Transportation Strategic Plan highlights freight as a major element of the interregional system that is key to California's economy. Recognizing the importance of this, the ITIP should include a discussion of how the ITIP addresses the growing freight demand. While the Commission appreciates the inclusion of rail in the proposed investment list, the Commission requests additional information to better understand how the proposed improvements address interregional freight needs:

- How does the ITIP address the freight needs of the system as described in the Interregional Transportation Strategic Plan?
- How many additional riders will the passenger rail projects see?
- How is this mode shift anticipated to positively impact freight throughput? Does it result in increased throughput, speed, etc.

## **Active Transportation**

The ITIP is statutorily required to focus on the interregional movement of people and goods. Without additional information, it is unclear how the proposed active transportation projects, while important, achieve ITIP statutory requirements. Standalone active transportation projects must demonstrate how the project meets the objectives of the Interregional Improvement Program and how it supports the interregional transportation system. In addition, it is the Commission's expectation

that complete streets elements, including, but not limited to elements that improve the quality of bicycle and pedestrian facilities and/or improve safety for all users of transportation facilities should be incorporated to the extent possible in all facility types proposed for funding in the ITIP program.

## **Fully Funded Projects**

Consistent with STIP Guidelines, the Commission may program a project component only if it finds that the component itself is fully funded, either from STIP funds or from other committed funds. The Commission will regard funds as committed when they are programmed by the Commission or when the agency with discretionary authority over the funds has made its commitment to the project by ordinance or resolution. 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 project(s) or substitute the project(s) for project(s) that have a full funding plan commitment.

## **Performance Measures and Cost-effectiveness**

Consistent with STIP Guidelines, it is the Commission's expectation that the ITIP will include performance measures and cost-effectiveness at the regional level and, where applicable at the project level. For projects with total cost of \$50 million or greater, or STIP programming for right-of-way and/or construction of \$15 million or more, a project specific benefit evaluation shall be performed to estimate its benefit to the regional system from changes to the build environment. Consistent with Executive Order B-30-15, the project specific benefit evaluation must include a full life cycle cost evaluation and take climate change impacts into account.

The Commission appreciates the opportunity to provide comments. We look forward to the final 2022 ITIP submittal by December 15, 2021.

Teresa Favila California Transportation Commission 1120 N Street, MS-52 Sacramento, CA 95814 (916)653-2064 This section includes comments followed by Caltrans responses (in Italics)

## CTC's Comments on the Draft 2022 ITIP

## 1. Freight Needs

Projecting an increase of almost 200 million additional truck trips by 2050, the 2020 Interregional Transportation Strategic Plan highlights freight as a major element of the interregional system that is key to California's economy.

Recognizing the importance of this, the ITIP should include a discussion of how the ITIP addresses the growing freight demand. While the Commission appreciates the inclusion of rail in the proposed investment list, the Commission requests additional information to better understand how the proposed improvements address interregional freight needs:

Q. How does the ITIP address the freight needs of the system as described in the Interregional Transportation Strategic Plan?

The majority of the new projects in the ITIP will have direct or indirect benefits to freight movement. When shifting passengers from cars to rail, they allow more of the highway capacity to be used for truck travel. In other cases, they make improvements to the rail corridor that allow both passenger travel to increase railroad fluidity improvements that create better operating conditions for growing freight rail services. These benefits include:

Lucerne Complete Streets and Mineral Multi-Path project: will separate bicyclists from the SHS and associated truck traffic, increasing safety for bicyclists and truck drivers.

SR 49 project: proposes a southbound truck climbing lane that directly improves freight safety and throughput.

Roseville Third Track: Will improve freight capacity by separating passenger and freight rail traffic.

Leesdale project: Will create a passing siding to improve efficiency, reliability, and travel times for freight and passenger rail and accommodate future service growth.

San Joaquin project: Will create a second platform at two different locations, allowing more efficient and reliable passenger rail service, which will directly help freight rail by focusing meets between passenger trains at stations rather than in main line locations, where they consume more of the capacity shared with freight trains. SMART Larkspur to Cloverdale project: Includes constructing over three miles of Class 4 mainline track, four bridges, one station with amenities and gauntlet tracks to accommodate freight train passage, five atgrade crossings, and implementing Positive Train Control (PTC) systems. This project will create a new short-line freight rail system that will provide an alternative to trucks traveling on US 101.

King City Platform and multimodal station: First phase of several that will include grade crossing elimination and road rerouting, which will benefit freight through risk reduction.

Coachella Valley Rail project: Would indirectly help freight by providing an alternative passenger mode between downtown Los Angeles and Coachella Valley and directly benefit freight by building capacity shared between passenger and freight trains years before the infrastructure would have been built specifically for freight use.

Philips Siding project: Will offer a second mainline track to improve safety for trains in passing situations, which will increase the efficiency and reliability of freight rail in the corridor.

Q. How many additional riders will the passenger rail projects see?

Passenger rail projects in the ITIP were selected because they are included in the California State Rail Plan, advance the State's long-term passenger service and rail freight goals, and need to be evaluated that way. Although projects have independent utility and project and corridor-specific ridership estimation and modeling have been done in the past, the benefits of each project accrue at a regional and statewide scale because of the new network design established in the State Rail Plan, which serves as Caltrans framework for prioritizing projects based on their contribution to developing an integrated passenger rail network.

The nature of intercity passenger rail service planning is such that additional service in one region or District requires projects being completed in another region. Improvements in the State Rail Plan were scaled based on an analysis of market-capture potential for intercity rail using High Speed Rail modeling tools and further evaluated in a statewide ridership analysis using a version of the California Statewide Travel Demand Model adapted for use in the State Rail Plan – this analysis documented that the service improvements and projects in the plan would increase ridership on the passenger rail system in California from 110,000 daily trips (2018) to 1.3 million daily trips (2040), and divert 88 million passenger miles daily from the highway system (one-third of all growth anticipated between 2018 and 2040), because of the additional connections and frequencies provided by coordinating projects and service schedules statewide. The projects being proposed in the ITIP are necessary for achieving these cumulative benefits, which Caltrans believes are conservative because they do not include a detailed assessment of the transit and intercity bus connections that are being integrated with passenger rail based on the State Rail Plan and coordinated through other funding programs. Caltrans is now partnering with the California High Speed Rail Authority to develop a new and robust ridership modeling tool that will be used to update and refine the ridership performance of State Rail Plan improvements.

Q. How is this mode shift anticipated to positively impact freight throughput? Does it result in increased throughput, speed, etc.

Multimodal freight mobility is a goal identified in the California Freight Mobility Plan, which includes striving for a greater modal shift from trucks to rail. In addition, rail investments identified in the ITIP will provide greater efficiencies in both passenger and goods movements by reducing delays and idling and improving rail travel time reliability. This is especially important for projects that facilitate the movement of goods to and from the San Pedro ports to the rest of the nation. Trucking is the predominant mode along most freight corridors, but freight rail is particularly competitive in long-distance shipping of greater than 500 miles. Mode shift to rail or maritime will provide freight benefits in terms of throughput, speed, safety, and GHG emissions.

Investment in regional and intercity passenger rail systems benefit the performance of parallel highway corridors. These effects have been well documented with regional systems such as BART. Improvements to intercity passenger rail systems like the Pacific Surfliner service also have an outsize positive benefit to highway system performance, which was documented in research and analysis conducted by University of California, Berkeley in its Rail and the California Economy study, which provided inputs to the California State Rail Plan.

2. Active Transportation

The ITIP is statutorily required to focus on the interregional movement of people and goods. Without additional information, it is unclear how the proposed active transportation projects, while important, achieve ITIP statutory requirements. Stand-alone active transportation projects must demonstrate how the project meets the objectives of the Interregional Improvement Program and how it supports the interregional transportation system. In addition, it is the Commission's expectation that complete streets elements, including, but not limited to elements that improve the quality of bicycle and pedestrian facilities and/or improve safety for all users of transportation facilities should be incorporated to the extent possible in all facility types proposed for funding in the ITIP program.

Lake 29 Expressway Project - Lucerne Complete Streets Improvements

This project improves local and interregional safety and travel for all modes on this Lake County corridor.

A major strategy for the Lake County portion of this corridor is to improve safety and system effectiveness for all travelers by separating the interregional and regional travel by supporting freight improvements to the south on State SR 29 and improving local circulation, including active transportation, to the north on SR 20. The Lake 29 Expressway project and the Lucerne Complete Streets Improvement Project support this multimodal strategy.

This project will address active transportation needs for the corridor on SR 20, which is a main street for the Town of Lucerne that serves four disadvantaged communities, while Caltrans continues to address the interregional circulation through collaboration with local and regional partners in developing the Lake 29 project in the southern part of the corridor. Creating a safer, more multimodal, pedestrian, bicycle, and transit-friendly north shore (SR 20) is essential to safely shifting interregional traffic to the south shore (SR 29) and ultimately improving interregional travel.

## Mineral Multi-Use Path Project

This facility supports interregional freight and recreational tourism within Northern California while serving as the main street for the Town of Mineral and other local communities. The separation of active transportation from automobile and freight travel will improve safety for all modes traveling within and through the corridor. This separation is key to creating a safer interregional facility for goods movement and recreational tourism. This project will lead to benefits for interregional travels, as well as local and regional travelers.

## 3. Fully Funded Projects

Consistent with STIP Guidelines, the Commission may program a project component only if it finds that the component itself is fully funded, either from STIP funds or from other committed funds. The Commission will regard funds as committed when they are programmed by the Commission or when the agency with discretionary authority over the funds has made its commitment to the project by ordinance or resolution. 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 project(s) or substitute the project(s) for project(s) that have a full funding plan commitment.

CCJPA - Sacramento to Roseville Third Track Service Expansion Phase 1 Project: While CCJPA expects that additional federal and state funding will be available prior to construction, it has identified two projects that can be delivered with already available funds and deliver independent utility - the construction of the layover facility and the relocation of the Kinder Morgan pipeline that will allow additional track to be constructed in Phase 1B. The layover facility would allow Capitol Corridor to initiate another train in Roseville (independent utility).

LOSSAN - Leesdale Passing Siding Project: If this earmark (listed in the PPR) is not awarded, LOSSAN fully intends to fund that \$6M with State Rail Assistance Funding.

RCTC - Coachella Valley Rail Project PA&ED: In the absence of anticipated uncommitted funding, RCTC intends to complete the PA&ED with federal CMAQ funds apportioned to RCTC. RCTC has already submitted the application for CRISI grant and would know the outcome by Spring 2022.

4. Performance Measures and Cost-effectiveness

Consistent with STIP Guidelines, it is the Commission's expectation that the ITIP will include performance measures and cost-effectiveness at the regional level and, where applicable at the project level. For projects with total cost of \$50 million or greater, or STIP programming for right-of-way and/or construction of \$15 million or more, a project specific benefit evaluation shall be performed to estimate its benefit to the regional system from changes to the build environment. Consistent with Executive Order B-30-15, the project specific benefit evaluation and take climate change impacts into account.

Benefit/Cost analyses for the eleven new projects are included in the Appendix D.

## Orange County Transportation Authority (OCTA) Comments

Comment: Per the 2022 ITIP proposal, Caltrans staff is recommending an additional \$23.4 million for the plans, specifications, and estimates, and rightof-way (ROW) phases for the Interstate 5 Managed Lane Project (PPNO 2833C). OCTA believes that programming funding for future phases is premature and should be considered as part of the 2024 State Transportation Improvement Program funding cycle because the environmental phase for the project is not expected to be completed for another two or more years. The request by Caltrans at this time questions whether Caltrans will be approaching the environmental process with an open mind. This request by Caltrans can have the appearance that Department is pre-committed to a particular outcome and defeating the fundamental purposes of the environmental review process that has yet to be initiated. In addition, the request for ITIP funding for design and ROW can undermine the ability of Caltrans to defend a legal challenge against any project decision resulting from the environmental review process and compounded by the fact that Caltrans is the lead agency for the environmental work and the design work.

Environmental phase for this project is expected to be completed in December 2023 and design and right of way phases are expected to begin subsequently in December 2023. Proposed funding for these phases is consistent with the 2022 STIP Guidelines. Per STIP Guidelines, these phases are programmed sequentially and any cost updates to design and right of way phases will be addressed via amendments.

Comment: OCTA would also like to draw your attention to emergency repair work along the Los Angeles – San Diego – San Luis Obispo intercity rail ROW in the City of San Clemente to stabilize the railroad track near the Cyprus Shore area. The track was deemed unusable due to impacts of a land slide and ocean encroachment. The Southern California Regional Rail Authority's Metrolink commuter rail service and intercity passenger rail service were suspended for several weeks while emergency repairs were underway.

OCTA recommends that Caltrans consider supporting this emergency track stabilization project or future related work in the ITIP. Maintaining passenger rail service in emergency failures should be a priority for the state, and this project would be a good candidate for ITIP funding. Further, Caltrans should provide a minimum set aside of future funding through the ITIP or another state funding program to help manage the costs of emergency failures to passenger rail systems that may be the result of climate change.

Based on the current STIP guidelines, there is no mechanism to fund emergency work to restore rail roads because STIP guidelines do not allow programming of new projects in the current fiscal year. To fund these emergency rail projects, a broader discussion is required between the Department, RTPAs, Rail Roads, Operators, and the Commission to develop policies and procedures. We are considering a variety of funding sources for such projects, and don't specifically need the ITIP for such efforts. We note that OCTA is also asking for future related work to be funded in the ITIP, presumably in a future fiscal year. We would consider ITIP along with other sources once the scope is defined and welcome the conversation with OCTA and Metrolink for our future consideration.

# Patricia Chen (Los Angeles County Metropolitan Transportation Authority) at the ITIP South Hearing on November 8, 2021

Los Angeles County Metropolitan Transportation Authority supports the fact that 2022 ITIP proposal includes projects for all modes of transportation. Notes that more than 50% of all new funding is going to non-single occupancy type of projects. Comments that the ITIP project selection criteria need to be looked at since it does not seem to work well for active transportation type of projects. Notes that LA Metro submitted LA River Bike-Path active transportation project for consideration for ITIP funding. LA Metro will be sending comments about ITIP selection criteria to the CTC.

The ITIP selection criteria will be reviewed and updated as needed based on current policies and the availability of new performance data. We look forward to continuing to work closely with you through your local Caltrans district to identify and recommend projects for consideration for future ITIP cycle.

## Appendix D – Performance Measures and Cost Effectiveness

Project narratives in this document describe how the 2022 ITIP furthers the goals of the 2021 ITSP. In addition, the economic impact of the new ITIP 2022 Projects was performed.

For the estimated total cost of \$108.7 million for new projects in 2022 would result in a creation of 912 jobs, of which 612 (64%) are direct jobs, 182(19%) are induced, and 156 (17%) are indirect jobs. Direct jobs are related to the specific industry or hiring due to the project, while indirect jobs are those that support the project through business-to-business transactions. Induced jobs are those that are a result of direct and indirect employee's spending money in the community.

This section includes the benefit/cost summary sheets for the eleven new projects.

District:	1						<b>Fa</b> . [	04.01/000
PROJECT:	Lucerne Complete Streets						ea: PPNO:	3204
	3		:0	TMENT ANALYSIS				
		S	5U	MMARY RESULTS				
			ſ					
	Life-Cycle Costs (mil. \$)	\$22.6		ITEMIZED BENEFITS (mil. \$)			1 otal Over 20 Years	Average Annual
	Life-Cycle Benefits (mil. \$)	\$24.6		Journey Quality		[	\$1.3	\$0.1
	Net Present Value (mil. \$)	\$2.0		Additional Delay Savings			\$0.0	\$0.0
				Additional Safety Benefits			\$0.3	\$0.0
	Benefit / Cost Ratio:	1.1		Health Benefits			\$23.1	\$1.2
				Emission Cost Savings			\$0.0	\$0.0
	Rate of Return on Investment:	26.0%		TOTAL BENEFITS			\$24.6	\$1.2
	Payback Period:	16 years		SRTS-SPECIFIC BENEFITS (				
				Journey Quality			\$0.1	\$0.0
	NON-INFRASTRUCTURE IMPLEMEN	TATION COST		Additional Delay Savings			\$0.0	\$0.0
	Per Bike Program Impact Score	N/A		Additional Safety Benefits			\$0.0	\$0.0
	Per Ped Program Impact Score	N/A		TOTAL SRTS BENEFITS			\$0.1	\$0.0
			L					
			ſ		Tor	<u>15</u>	<u>Value (</u>	<u>mil. \$)</u>
	Factors that Differentiate B	enefits			Total Over	Average	Total Over	Average
	and Performance Measu	ires		EMISSIONS REDUCTION	20 Years	Annual	20 Years	Annual
				CO Emissions Saved	2	0	\$0.0	\$0.0
	Safe Route to School	Yes		CO2 Emissions Saved	706	35	\$0.0	\$0.0
	Intersection Improvements on SRT	Yes		NOX Emissions Saved	0	0	\$0.0	\$0.0
	Programmatic Initiatives	No		PM10 Emissions Saved	0	0	\$0.0	\$0.0
	Recreational Benefits	1		PM2.5 Emissions Saved	0	0		
	(enter 1 for Yes, 0 for No)			SOX Emissions Saved	0	0	\$0.0	\$0.0
				VOC Emissions Saved	0	0	\$0.0	\$0.0
			l					

#### Lucerne Complete Streets:

## Mineral Multi-Use Path Project

District:	2		EA: 3J370
PROJECT			PPNU:
	))	SUMMARY RESULTS	

				Total Over	Average
\$4.8	ITEMIZED BENEFITS (mil. \$)			20 Years	Annual
\$5.9	Journey Quality			\$0.1	\$0.0
\$1.1	Additional Delay Savings			\$0.0	\$0.0
	Additional Safety Benefits			\$0.1	\$0.0
1.2	Health Benefits			\$5.7	\$0.3
	Emission Cost Savings			\$0.0	\$0.0
34.7%	TOTAL BENEFITS			\$5.9	\$0.3
11.000					
14 years	SRIS-SPECIFIC BENEFILS (	mii. \$)		NI/A	N1/A
	Journey Quality			N/A	N/A
ITATION COST	Additional Delay Savings		N/A	N/A	
N/A	Additional Safety Benefits		N/A	N/A	
N/A	TOTAL SRTS BENEFITS		N/A	N/A	
		To	ns	Value (	mil. \$ <u>)</u>
enefits		Total Over	Average	Total Over	Average
ires	EMISSIONS REDUCTION	20 Years	Annual	20 Years	Annual
	CO Emissions Saved	0	0	\$0.0	\$0.0
No	CO <sub>2</sub> Emissions Saved	132	7	\$0.0	\$0.0
No	NO <sub>x</sub> Emissions Saved	0	0	\$0.0	\$0.0
No	PM <sub>10</sub> Emissions Saved	0	0	\$0.0	\$0.0
1	PM <sub>2.5</sub> Emissions Saved	0	0		
	SO <sub>x</sub> Emissions Saved	0	0	\$0.0	\$0.0
	\$4.8 \$5.9 \$1.1 1.2 34.7% 14 years <b>VTATION COST</b> N/A N/A N/A N/A	\$4.8         \$5.9         \$1.1         Additional Delay Savings         Additional Safety Benefits         TOTAL BENEFITS         SRTS-SPECIFIC BENEFITS (         Journey Quality         YTATION COST         N/A         N/A         N/A         Renefits         TOTAL SRTS BENEFITS         CO Emissions Saved         No         No	\$4.8         \$5.9         \$1.1         Additional Delay Savings         Additional Safety Benefits         Health Benefits         Emission Cost Savings         TOTAL BENEFITS         SRTS-SPECIFIC BENEFITS (mil. \$)         Journey Quality         Additional Delay Savings         Additional Delay Savings         Additional Safety Benefits         TOTAL SRTS BENEFITS         Total Over         20 Years         CO Emissions Saved         No         No	\$4.8         \$5.9         Journey Quality         Additional Delay Savings         Additional Delay Savings         Additional Safety Benefits         Health Benefits         Emission Cost Savings         TOTAL BENEFITS         SRTS-SPECIFIC BENEFITS (mil. \$)         Journey Quality         TOTAL BENEFITS         SRTS-SPECIFIC BENEFITS (mil. \$)         Journey Quality         TAtion COST         N/A         N/A         TOTAL SRTS BENEFITS         Total Over Average         20 Years         CO Emissions Saved       0         No         No         No       0         No       0	\$4.8       Total Over         \$5.9       Journey Quality       \$0.1         Additional Delay Savings       \$0.0         Additional Delay Savings       \$0.0         Additional Delay Savings       \$0.0         Additional Safety Benefits       \$0.1         1.2       Health Benefits       \$5.7         Emission Cost Savings       \$0.0         34.7%       TOTAL BENEFITS       \$5.9         14 years       \$RT S-SPECIFIC BENEFITS (mil. \$)       Journey Quality       N/A         TOTAL BENEFITS       \$5.9         Journey Quality       N/A       Additional Safety Benefits       N/A         Additional Safety Benefits       N/A       N/A       Total Over Average       Total Over         Image: Color Structure       Total Over Average       Total Over Average       Total Over       20 Years         Image: Color Structure       Color Average       Total Over Average       Total Over       20 Years         Image: Color Structure       Color Average       Total Over Average       Total Over       20 Years         Image: Color Structure       Color Average       Total Over Average       Total Over       20 Years         Image: Color Structure       Color Emissions Saved       0       0

3859

#### State Route 49 Widening Project in Nevada county:

	INVEST	VEN	NT ANALYSIS - SUMMARY	RESULTS			
				Passenger	Freight	Total Over	Average
Life-Cycle Costs (mil. \$)	\$27.0		ITEMIZED BENEFITS (mil. \$)	Benefits	Benefits	20 Years	Annual
Life-Cycle Benefits (mil. \$)	\$41.5		Travel Time Savings	\$45.2	\$3.3	\$48.5	\$2.4
Net Present Value (mil. \$)	\$14.5		Veh. Op. Cost Savings	-\$15.0	-\$0.9	-\$15.9	-\$0.8
			Accident Cost Savings	\$8.9	\$0.3	\$9.3	\$0.5
Benefit / Cost Ratio:	1.5		Emission Cost Savings	-\$0.3	\$0.0	-\$0.3	-\$0.0
			TOTAL BENEFITS	\$38.8	\$2.7	\$41.5	\$2.1
Rate of Return on Investment:	9.8%						
			Person-Hours of Time Saved			4,470,353	223,518
Payback Period:	9 years						
				Tor	IS	Value (r	nil. \$)
				<b>Total Over</b>	Average	<b>Total Over</b>	Average
1) Induced Travel? (y/n)	Y		EMISSIONS REDUCTION	20 Years	Annual	20 Years	Annual
	Default = Y		CO Emissions Saved	-73	-4	-\$0.0	-\$0.0
2) Vehicle Operating Costs? (y/n)	Y		CO2 Emissions Saved	-8,945	-447	-\$0.3	-\$0.0
	Default = Y		NOX Emissions Saved	-4	0	-\$0.0	-\$0.0
3) Accident Costs? (y/n)	Y		PM10 Emissions Saved	0	0	\$0.0	\$0.0
	Default = Y		PM2.5 Emissions Saved	0	0		
4) Vehicle Emissions? (y/n)	Y		SOX Emissions Saved	0	0	-\$0.0	-\$0.0
includes value for CO2e	Default = Y		VOC Emissions Saved	-3	0	-\$0.0	-\$0.0
							A

#### Sacramento to Roseville Third Track Project:

Benefits include increased intercity passenger rail service, consistent with the State Rail Plan from 25,300 in 2028 to about 35,586 in 2047. Possible reduction in total number of auto trips is increased from 17,921 in 2028 to 25,207 in 2047.

Also included is the data showing potential improvement in air quality due to reduced VMT and reduced truck trips.

Incremental Ne	t New w/Pro	oject An	nual Rid	ership									
Year Count	1	2	3	4	5	6	7	8	9	10	11	12	
YEAR	2028*	2029	2030	2031	2032	2033	2034	2035	2036	2037	2038	2039	20

Table 5: Incremental Net New Annual Ridership (w/Project)

incrementarities		ojecci ran	in a contraction	- only																	
Year Count	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	
YEAR	2028*	2029	2030	2031	2032	2033	2034	2035	2036	2037	2038	2039	2040*	2041	2042	2043	2044	2045	2046	2047	TOTALS
Ridership	25,300	25,808	26,317	26,825	27,333	27,842	28,350	28,858	29,367	29,875	30,383	30,892	31,400	31,968	32,545	33,132	33,730	34,338	34,957	35,586	604,806
85% auto	21,505	21,937	22,369	22,801	23,233	23,665	24,098	24,530	24,962	25,394	25,826	26,258	26,690	27,172	27,663	28,163	28,671	29,187	29,713	30,248	514,085
1.2 auto occupancy	17,921	18,281	18,641	19,001	19,361	19,721	20,081	20,441	20,801	21,161	21,522	21,882	22,242	22,644	23,053	23,469	23,892	24,323	24,761	25,207	428,404
NOTES:																					
* 2028 and 2040 are	CA IPR Mode	l result ye	ars; all inte	ervening y	ears are an	nnual grow	rth (1.4%)	between a	ind after t	he model y	rears										
85% is the CCJPA su	rvey percenta	ge who say	y they wou	Id have ot	herwise ta	aken the C	apitol Corr	idor trip in	n an auton	nobile											
1.2 is the industry st	tandard for av	erage auto	omobile or	cupancy																	

Table 6: Weighted Annual VMT Savings w/Project

Weighted Annual V	Weighted Annual VMT Savings w/Project																				
YEAR	2028*	2029	2030	2031	2032	2033	2034	2035	2036	2037	2038	2039	2040*	2041	2042	2043	2044	2045	2046	2047	TOTAL
Auto Trips																					
Reduced	17,921	18,281	18,641	19,001	19,361	19,721	20,081	20,441	20,801	21,161	21,522	21,882	22,242	22,644	23,053	23,469	23,892	24,323	24,761	25,207	428,40
																					4
Weighted																					
Average VMT	55.94	55.94	55.94	55.94	55.94	55.94	55.94	55.94	55.94	55.94	55.94	55.94	55.94	55.94	55.94	55.94	55.94	55.94	55.94	55.94	1,119
Annual																					
VMT/1000	1,002.5	1,022.	1,042.	1,063.	1,083.	1,103.	1,123.	1,143.	1,163.	1,183.	1,204.	1,224.	1,244.	1,266.	1,289.	1,312.	1,336.	1,360.	1,385.	1,410.	23,966
		7	8	0	1	3	4	5	7	8	0	1	3	8	6	9	6	7	2	1	

## Leesdale Passing Siding Project:

Net Present Value (mil. \$)

Rate of Return on Investment:

Should benefit-cost results include:

Benefit / Cost Ratio:

**Payback Period:** 

District: HQ	EA:
PROJECT: Leesdale Siding	PPNO:
SUMMARY RESULTS	
Passenger Freigh	t Total Over Average
Life-Cycle Costs (mil. \$) \$121.0 ITEMIZED BENEFITS (mil. \$) Benefits Benefit	s 20 Years Annual
Life-Cycle Bonofits (mil \$) \$431.1 Travel Time Savings \$227.0 \$2	4 2 \$251 2 \$12 6

TOTAL BENEFITS

Veh. Op. Cost Savings

Accident Cost Savings Emission Cost Savings

Person-Hours of Time Saved

\$310.1

33.0%

3 years

Г

3.6

\_

\$2.4 \$0.0

\$4.5

\$31.1

\$160.7

\$40.2

-\$21.0

\$431.1

35,197,295 1,759,865

Value (mil. \$)

Total Over

\$158.2

\$40.2

-\$25.4

\$400.0

Tons Total Over

Average

\$8.0 \$2.0

-\$1.0

\$21.6

Average

1) Induced Travel? (y/n)	Y	EMISSIONS REDUCTION	20 Years	Annual	20 Years	Annual
Defa	ault = Y	CO Emissions Saved	768	38	\$0.1	\$0.0
2) Vehicle Operating Costs? (y/	Y	CO <sub>2</sub> Emissions Saved	304,793	15,240	\$8.3	\$0.4
Defa	ault = Y	NO <sub>X</sub> Emissions Saved	-306	-15	-\$13.2	-\$0.7
3) Accident Costs? (y/n)	Y	PM <sub>10</sub> Emissions Saved	-50	-2	-\$16.4	-\$0.8
Defa	ault = Y	PM <sub>2.5</sub> Emissions Saved	1	0		
4) Vehicle Emissions? (y/n)	Y	SO <sub>X</sub> Emissions Saved	3	0	\$0.3	\$0.0
includes value for CO2e Defa	ault = Y	VOC Emissions Saved	16	1	\$0.0	\$0.0

San Joaquin Street Station Layover Track Project:

District:	District 10						
PROJECT:	San Joaquin Street Station Layover Track	and Access Impre	ovements			PPNO:	
tr							
	3		INVESTMENT ANALYSIS SUMMARY RESULTS				
				Passenger	Freight	Total Over	Average
	Life-Cycle Costs (mil. \$)	\$28.3	ITEMIZED BENEFITS (mil. \$)	Benefits	Benefits	20 Years	Annual
	Life-Cycle Benefits (mil. \$)	\$79.3	Travel Time Savings	\$6.0	\$2.8	\$8.8	\$0.4
	Net Present Value (mil. \$)	\$51.0	Veh. Op. Cost Savings	\$54.7	\$1.0	\$55.6	\$2.8
		2.0	Accident Cost Savings	\$14.3	\$0.0	\$14.3	\$0.7
	Benefit / Cost Ratio:	2.8	Emission Cost Savings	\$1.2	-\$0.5	\$0.7	\$0.0
	Rate of Return on Investments	27.00/	TOTAL BENEFITS	\$70.1	\$3.Z	\$19.5	\$4.0
	Rate of Return on investment.	31.0%	Person-Hours of Time Saved		Г	1 444 388	72 219
	Payback Period:	3 years			I	1,111,000	12,210
	Should benefit-cost results inclue	de:		Tor	<u>15</u>	Value (n	<u>nil. \$)</u>
	-			Total Over	Average	Total Over	Average
	1) Induced Travel? (y/n)	Y	EMISSIONS REDUCTION	20 Years	Annual	20 Years	Annual
	-	Default = Y	CO Emissions Saved	143	7	\$0.0	\$0.0
	2) Vehicle Operating Costs? (y/n)	Y	CO <sub>2</sub> Emissions Saved	40,396	2,020	\$1.4	\$0.1
	-	Default = Y	NO <sub>x</sub> Emissions Saved	-47	-2	-\$0.5	-\$0.0
	3) Accident Costs? (y/n)	Y	PM <sub>10</sub> Emissions Saved	-4	0	-\$0.4	-\$0.0
	-	Default = Y	PM <sub>2.5</sub> Emissions Saved	0	0		
	<ol><li>Vehicle Emissions? (y/n)</li></ol>	Y	SO <sub>x</sub> Emissions Saved	0	0	\$0.0	\$0.0
	includes value for CO2e	Default = Y	VOC Emissions Saved	0	0	\$0.0	\$0.0

## Smart Windsor Extension Project:

District: 4-DRMT-SMART

PROJECT: SMART Passenger Rail Upgrades-Windsor Station

EA: PPNO:

3		INVESTMENT ANALYSIS SUMMARY RESULTS				
			Passenger	Freight	Total Over	Average
Life-Cycle Costs (mil. \$)	\$62.9	ITEMIZED BENEFITS (mil. \$)	Benefits	Benefits	20 Years	Annual
Life-Cycle Benefits (mil. \$)	\$265.0	Travel Time Savings	\$972.3	\$55.6	\$1,027.9	\$51.4
Net Present Value (mil. \$)	\$202.1	Veh. Op. Cost Savings	-\$692.6	-\$74.2	-\$766.9	-\$38.3
		Accident Cost Savings	-\$3.0	-\$0.3	-\$3.3	-\$0.2
Benefit / Cost Ratio:	4.2	Emission Cost Savings	\$14.8	-\$7.6	\$7.2	\$0.4
		TOTAL BENEFITS	\$291.4	-\$26.5	\$265.0	\$13.2
Rate of Return on Investment:	3.0%	Person-Hours of Time Saved			53,942,042	2,697,102
Payback Period:	1 year					
Should benefit-cost results inc	lude:		Tor	<u>15</u>	<u>Value (m</u>	iil. <u>\$)</u>
			Total Over	Average	Total Over	Average
1) Induced Travel? (y/n)	Y	EMISSIONS REDUCTION	20 Years	Annual	20 Years	Annual
	Default = Y	CO Emissions Saved	-3,312	-166	\$0.0	\$0.0
2) Vehicle Operating Costs? (y/	Y	CO <sub>2</sub> Emissions Saved	-2,098,392	-104,920	-\$54.3	-\$2.7
	Default = Y	NO <sub>X</sub> Emissions Saved	201	10	\$3.6	\$0.2
3) Accident Costs? (y/n)	Y	PM <sub>2.5</sub> Emissions Saved	157	8	\$58.2	\$2.9
	Default = Y					
4) Vehicle Emissions? (y/n)	Y	SO <sub>x</sub> Emissions Saved	-20	-1	-\$0.3	-\$0.0
includes value for CO <sub>2</sub> e	Default = Y	VOC Emissions Saved	-135	-7	\$0.0	\$0.0
-						

Note: model has been modified to monetize PM2.5 emissions.



#### King City Platform and Multimodal Station – Phase 1 Project:

5

Philips siding Rehabilitation Project:

District:

Year	Benefits	Costs	B/C	Year	Benefits	Costs	B/C	Year	Benefits	Costs	B/C
2025	\$1,130,436	\$420,152	<mark>2.69</mark>	2035	\$1,552,154	\$458,609	<mark>3.38</mark>	2045	\$2,092,216	\$510,291	<mark>4.10</mark>
2026	\$1,173,246	\$423,507	<mark>2.77</mark>	2036	\$1,599,910	\$463,117	<mark>3.45</mark>	2046	\$2,154,745	\$516,350	<mark>4.17</mark>
2027	\$1,211,241	\$426,962	<mark>2.84</mark>	2037	\$1,648,936	\$467,761	<mark>3.53</mark>	2047	\$2,219,035	\$522,591	<mark>4.25</mark>
2028	\$1,250,187	\$430,521	<mark>2.90</mark>	2038	\$1,699,274	\$472,543	<mark>3.60</mark>	2048	\$2,285,145	\$529,018	<mark>4.32</mark>
2029	\$1,290,115	\$434,186	<mark>2.97</mark>	2039	\$1,750,968	\$477,470	<mark>3.67</mark>	2049	\$2,353,137	\$535,639	<mark>4.39</mark>
2030	\$1,331,055	\$437,962	<mark>3.04</mark>	2040	\$1,804,061	\$482,544	<mark>3.74</mark>	2050	\$2,423,073	\$542,458	<mark>4.47</mark>
2031	\$1,373,042	\$441,851	<b>3.11</b>	2041	\$1,858,602	\$487,770	<mark>3.81</mark>	2051	\$2,495,020	\$549,482	<mark>4.54</mark>
2032	\$1,416,109	\$445,856	<mark>3.18</mark>	2042	\$1,914,637	\$493,153	<mark>3.88</mark>	2052	\$2,569,045	\$556,717	<mark>4.61</mark>
2033	\$1,460,292	\$449,982	<mark>3.25</mark>	2043	\$1,972,216	\$498,698	<mark>3.95</mark>	2053	\$2,645,218	\$564,168	<mark>4.69</mark>
2034	\$1,505,628	\$454,232	<mark>3.31</mark>	2044	\$2,031,392	\$504,409	<mark>4.03</mark>	2054	\$2,723,612	\$571,834	<mark>4.76</mark>
								2055	\$2,804,303	\$579,748	<mark>4.84</mark>

#### Table 3-2 Phillips Siding Benefit Costs

As shown in Table 3-2 the Phillips Siding benefit cost ratio starts at +2.69 and continues positive throughout the project life to +4.84. Capital costs reflect a modified siding length and O&M costs used the results of extensive FRA analysis escalated to the current period. Given the readily available information from the EIR for the full project, the benefits calculations apply quite reasonable factors using prorated VMT reductions to provide safety



#### Elk Grove to Philips Siding Rehabilitation Project:

#### **Coachella Valley Rail Project:**

Project Evaluation Metric	Undiscounted	Present Value at 7% Discount Rate	Present Value at 3% Discount Rate
Total Benefits	\$1,773.50	\$217.80	\$671.90
Rehabilitation and Major Maintenance	\$50.90	\$6.40	\$20.00
O&M Costs	\$790.80	\$114.10	\$327.70
Capital Costs	\$1,737.50	\$739.30	\$1,193.10
Total Costs	\$2,579.20	\$859.80	\$1,540.80
Net Present Value	(\$805.70)	(\$642.00)	(\$869.00)
Benefit / Cost Ratio (Ratio)	0.52	0.15	0.28
Internal Rate of Return (%)	-2.49%		

Although the Benefit/Cost ratio is not as high, it is important to note that the analysis is based on the baseline of five roundtrips but supports the long-term vision for the corridor that is identified in the State Rail Plan to eventually reach hourly service. The project also fulfills and exceeds state and federal goals in other areas such as sustainability and equity that are not measured through the Benefit/Cost analysis. For example, the project supports one of the guiding principles of the State's Climate Action Plan for Transportation Infrastructure (CAPTI): Building towards an integrated, statewide rail and transit network. The expanded rail service would provide a reliable alternative mode of transportation to communities where a high percentage of the population have incomes below the poverty level. The project is also a vital link in the

State Rail Plan and would transform the southern California rail network by extending it 76 miles to the Coachella Valley, an area that is predominantly rural. Additionally, the service would advance the goals of the California Transportation Plan 2050 by improving air quality, minimizing pollutants from transportation, and enhancing environmental health. This is critical because traffic congestion is rising, and Riverside County is the fastest growing county in the State and increased residential and industrial development will only compound the issue.